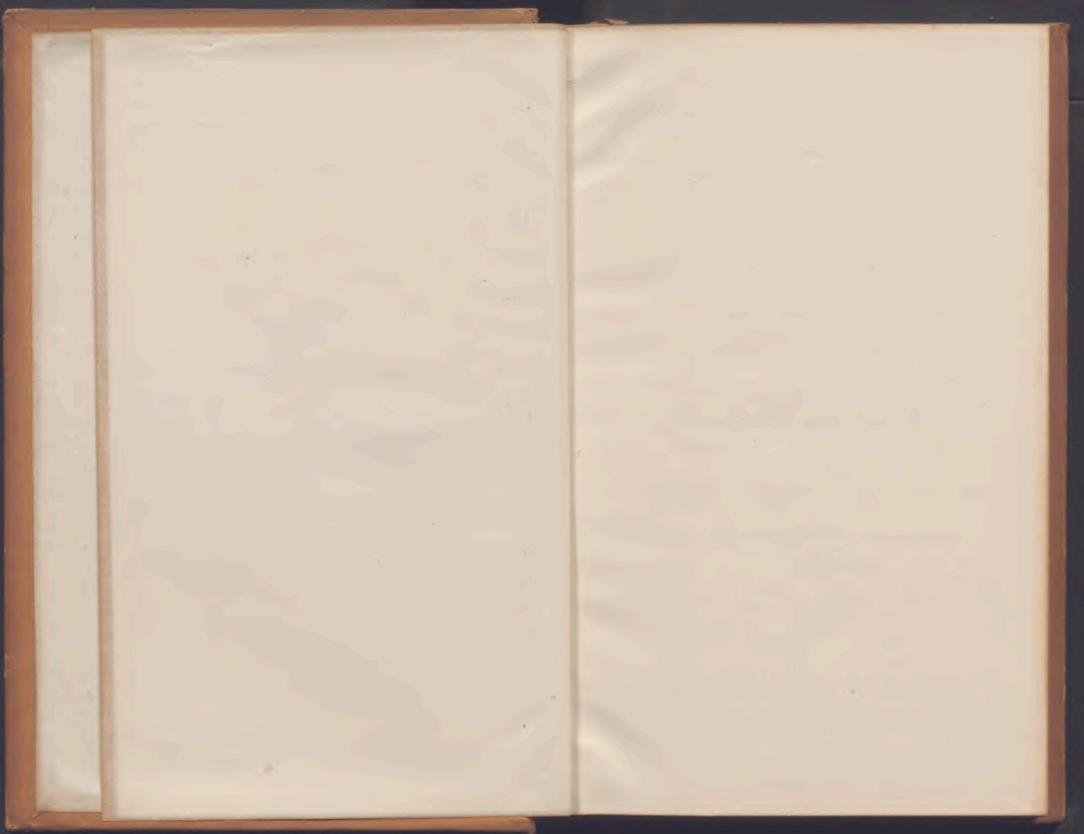
SECRETARY'S OFFICE G. S. & W. R.





BALLYCASTLE RAILWAY COMPANY.

REPORT OF DIRECTORS

AND

### STATEMENT OF ACCOUNTS,

For Half-year ended 31st December, 1896,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

Thirty-Eighth Half-yearly General Meeting,

TO BE HELD AT THE

### RAILWAY STATION, BALLYMONEY,

On Wednesday, 17th day of February, 1897,

AT 12-0 O'CLOCK, NOON.

Ballymoney: PRINTED BY JOHN FERGUSON, 3, QUEEN STREET.

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1897.

### DIRECTORS.

- 2 JOHN CASEMENT, ESQ., J.P., Magherintemple, Ballycastle, Chairman.
- 3 RICHARD M. DOUGLAS, ESQ., J.P., Portballantræ, Coleraine. Deputy Chairman.
- 2 WILLIAM HAMILTON, Esq., J.P., Ballymoney.
- 3 THOMAS M'ELDERRY, Esq., Ballymoney.
- 1 ALEXANDER M'NEILL, Esq., J.P., Gardenvale, Ballymoney.
- 1 L. G. P. FILGATE, Esq., J.P., Altnahinch, Loughguile, Co. Antrim.
- \* EDMUND M'NEILL, Esq., J.P., Craigdun, Craigs, Co. Antrim.
- \* Rt. Hon. JOHN YOUNG, D.L., J.P., Galgorm Castle, Ballymena.
- + HUGH M'GILDOWNY, Esq., J.P., Clare Park, Ballycastle.
  - 1 Vacates in February, 1897.
  - 2 Vacates in February, 1898.
  - 3 Vacates in February, 1899.
  - \* Represents Belfast & Northern Counties Railway Co.
  - + Represents the Grand Jury of County Antrim.

### Ballycastle Railway Company.

NOTICE is hereby given that the Thirty-Eighth Ordinary General Half-Yearly Meeting of the Shareholders of this Company will be held at the RAILWAY STATION, BALLYMONEY, on WEDNESDAY, the 17th day of FEBRUARY, 1897, at the hour of 12-0 o'clock, noon, to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be closed from the 6th to the 17th February, inclusive.

(By Order),

### HAMILTON M'ALLEN,

SECRETARY

Ballymoney, 19th January, 1897.

### DIRECTORS' REPORT

FOR

Malf-year ended 31st December, 1896.

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The Directors in presenting their usual halfyearly Statement of Accounts have to report a decrease of £45. 3s. 3d in the gross receipts, viz., Passengers and Parcels, £17, 18s. 4d., Goods and Live Stock, etc., £27, 4s. 11d.

In the Working Expenses, which include a special charge of  $\pounds_{110}$  in connection with the readjustment of loans, less  $\pounds_{50}$  Directors' fees, not now necessary to be charged, there is a decrease of  $\pounds_{2, 15s. 9d.}$ ; and to the credit of the Locomotive Renewal Account has been placed  $\pounds_{350}$  to complete the renewal of the Locomotives.

The Commissioners of Public Works having offered for sale their interest in the Railway, amounting to  $\pounds 20,000$  on foot of Loan, and  $\pounds 4,118$ arrears of interest thereon up to the 30th June last, your Directors acquired it for  $\pounds 12,000$ , and this sum they raised by the issue of 4 per cent Debenture Stock. Negotiations are pending with the Bondholders and other Creditors under which the Directors hope, with the favourable terms made with the Board of Works, to place the Company in a better financial position.

At the approaching meeting Messrs. Alex. M'Neill, J.P., and L. G. P. Filgate, J.P., Directors, and Mr. Alex. M'Alister, Auditor, retire by rotation, and being eligible offer themselves for re-election.

JOHN CASEMENT, Chairman.

Total. NII. BALANCE. No. I -STATEMENT OF GAPITAL AUTHORISED AND CREATED BY THE COMPANY Loans. NIL Shares. NIL. £135,000 CAPITAL CREATED OR SANCTIONED. Total. Loans or Debenture Stoek. £45,000 Shares. 1.90,000 £90,000 £45,000 £135,000 Shares, Loans or Total. Stock. CAPITAL AUTHORISED. " Ballycastle Railway Act, 1878." ACT OF PARLIAMENT.

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

| DESCRIPTION.                                     | Amount Created.              | Amount Created. Amount Received.           | Calls in Arrear.         | Amount Uncalled. Amount Unissued | Amount Unissued           |
|--|------------------------------|--|--------------------------|----------------------------------|---------------------------|
| Ordinary £10 Shares<br>Baronial Guarantee Shares | £80,000<br>10,000<br>£90,000 | £51,574 0 0<br>*9,026 10 0<br>£60,600 10 0 | £6 0 0<br>N11.<br>£6 0 0 | THN<br>THN<br>THN                | £28 420<br>NIL<br>£28,420 |

\* Issued at a discount of £973 10 0

Total.

No. 3-CAPITAL RAISED BY LOAN AND DEBENTURE STOCK. RAISED BY LOAN AND DEBENTURE STOCK. Debenture Stock at At 4 per cent. At 5 per cent.

| 100  | 0          | 0   | 0  |   |  | 100 0 J  | 00 00 10                     |
|--|------------|---|--|---|--|--|------------------------------|
| s.<br>0  | 0          | 0 0   | 0  | Cr.   |  |  | 15<br>8<br>1                 |
| £<br>30,000<br>52,934  | 7,066 0    | $\frac{45,000}{22,934}$   | 22,066   |   | Total.   | £ 3<br>60,600 10<br>22,934 0<br>30 0<br>10,796 5   | 94,360 1<br>8,444<br>102,805 |
| 0 0  | 0          | : :   |  |   | tr<br>96.  | d.<br>0  | 0                            |
| . 0  | 0          | . 1,  |  |   | A mount<br>keceived<br>during<br>alf-year<br>. 31, 18          |  | 0                            |
| £<br>12,934  | 12,934     | ement Nc  | :  | NT.   | Amount<br>Received<br>Muring<br>Half-year tr<br>Dec. 31, 1896. | £ 8,   | 3,033                        |
|  |            | State   |  | E C   | t<br>d<br>896.   | b 0 0 %  | CJ                           |
| 000  |            | per S   | -  | CCC   | Amount<br>Received<br>to<br>ne 30, 18                          | s<br>0 10<br>5 0   | . T2                         |
| 0 0 0  |            | , as  |  | Y Y   | Amount<br>Received<br>to<br>June 30, 1896                      | £ s<br>60,600 10<br>30,000 0<br>697 5  | 91,327 15                    |
| 10,000<br>10,000   |            | ated  |  | LAI   | - in   |  |                              |
| 20,000 0 0 10,<br>10,  | 20,000 0 0 | Total amount authorised to be raised by Loans and Debenture Stock, in respect of Capital created, as per Statement No. 1,<br>Total amount raised by Loans and Debenture Stock, as above | sc., 1896,   | No. 4-RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT. |  | By Receipts –<br>SHARBS –<br>As per Account No. 2.<br>Loans & Debenture Stock<br>As per Account No. 3.<br>Cancelled Shares<br>Miscellaneous Receipts | Balance,                     |
| 20   | 20         |   | t De   | TIC   | 1  | Loa A S  |                              |
|  |            | ebenture Stock,<br>as above   | f powers, at 31s   | ID EXPENI   | Total.   | £ s. d.<br>89,598 13 3<br>13,206 8 5   | 102,805 1 8                  |
|  |            | by Loans and D<br>behenture Stock,  | ailable borrowing  | RECEIPT AN  | Amount<br>Expended<br>during<br>Half-year to<br>Dec. 31, 1896. | & s. d.<br>284 8 0   | 284 8 0                      |
| 30th June, 1896,<br>31st Dec., 1896,<br>Increase,                |            | prised to be raised<br>I by Loans and I   | Balance, being available borrowing powers, at 31st Dec., 1896, | No. 4-  | Amount<br>Expended<br>to<br>June 30, 1896.                     | $\pounds$ s. d. 89,598 13 3 12,922 0 5   | 102,520 13 8                 |
| Existing at 30th June, 1896,<br>,, 31st Dec., 1896,<br>Increase, | Decrease,  | Total amount authorised to be raised by Loans and Debenture S<br>Total amount raised by Loans and Debenture Stock, as above   |  | Dr.   | Por Vanna Stin   | On Line open for<br>traffic  |                              |

No. 5.- DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st DECEMBER, 1896.

0 £284 8 Working Stock-1 Third Class Carriage,

| 101                           | ANDISE.    | Cattle Total.                         | 5 59                      |           |           |
|-------------------------------|------------|---------------------------------------|---------------------------|-----------|-----------|
|                               | MERCHA     | Open<br>Wagons.                       | 39<br>39                  |           |           |
| CK.                           |            | Covered<br>Wagons.                    | 15<br>15                  |           |           |
| NG STO                        |            | Total.                                | 11<br>12                  | 1         |           |
| /ORKIN                        |            | Break<br>Vans.                        | 5 5                       |           |           |
| N OF W                        | HING.      | Class<br>Breaks                       | 5 5                       |           |           |
| RETUR                         | COACHING   | 3rd<br>Class                          | 5                         | 1         |           |
| No. 6RETURN OF WORKING STOCK. |            | Composite<br>1st, 2nd &<br>3rd Class. | eo eo                     |           |           |
|                               | Locomotive | Tank<br>Engines.                      | <del>ന</del> ന            |           |           |
|                               |            |                                       | Stock at 30th June, 1896. | Increase, | Decrease. |

| PENDITURE AS PER N. 7.   | 28,426 0 0 22,066 0 0  | 50,492         0         0           8,444         6         6   | 42,047 13 6 |
|--|--|--|-------------|
| FURTHER EX   |  |  |             |
| No. 8CAPITAL POWER & ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER N. 7. | Share Capital authorised or created but not yet received (as per Account No. 2)<br>Loan Capital authorised but not yet received (as per Account No. 3) | Less: Balance at Debit of Capital Account (as per Account No. 4) | Balance,    |

| Cr.                   | Half-year<br>ending<br>Dec. 31, 1896.                | the state   | 1828 10 10  |  | 16 10<br>7 8             | 5 0                                       | 00           |
|-----------------------|--|---|---|--|--------------------------|---|--------------|
| 0                     | Half-year<br>ending<br>ec. 31, 189                   | 43<br>03  | 00  |  |                          |   | 2837 12      |
|                       | H  | 176   | 182   |  | 846<br>2675              | 162                                       | 283          |
|                       |  | d<br>6<br>4<br>0  | 11 11   | 00 0   | 10                       | 00  |              |
|                       |  | s<br>14<br>10   | -1 5  | 12   | 0                        | 20  |              |
|                       |  | $\begin{array}{c c} 1,066 \\ 1,066 \\ 1,111 \\ 34,719 \\ 34,719 \\ 1481 \\ \dots \\ 8 \end{array}$                      | 36,896 1683<br>and 145<br>ogs, 145  | 643  | 130                      | 150                                       |              |
|                       |  | 1,066<br>1,111<br>1,111<br>1,111<br>1,111   | 968<br>9 1  | 20   | 38                       | 11 :                                      |              |
|                       |  | 1, 1, 34,   | 36, an  | 3,700 tons   | ,,<br>tons               |   |              |
|                       |  |   | d D   | 0002   | 1,875                    | · · · ·                                   |              |
|                       | 20   |   | uge<br>s an   | 600  | 1, 5,                    | S, et                                     |              |
|                       | RECEIPTS.  |   | ss I  |  |                          | ent                                       |              |
|                       | ECI  | kets  | Arri  | e,   |                          |   |              |
|                       |  | By Passengers-<br>1st Class.<br>2nd .,<br>3rd .,<br>Season Tickets,   | 36,89<br>,, Parcels, Excess Luggage, and<br>,, Horses, Carriages and Dogs,                                      | Merchandise,<br>Live Stock.  | °.                       | Mails,<br>Trunsfer fees, Rents, etc.,     |              |
|                       |  | assengers<br>1st Class.<br>2nd .,<br>8rd .,<br>Season Tic   | urce  | char<br>Sto  | eral                     | s,<br>sfer                                |              |
| IN                    |  | Passe<br>1st<br>2nd<br>3rd<br>Seas  | нЪ  | Merc   | Minerals,                | Mails,<br>Transf                          |              |
| No. 9REVENUE ACCOUNT. |  | By  |   |  |                          | <br>                                      |              |
| ACC                   | car<br>g<br>1895.                                    | 10 00 01 -3   | 10  | 1 8  | 0 6                      | 50  | II           |
|                       | Half-year<br>ending<br>ec. 31, 1890                  | s<br>11<br>15<br>16   | 14  | 9  | 10                       | 50 0<br>15 18                             | 15           |
| NN                    | Half-year<br>anding<br>pec. 31, 1890. Dec. 31, 1895. | $\begin{array}{c c} \mathcal{L} & s \\ \mathcal{L} & 100 & 11 \\ 105 & 11 \\ 1490 & 15 \\ 8 & 16 \end{array}$           | 1705 14<br>140 14   | 1846<br>591<br>71  | 207 10<br>2716 17        | 150                                       | 8 2882 15 11 |
| VE.                   | ur<br>   |   | 1120  | 0000 0   |                          | 111                                       | 00           |
| RE                    | Half-year<br>ending<br>ec. 31, 180                   | 10 00   | 11 14   | 15<br>0<br>19<br>10  |                          | 15  | 12           |
| 1.                    | Hal<br>en<br>Dec.                                    | £ 8 d<br>410 12 0<br>505 9 10<br>79 9 7   | 420<br>153<br>27  | 68<br>68<br>68   | 1734 350                 | 2084 15 11<br>752 16 9                    | 2837 12      |
| 0                     |  | d B A   | तस्त :  |  | :                        |   | 1 61         |
| Z                     |  | an s  |   | e.,  |                          | unoa                                      |              |
|                       |  | : : : : : : : : : : : : : : : : : : :   |   | s, %<br><br><br>ustn   |                          | Acc                                       |              |
|                       |  | ks,<br>arri   |   | adj  |                          | nne                                       |              |
|                       | Expenditure.   | Wor<br><br>of (   | :::   | I Re   | und,                     | eve                                       |              |
|                       | ITIC   | nd T<br>uls e   |   | 10 880 01<br><br>11 011  | I Fu                     | et R                                      |              |
|                       | INN  | y al<br>er,<br>jewa   | -<br>jur  | d lo<br>ssion  | ewal                     | N   |              |
|                       | EXP  | Wa<br>Pow<br>Rei<br>S,  | Sees, See | e, an  | Rene                     | d to                                      |              |
|                       |  | nce<br>ive<br>mud<br>gons   | al Charges,<br>arsarrion-   | Aumage and loss of Goods, &c.,<br>naurance,<br>harges,<br>'s Commission on Readjustmer<br> | ve I                     | urrie                                     |              |
|                       |  | tenance W<br>motive Pov<br>irs and Re<br>Wagons,  | al (<br>ENS.  | Loamag<br>s,<br>fnsuran<br>Charges<br>er's Cou   | noti                     | ce ci                                     |              |
|                       |  | Maintenance Way and Works,<br>Locomotive Power,<br>Repairs and Renewals of Carriages and<br>Wagons,<br>Traffic Exonoses | General Charges,<br>Taxes,<br>ComPENSATION-   | Dunnage and 1085 of Goods, &c.,  | Locomotive Renewal Fund, | lanc                                      |              |
|                       |  | -   | CHU .   | Fi   | ", L(                    | , Balance carried to Net Revenue Account, |              |
| -                     | r<br>95.   | NM OG   |   | 000  | -                        | 50  |              |
| i                     | -yea<br>ding<br>L, 189                               | 119 119 114 114 114 114 114 114 114 114   | 122   |  | 11                       | 00 1-                                     | 5 11         |
| Dr.                   | flalf-year<br>ending<br>Dec. 31, 1895.               |   |   |  | 1737 1<br>394 1          | 2132<br>750                               | 2882 15      |
|                       | 0  | FT: 24 CO   | H and   |  | 2000                     | 00 L0                                     | 8            |

| Cr.                       | Half-year ending<br>Dec. 31, 1896.    | <i>x</i> 3 d | 752 16 9<br>2453 2 4   | 3205 19 1<br>232 12 8   | :           | 3438 11 9 | 613 11 10                                       |                   |
|---------------------------|---------------------------------------|--------------|--|---|-------------|-----------|---|-------------------|
| NT.                       |                                       |              | By Balance from Revenue Account, No 9,<br>,. Interest Arrears dropped by Lenders<br>on readjustment of Loans,  | ,, Amount received from Grand Jury<br>of County Antrim, for Dividend on<br>Baronial Guarantee Shares, | ", Balance, |           | " Balance carried to next half-year's account,  |                   |
| No 10-NET REVENUE ACCOUNT | Half-year<br>ending<br>Dec. 31, 1895. | £ s d        | 750 7 2  | 750         7         2           231         10         6  | 2169 8 10   | 3151 6 6  | :   | the second second |
| 0-NET REVI                | Half-year<br>ending<br>Dec. 31, 1896. | L & d.       | 2145 8 8<br>275 13 4<br>88 3 9<br>40 0 8<br>43 0 10  | 2592 7 3<br>232 12 8  | 613 11 10   | 3438 11 9 | :   |                   |
| No 1                      |                                       |              | To Balance from last half-year's account,<br>Interest on Mortgage Bonds and to<br>Baard of Works,<br>, on Debentre Stock,<br>, on Banking Account,<br>, on Temporary Loans, &c., | ", Paid holders of Baronial Guarantee<br>shares, as per Statement No. 11                              | ., Balance, |           | ", Balance carried to next half-year's Account, |                   |
| Dr.                       | Half-year<br>ending<br>Dec. 31, 1895. | £ s (l       | 2178 13 0 1<br>641 13 4<br>6 6 10<br>93 2 10   | 2919 16 0<br>231 10 6   | :           | 3151 6 6  | 2169 8 10                                       |                   |

00 £232 12 £232 12 \* \* 

Dec. 31, 1896. Half-year ending Dec. 31, 1896, 2 8, 1896, 3 2 11 9 51 9 11 40 1 8 11 13 2 16 9 4 7 6 Half year ending Dec. 31, 1896. & s d 0 8 8 11 9 7 00 0 5 5 6 6 7 0 0 0 0 0 5 5 7 0 9 9 114 0 14 15 1 7 9 0 11 426 13 153 11 32 47 79 REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. 11 11 17 0 P 00 10 Directors Arbitrators Re Baronial Guaranteed Dividend Salary of Secretary and Clerk, Office and Travelling Expenses, Postage, Stationery, &c. Clearing House Expenses, Clearing House Expenses, 12 8 112 255 225 CARRIAGRS: 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, ... GENERAL CHARGES. TRAFFIC EXPRNSES Half year ending Dec. 31, 1895 & a d D Half-year ending Dec. 31,1895 & a d 300 a d 45 6 2 45 6 2 28 0 7 7 15 0 19 11 3 5 4 0 Half-year ending Dec. 31, 1895 2 0 0 0 50 0 0 117 7 0 117 7 0 117 7 0 8 6 4 11 5 2 6 1 4 1 14 4 406 1 9 9 13 1 00 22 1 17 15 13 31 36 108 N. Hulf-year ending Dec. 31, 1896. & s. d. Half-year ending Dec. 31, 1896. £ s. d. 410 12 0 4 0 9 10 -00 10 2 -1 4 363 73 432 505 47 3 0 0 192 4 8 168 2 8 80 1808 \* \* 6 £ s d d. 29 15 156 2 216 16 29 11 47 7 25 16 19 £ 3. 192 21 25 164 1 Salaries, Office Expenses and General Superintendence, Maintenance and Renewal of Permanent Way, MAINTENANCE OF WAY, WORKS, &C. LOCOMOTIVE POWER. Total RENEWALS-398 19 7 B Half-year ending Dec. 31, 1895 & s. d. Half-year ending Dec. 31, 1895 & s d 00 0 0 910 11 571 14 6 195 18 159 15 4010-00 10 2 10 3 160 227 35 41 76 31 27

|                               | 8 8444 6 6<br>203 9 2<br>230 6 0  | 8878 1 8 |
|-------------------------------|---|----------|
| No. 13-GENERAL BALANCE SHEET. | By Capital Account, Balance at Debit thereof, as<br>per Account No. 4   |          |
| 3-GENERAL F                   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 8878 1 8 |
| No. 1                         | To Balance due Bankers and Temporuy Louns<br>, Sundry outstanding and other Accounts<br>, Irish Rallway Clearing House,<br>, Locomotive Renewal Account, Balance at Credit thereof,<br>as per account No. 10, |          |

| No. 14—MILEAGE STATEMENT. No. 14—MILEAGE STATEMENT. No. 14—MILEAGE STATEMENT. No. $Half year ended Dec. 31, 1896$ $Half Miles Miles$ | No. 15STATEMENT OF TRAIN MILEAGE. | year<br>ing<br>, 1895. Dec. 31, 1896. | A CONTRACT OF A | 21,284 Passenger and Goods Trains, 21,086 |
|--|-----------------------------------|---------------------------------------|---|---|
| STATEMENT.<br>Halfyear ended Dec. 31, 1896<br>Author-<br>ized. Miles Miles<br>Author-<br>structed. Engines.  | No.                               | Half-year<br>ending<br>Dec. 31, 1895. |   | 21,                                       |
| Halfyear ended Dec<br>Miles Miles<br>Author con-<br>ized. structed.  |                                   | . 31, 1896<br>Miles                   | Fingines.   | 164                                       |
| Halfyear<br>Miles<br>Author-<br>ized.<br>164   | FNI.                              | ended Dec                             | structed.   | 164                                       |
| 0  | TATEM                             | Halfyear<br>Miles                     | Autoror-<br>ized.   | 164                                       |

No. 12-ABSTRACTS.

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164

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

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e during Engineer. MACKINNON, E JAMES . repair. working condition and past Half-year, been maintained in good certify that the who We hereby the

GEO. BRADSHAW, Resident Engineer

CERTIFICATE RESPECTING THE ROLLING STOCK.

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

GEO. BRADSHAW, Locomotive Superintendent

### AUDITORS' CERTIFICATE.

for six months ending 31st Dec., 1896, and that they contain a full and true statement of the financial condition of the Company. Company the Ballycastle Railway We have examined the Accounts of find

BALLYMONEY, 3rd February, 1897.

REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS OF THE Belfast and County Down Bailway COMPANY, For Half-year ended 31st December, 1896,

TO BE SUBMITTED TO THE

ONE HUNDRED AND SECOND HALF-YEARLY GENERAL MEETING OF THE PROPRIETORS.

TO BE HELD IN THE

BOARD-ROOM, AT BELFAST TERMINUS, On TUESDAY, the 9th FEBRUARY, 1897, AT THE HOUR OF TWELVE O'CLOCK, NOON.

Proxies are required to be lodged with the Secretary not later than Saturday, 6th February, 1897.

> BELFAST : PRINTED BY R. CARSWELL AND SON, ROYAL AVENUE. 1897.

### DIRECTORS.

### CHAIRMAN.

THOMAS ANDREWS, Ardara, Comber.

### DEPUTY-CHAIRMAN. JAMES BARBOUR, J.P., Ardville, Holywood.

- I DAVID B. LYTLE, J.P., Bloomfield House, Belfast.
- I W. J. HURST, J.P., Drumaness, Ballynahinch, Co. Down.
- I SIR DANIEL DIXON, D.L., Ballymenoch, Holywood.
- 2 RIGHT HON. LORD DUNLEATH, Ballywalter Park, County Down.
- 2 THOMAS ANDREWS, Ardara, Comber.
- 3 THOMAS RICHARDSON, 47 Rosemary Street, Belfast.
- 3 JAMES BARBOUR, J.P., Ardville, Holywood.

### 1 Vacates in February, 1897.

- 2 Vacates in February, 1898.
- 3 Vacates in February, 1899.

### REPORT.

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Your Directors beg to submit herewith the Half-Yearly Accounts to 31st December, 1896, duly certified by your Auditors.

### RECEIPTS.

The Receipts from all sources shew an increase of  $\pounds 1,218$  for the half-year, as compared with the corresponding half of 1895, viz. :—

|                               | 1895.     | 1896.     | Increase. | Decrease |
|-------------------------------|-----------|-----------|-----------|----------|
| Number of Passengers.         | 1,275,068 | 1,308,083 | 33,015    |          |
|                               | £         | £         | £         | £        |
| Passengers                    | 46,726    | 46,907    | 181       |          |
| Parcels, Horses and Carriages | 2,957     | 3,142     | 185       |          |
| Mails                         | 700       | 700       |           |          |
| Merchandise                   | 10,601    | 10,990    | 389       |          |
| Live Stock                    | 768       | 680       |           | 88       |
| Minerals                      | 5.091     | 5,586     | 495       |          |
| Rents and Transfer Fees       | 479       | 535       | 56        |          |
|                               | 110       | 000       | 50        |          |
|                               | 67,322    | 68,540    | 1,218     |          |

### WORKING EXPENSES.

The Working Expenses, which include a sum of £1,500 as a provision towards the cost of new Engines on order, have decreased by £1,268 19s 10d.

### REVENUE ACCOUNT.

4

After providing for interest and all prior charges, there remains at credit of Net Revenue Account a sum of  $\pounds 27,777$  4s 5d, which your Directors recommend should be applied as follows:—

| In payment of Dividend on the 5 per cent.<br>Preference Stock,                         | £6,203  | 10 | 6 |
|--|---------|----|---|
| In payment of Dividend on the 4 per cent.<br>Preference Stock,                         | 4,000   | 0  | 0 |
| In payment of Dividend on the Ordinary<br>Stock at $6\frac{1}{2}$ per cent. per annum, | 10,804  | 12 | 6 |
| To Reserve Fund,   | 2,000   | 0  | 0 |
| Leaving a Balance to be carried to next<br>Account of                                  | 4,769   | 1  | 5 |
|  | £27,777 | 4  | 5 |

### CAPITAL ACCOUNT.

The expenditure on this account, during the half-year, amounted to  $\pm 22,031$  7s. 6d., details of which are given in Account No. 5.

### ISSUE OF NEW STOCK.

During the half-year £1,500 of 4 per cent. Debenture Stock was issued, and the premium thereon placed to credit of Capital Account.

### NEW HOTEL AT NEWCASTLE.

The work at this hotel is proceeding; and the laying out of the grounds is approaching completion.

### NEW WORKS

The following new works are in progress, in addition to some of those mentioned in last Report which are not yet completed :---

Holywood, new goods store; Bangor, extension of passenger station and goods yard; Groomsport Road, Station Master's house; Comber, covering of platform, and new subway; Ballygowan, new passenger loop and signalling arrangements; Ballynahinch, new station roof and signalling arrangements; Downpatrick, extension and covering of platform; Tullymurry, new station.

### NEW GENERAL HOSPITAL.

Your Directors recommend that a subscription of £1,000 should be given on behalf of the Company to the building fund for the proposed new General Hospital for Belfast, and they have called a Special Meeting of the Proprietors, to be held immediately after the Ordinary Meeting, in order to take the matter into consideration. The hospital when built and opened will always be available for the employés of the Company when needed.

### DIRECTORS AND AUDITORS.

The following Directors retire by rotation and are eligible for re-election: Mr. David B. Lytle, J.P., Mr. W. J. Hurst, J.P., and Sir Daniel Dixon, D.L.

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

(Signed by order of the Board)

THOS. ANDREWS, Chairman. THOS. J. BRITTAIN, Secretary.

Board Room,

20th January, 1897.

The Dividend Warrants will be posted on 27th February, and Proprietors are requested to give notice to the Secretary without delay, of any change of address, so that Warrants may not be mis-sent. STATEMENT of ACCOUNTS for Half-year ending 31st December, 1896.

0 0 0 0 0 0 0 0 0 0 52,909 0 0 0 1,384,757 0 0 0 666,666 0 0 1,475,666 0 0 d. 0 50,000 0 0 0 0 0 320,000 0 0 -Total. 15,000 138,000 263,000 23,000 38,000 7,500 1,422,757 1,377,257 42 CAPITAL CREATED OR SANCTIONED. (38,000 0 0 25,000 0 0 d. 0 0 0 80,000 0 0 458,666 0 0 0 431,666 0 0 38,000 0 0 393,666 0 0 7,500 0 0 386,166 0 0 SHOWING THE PROPORTION RECEIVED. 0 £ 8. Loans. 166,666 0 0 0 No. 1-STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY. 138,000 6,000 22,000 d. 0 0 0 0 0 0 0 0 0 991,091 0 0 0 0 Stock and Shares. 8. 991,091 0 0 0 0 500,000 0 15,000 0 50,000 0 240,000 0 1,022,000 0 0 991,091 0 75,000 125,000 17,000 30,909 42 0 0 7,560 0 0 1,377,257 0 0 0 666,666 0 0 0 138,000 0 0 23,000 0 0 52,909 0 0 1,422,757 0 0 38,000 0 0 1,384,757 0 0 d. 320,000 0 0 1,475,666 0 0 15,000 0 E0,000 0 20 Total. 263,000 42 No. 2-STOCK AND SHARE CAPITAL CREATED, CAPITAL AUTHORISED. 7,500 0 0 386,166 0 0 80,000 0 0 453,666 0 0 d. 00 0 22,000 0 0 431,666 0 0 38,000 0 0 393,666 0 0 6,000 0 0 00 0 Loans. £ 8. 166,666 0 { 38,000 { 25,000 138,000 453,666 991,091 0 0 d. 1,022,000 0 0 30,909 0 0 991,091 0 0 500,000 0 0 15,000 0 0 50,000 0 0 75,000 0 0 17,000 0 0 240,000 0 0 991,091 0 0 125,000 0 0 Stock and Shares. 8. वर Belfast and County Down Railway Act, 1876, Stoch, 265,000, Nob. Reduced by The Belfast and County Down Railway (Newcastle Transfer) Act, 1881, . . . Belfast and County Down Railway Act, 1891, ... Belfast and County Down Railway Act, 1855... Belfast and County Down Railway (Newcastle Transfer) Act, 1881, .... Belfast and County Down Railway (Bangor Transfer) Act, 1384, ... Downpatrick, Killough, and Ardglass Light Railway Order, 1890, and Belfast and County Down Railway Act, 1891, ... Deduct in respect of Portpatrick Railway Shares sold, Reduction under Act of 1876, Redeemed under Act of 1881, Portpatrick Railway Act, 1857, ... ACTS OF PARLIAMENT.

d. 0 0 0 0 0 0 TOTAL RAISED BY LOANS AND I)ERENTURE STOCKS. £ к. d 305,166 0 н 1,500 0 0 306,666 0 336,166 0 306,666 0 29,500 d. 0 0 At 3 per cent. 
 167,166
 0
 0
 138,000
 0

 168,666
 0
 0
 138,000
 0
 8 50,000 0 RAISED BY ISSUE OF DEBENTURE STOCKS, 386,166 0 48 d. 1,500 0 0 At 4 per cent. £ 8. Total Amount authorised to be raised by Loans and Debenture Stocks in respect of Capital oreated, as per Statement No. 1 3-CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS. RAISED BY LOANS. Balance, being available Borrowing Powers, at 31st December, 1896 Total Amount raised by Loans and Debenture Stocks, as above Less Amount not yet available (under 1891 Act) : : No. . . Existing at-30th June, 1896 ... 31st December, 1896 Increase Decrease

d. 143,500 0 0 143,500 0 0 £ 8. 00000 0 847,591 0 .00000

Amount Unissued.

Amount Received.

Amount Created.

DESCRIPTION.

£ 332,450 248,141 50,000 200,000 17,000 000000 ..... £ 832,450 248,141 50,000 200,000 17,000 143,500

0

0

160'166

Total

0 0 -101 00 5 10 d. -0 0 15 15 1,245,012 8 01 14 20 TOTAL. 1,191,617 1 53,394 1 Cr. 847,591 37,360 306,656  $\begin{array}{c} 249 \\ 115 \\ 270 \\ 115 \\ 933 \\ 225 \\ 702 \\ 702 \\ 137 \\ 1,156 \\ 246 \\ 224 \\ 137 \\ 702 \\ 137 \\ 700 \\ 137 \\ 700 \\ 137 \\ 700 \\ 710$ 14,476 5,719 લ્ટ 031 Amount Received during Half-year ending 31st Dec., 1896. d. 0 6 11 6 11 1896. ů. 0 1,500 63 2 2,132 42 DECEMBER, Amount Received to 30th June, 1896. 0 10 0 d. 0 0 0 on 00 -847,591 305,166 36,728 1,189,485 CAPITAL ACCOUNT. 4 ENDING 31st Power unt unt on Issue of Stock Engine Stock and Shares per Acco No. 2 ... Debenture Stocks per Acc No. 3 ... OF WORKING STOCK. No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR By Receipts :--Addi NO Premiums pur Balance Vans, EXPENDITURE ke so d 1 0 61 0 0 00 37,776 12 13 19 3. C1 1,245,012 8 B TOTAL. sb : : 710,040 8,204 61,845 258,259 31,713 42 6-RETURN up), Tw AND Amount Expended during Half-year ending 31st Dec., 1896. 02 q. 9 -8. 14 1.00 11 en 14,476 1,835 22,031 RECEIPTS 42 broke No. LAYES OPEN FOR TRAFFIO-Belfast-Goods Yard ... Extensing Workshops ... Water Service ... of Station Newtownards-Enhargement of Station Ballyrashinoh-Engine Shed Downpatrick-Extending and Lovering Platform Tullynurry-New Station Building, Platform, &c. Bangrot-Goods Yard Extension, &c. Amount Expended to to 1896. d. 30 1 8 0 -0 8 ..... 0 40 13 1 5 37,776 12 -4-695,564 131,453 61,845 255,259 29,878 8,204 1,222,981 No. 42 90 10 010 Downpatrick, Dundrum, and Newcastle Railway Purchase. Belfast, Holywood, & Bangor Railway. Purchase. On Construction of Downpatrick, Kil-lough, and Ardglass Railway £61,713 12 Less: Treasury Grant 30,000 0 Note-The Sum of £17,000 3 per cent. Baronial Guaranteed Shares that been issued (see Account No. 2), and forms part of the above £31,713 12s 2d. 0 1 £31,713 12 ubscription to Portpatrick Railway ... 215,704 Less Amount sold ... 7,500 Less: Treasury Grant On Lines open for Traffic Working Stock To Expenditure : LINES OPEN I Belfast-C Steamboats Dr. Subs 0m

er og Ballast Wagons. 180 63 187 [atoT SusV 8 10 01 Goods Brake Wagons 16 Cattle Covered Wagons 50 Goods MERCHANDISE Gooda or Cattle Wagons 104 Timber Trucks 4 4 Flat Wagons with falling sides 39 Flat Wagons with door in side 181 181 Suo Sem 85 85 Flat Lox 159 10 Total .U.B.V. --Accident Brake Carriage Trucks -00 00 Horse Boxes Гиккаке Уаля 00 00 Passengers' Composite 12 COACHING. 2nd and 3rd Composite. 6 6 Jet and 3rd Composite 23 bns bas tel 57 Srd Class 2nd Class 24 21 1st Class OCOMOTIVE 15 15 Tenders Engines 26 26 Stock on 30th June, 1896 during half-year 31st Dec., 1896 Do. Incre

|   | KPENDITURE.          | In<br>Subsequent<br>Half-years.                | Not Ascertained.                   |
|---|----------------------|--|------------------------------------|
| COUNT.  | FURTHER EXPENDITURE. | During Half-<br>year ending<br>30th June 1897. | £<br>14,000<br>14,000<br>1,500<br> |
| No. 7-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. |                      |  | Hotel, Newcastle                   |

|  |   | _  | _   |   |              |
|--|---|--|---|---|--------------|
|  | po  | 0  | 0   | 0 01  | 10           |
|  | 8.0   | 0  | 0   | 13  | 9            |
|  | £<br>143,500  | 20,500   | 50,000 0 0  | 223,000<br>53,394                                       | 169,605 6 10 |
| RE.  |   | :  | :   | :   |              |
| NDITU  | :   |  |   | 4   |              |
| EXPE   | 1   | :  | i   | ;   |              |
| THER   | :   | :  | :   | :   |              |
| r fur  | :   | e  | :   | :   |              |
| MEET   | :   | :  |   | :   |              |
| E TO   | :   | :  | :   | •   |              |
| LABL   | :   | :  |   | :   |              |
| AVAI   | :   | :  |   | ÷   |              |
| SETS   | :   | :  | 1   | :   |              |
| No. 8-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE. | (3  |  | Loan Powers sanctioned but not yet available (as per Statement No. 3) | 0. 4)   |              |
| OTF  | it No. 2  |  | Statem  | ount N  |              |
| AND  | atemen  | t No 3)  | as per 5  | per Acc   |              |
| OWERS  | Share Capital created but not issued (as per Statement No. 2) | Available Borrowing Powers (as per Statement No 3) | vailable (  | Less Balance at debit of Capital (as per Account No. 4) |              |
| AL P(  | issued  | as per ?   | ot yet a  | it of Ca  |              |
| APIT.  | but not   | owers (  | d but n   | e at deb  |              |
| 8-0  | reated 1  | owing I  | inctione  | Balance   |              |
| No.  | Capital c   | ble Borr   | owers sa  | Less  |              |
|  | Share (   | Availa   | Loan P  |   |              |
|  |   |  |   |   |              |

|                   | hr<br>7<br>1896                        | d.   | -   |   | 61  |                               |                               | 61        | 4                      | 0                                      | -         |
|-------------------|--|--|---|---|---|-------------------------------|-------------------------------|-----------|------------------------|--|-----------|
| Cr.               | Half-year<br>ending<br>31st Dec., 1896 | ಹ  |   |   | 50,749 9  |                               |                               | 17,255 18 | 68,005 7               | 535 4                                  | 68,540 11 |
|                   |  | s. d   | 8 0   | $\begin{array}{ccc} 1 & 2 \\ 0 & 0 \end{array}$ |   | 0 1<br>11 3                   | 8 10<br>0 5<br>8 11           |           |                        | 16 6                                   |           |
|                   |  | ્ય   | 46,907  | 3,142   |   | 11,309<br>818                 | 10,990<br>680<br>5,585        |           |                        | 516 16<br>18 7                         |           |
|                   |  | 2 11<br>9 8<br>0 10  | 14 7  | ::  |   | .: :                          | 13 : :                        |           | :                      | ::                                     |           |
|                   |  | £5,427<br>9,298<br>25,668  | 6,513 14  | : :   |   | 47,449 tons                   | 76,040 tons                   |           |                        | ::                                     |           |
|                   | PTS                                    | No. 1896.<br>s 118,874<br>263,455<br>925,754   | lolders   | Parcels, Horses and Carriages<br>Mails          |   | . :                           | : :                           |           | ipts                   | ::                                     |           |
|                   | ECEIP                                  | lass<br>1  | Season Ticket Holders                             | s and C   |   | ::                            | ::                            |           | Total Traffic Receipts | . :                                    |           |
|                   | RE                                     | mgers-<br>95.<br>First Cl<br>Second<br>Third   | T nose  | , Horse   |   | ndise                         | ock<br>Is                     |           | tal Traf               | Rents<br>Transfer Fees                 |           |
| T.                |  | By Passengers-<br>No. 1895.<br>123,703 First C<br>257,902 Second<br>893,463 Third  | ΩC.   | " Parcela, H                                    |   | " Merchandise<br>Less Cartage | " Live Stock<br>" Minerals    |           | To                     | " Rents                                |           |
| COUN              | ar<br>g<br>1895                        | d.   | 0 0   | 4 5 0 0   | 1 9   | 11                            | 11 SS SS                      | 1 4       | 3 5                    | 00                                     | 9 5       |
| -REVENUE ACCOUNT. | Half-year<br>ending<br>31st Dec., 1895 | £ 8.<br>5,874 4<br>9,235 (0<br>25,187 1  | 6,429 19<br>46,726 10                             | 2,957 4   | 50,383 15   | 11,373 18<br>772 17           | 10,601 0<br>768 6<br>5,090 14 | 16,460 1  | 66,843 16              | 453 3<br>25 10                         | 67,322 8  |
| EVE               |  | 8. d.<br>9 5<br>10 5<br>117 3<br>118 11<br>12 0<br>16 6  |   | 0 10 10   | 0   |                               | 1                             |           | 1 5                    | 11 6                                   | 1 4       |
| No. 9-F           | Half-year<br>ending<br>31st Dec., 1896 | £<br>5,341<br>10,624<br>2,297<br>8,970<br>3,280<br>1<br>3,280<br>1<br>8,41   | 000   | 479 1<br>304<br>1 500                           | 1000 4  |                               |                               |           | 36,354                 | 32,186                                 | 68,540 11 |
| N                 |  | ract A)<br>B)<br>C)<br>E)  | 6-1 00  |   | SCIAUION  |                               |                               |           | :                      | :                                      |           |
|                   |  | (See Abstract  | £251<br>29  | ::  | g mebre   |                               |                               |           | с,                     | ît                                     |           |
|                   | URE                                    |  | : .:  | : .   | ucinain   |                               |                               |           | •                      | Accour                                 |           |
|                   | DITI                                   | orks, &  |   | ::  | enses, 11   |                               |                               |           | :                      | evenue                                 |           |
|                   | EN                                     | Kay, W<br>r<br>jon Rep   | y<br>oss of G                                     | : :   | dxr bu  |                               |                               |           | xpense                 | o Net B                                |           |
|                   | EXP                                    | e Powe<br>ond Was  | 24.3  | Taxes   | IL WOLK   |                               |                               |           | rking E                | arried t                               |           |
|                   |  | To Maintenance of Way, Works, &c.<br>Locomotive Power<br>Carriage and Wagon Repairs<br>Traffic Expenses<br>General Charges | ", Compensation-<br>Personal Inju<br>Damage and I | Rates and Taxes                                 | seamoout working Expenses, including Depreciation |                               |                               |           | Total Working Expenses | Balance carried to Net Revenue Account |           |
|                   |  | 1  |   | 6 6   |   |                               |                               |           | 1                      | :                                      | T         |
| Dr.               | Half year<br>ending<br>31st Dec., 1895 | 28 a. d.<br>228 3 10<br>355 5 6<br>381 11 1<br>381 1 9<br>381 1 9<br>381 1 9<br>381 1 9                                    | 10 16 16  | )4 8 4<br>9 3 5 4                               | -   |                               |                               |           | 33 1 3                 | 99 8 2                                 | 22 9 5    |
|                   | Ha<br>en<br>31st D                     | $\mathcal{E}$<br>6,028<br>10,655<br>1,981<br>8,381<br>3,207<br>3,207   | 91  | 504   | 0,000   |                               |                               |           | 37,623                 | 29,699                                 | 67,322    |

|                             |  |  | 1            |
|-----------------------------|--|--|--------------|
| Cr.                         | Half year<br>ending<br>31st Dec., 1896                 | 2,205 1 9<br>131 5 0<br>83 8 10<br>217 14 5<br>32,186 9 11<br>32,186 9 11  | 35,078 19 11 |
| JOUNT.                      |  | By Balance brought from last Half year's Account Dividend on Shares in Porbakrick and Wigkown alle the Railway with the Railway of the Central Railway per Great Tolls on Belfsat Central Railway per Great Northern alliway Co. (Ireland) Rankers and General Interest Baronial Guarniced Shares - Amount receivable from Revenue Account, No 9 Balance brought from Revenue Account, No 9. | 1            |
| FINE ACC                    | Half-year<br>ending<br>31st Dec., 1895                 | 2,327 12 0<br>131 5 0<br>78 13 3<br>157 3 4<br>157 3 4<br>29,099 8 2   | 32,679 1 9   |
| No. 10-NET REVENUE ACCOUNT. | Half-year<br>ending<br>31st Dec., 1896 31st Dec., 1895 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 35,078 19 11 |
| No. 1                       |  | To Interest on 4 per cent. Debenture Slock   |              |
| Dr.                         | Half year<br>ending<br>31st Dec., 1895                 | 2, 4, 4, 7, 1, 1, 1, 1, 2, 2, 0, 0, 0, 0, 1, 1, 1, 25, 0, 0, 0, 0, 1, 1, 1, 1, 25, 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,   | 32,679 1 9   |

|  | t Dec., 1896.                     | Total.               | £ 8. d.   |  | 23,008 3 0   | 4,709 1 5                                       |
|--|-----------------------------------|----------------------|---|--|--|---|
|  | Half-year ending 31st Dec., 1896. | Dividend.            | £ 8. d.   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | _   |
| DENI   | Ha                                | Rate<br>per<br>Cent. |   | 5<br>6}  |  |   |
| FOR DIVI   |                                   |                      | :   | £248,141<br>200,000<br>332,450   | :  |   |
| ABLE   |                                   |                      | :   | 111  |  |   |
| VAIL   |                                   |                      | :   | :::  | :  |   |
| ICE A  |                                   |                      |   | :::  | :  | :   |
| SALAN  |                                   |                      | t No. 10  | :::  | -:   | r   |
| No. 11-PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. |                                   |                      | Balance available for Dividend, as per Account No. 10 | Dividend on 5 per Cent. Preference Stock<br>", ", 4 per Cent. Preference Stock<br>", ", Ordinary Stock | To Reserve Fund                                      | Balance to be carried forward to next half year |
| No. 11   | t Dec., 1895.                     | Total.               | £ 8. d.<br>25,417 11 5                                |  | 20,813 3 0   | 4,604 8 5                                       |
|  | Half-year ending 31st Dec., 1895. | Dividend.            | £ 8. d.   | $\begin{array}{c} 6,203 & 10 & 6 \\ 4,000 & 0 & 0 \\ 10,609 & 12 & 6 \end{array}$                      | 20,813 3 0   |   |
|  | Half-                             | Rate<br>per<br>Cent. |   | 5<br>4<br>6<br>2   |  | -   |

| A  | MAINTENANCE OF WAY, WORKS, &C.   | IKS, &C.   |  | C REPAI                                   | REPAIRS AND RENEWALS OF CARRIAGES  | 3 AND WAGONS.      | GONS.                                     |
|--|--|--|--|---|--|--------------------|---|
| Half-year<br>ending  |  |  | Half-year<br>ending<br>31st Dec. 1896. | Half-year<br>ending<br>31st Dec., 1805    |  |                    | Half-year<br>ending<br>31st Dec., 1896    |
| £ 8. d.  |  | £ 8. d.  | £ 8. d.                                | £ 8. d.                                   | Carriages-<br>Wages and General Superintend-   | £ s d              | £ 8. d.                                   |
| 382 15 5   | Salaries, Office Expenses, and General<br>Superintendence<br>Maintenance and Remewal of Perman-                |  | 428 19 1                               | 720 19 7<br>504 8 4                       | materials  | 694 6 8            | 1,384 8 6                                 |
| $\begin{array}{c} 2.289 & 14 & 5 \\ 471 & 3 & 3 \\ 1,046 & 13 & 9 \end{array}$ | ent Wny-<br>Wages<br>Materials<br>Relaying with Steel Rails  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |  | 4 41 944                                  | Wagons   | 480 8 6<br>493 0 3 |   |
| 6 L <u>1</u> 57  | Repairs of Roads, Bridges, Signals,<br>and Works   |  | 5,073 / 9                              |   | :  |                    | 913 8 9                                   |
| 1,370 15 10  | Repairs of Stations and Buildings.   |  | -                                      | D D                                       | TRAFFIC EXPENSES.  | -                  |   |
|  | Miles Maintained—<br>Double 12<br>Single 641   |  |  | Half-year<br>ending<br>31st Dec., 1895    |  |                    | Half-year<br>ending<br>31st Dec., 1896    |
| 0.038 3 10   | Total 764  |  | 5,341 9 5                              | £ .8. d.<br>6,011 10 1<br>1,005 4 4       | Salaries and Wages,<br>Fuel, Lighting, Water, and General Stores   | : :<br>@:          | £ 8. d.<br>6,462 7 5<br>1,114 4 1         |
|  | LOCOMOTIVE POWER   |  |  | 50 00                                     | Clothing   | ::                 | - 1- 0                                    |
| Ilalf-year<br>ending<br>31st Dec., 1895  |  |  | Half-year<br>ending<br>31st Dec., 1890 | 106 11 3<br>35 9 3<br>62 6 1              | Shunting Expenses<br>Wagon Covers, Ropes, &c<br>Miscellancous Expenses   | :::                | 97 8 8<br>46 17 11<br>88 6 8              |
| £ 8. d.  | C1 2 - 0   | £ 8. d.  | £ 8. d.                                | 8,331 1 9                                 |  |                    | 8,970 18 11                               |
| 233 15 7   |  |  | 236 7 2                                | E   | GENERAL CHARGES.   |                    |   |
| 2,833 17 8<br>3,122 16 7   | connected with the wor<br>of Locomotive Engines  | 3,162 7 5<br>3,332 4 9                               |  | Half-year<br>ending<br>31st Dec., 1895    |  |                    | Half-year<br>ending<br>31st Dec., 1890    |
|  | Oil, Tallow, and other Stores  |  | 7,238 19 5                             | £ s. d.<br>600 0 0                        | Directors  | :                  | £ 8. d.<br>600 0 0                        |
| $\begin{array}{cccccccccccccccccccccccccccccccccccc$                           | Repairs and Renewals—<br>Wages<br>Materials<br>Balance for Engines delivered<br>Provision for further Renewals | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |  | 10 8118                                   | tary, General Manager, A<br>, Stamps, Stationery, &c   | ccountant,         | 0 0 0 0 0 0 0                             |
| 10,864 10 3  | Less : Use of Faurine Ballasting. Ac.  |  | 3,518 11 8<br>10,993 18 3<br>369 7 10  | 119 9 8<br>115 8 6<br>55 2 11<br>106 18 7 | Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses<br>Contribution to Superannuation Fund |                    | 120 0 8<br>100 14 5<br>50 13 7<br>178 4 6 |
| 12   |  |  | 10                                     | 3,207 19 11                               |  |                    | 3,280 12 0                                |

Belfast, 21st January, 1897.

W.M. B. PEAT, J. A. FORSTER, Auditors of the Company.

We have examined the Accounts of the Belfast and County Down Railway Company for the half-year ending 31st Dec., 1896, and find that they contain a full and true Statement of the financial condition of the Company, and that the Dividends proposed to be declared on the Stocks and Shares are *bona fide* due thereon, after debiting the Revenue of the Half-year with all expenses which in our opinion ought to be charged thereto.

AUDITORS' CERTIFICATE.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, also the Marine Engines of the Steamershave, during the past Half-year, been maintained in good working order and repair. R. G. MILLER, Loco. Supt. Ist January, 1897.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past Half-year, been maintained in good working condition and repair. Ist January, 1897. G. P. CULVERWELL, Engineer.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

OSBORN J. MUTTON, Accountant of the Company.

THOMAS ANDREWS, Chairman of the Company.

Half-year ending 31st Dec., 1800.

Half-year ending 31st Dec., 1895.

No. 15-STATEMENT OF TRAIN MILEAGE.

329,952

278,443 51,509

262,606 42,590 305,196

Goods and Mineral Trains

Passenger Trains

164

164

764

Lines owned by Company

764

Miles Worked by Engines.

Miles Con-structed.

Milles Authorised.

Haif Year ending 31st Dec., 1695.

Half-year ending 31st Dec., 1806.

No. 14-MILEAGE STATEMENT.

Total

761

161

761

Total

164

71,466 13 4,512 18 2,117 17 6,289 19 1,687 4 AUDITORS. 510 J. A. FORSTER, ", Baronial Guaranteed Shares-Amount receivable from the Grand Jury of the County Down for Dividend thereon WM. B. PEAT, ,, Reserve Fund Investment :--India 34 per cent Stock " General Stores-Stock of Materials on hand Traffic Accounts due to the Company " Cash at Bankers, and in hand .. Sundry Outstanding Accounts Examined and found to agree with the Books and Vouchers of the Company. 2 2 6 10 7 1 0 0 -19,472 14 9 71,466 13 0 0 8,702 694 13,245 1,500 coount " Unpaid Dividends and Interest Steamboat Depreciation Fund Renewal of Engines-Reserve Sundry Outstanding Accounts BELFAST 21st January, 1897. ,, Renewal of Engir
,, Steamboat Depre
,, Reserve Fund 6.6

10 10 9

0

2,954

£ 8. 53,394 13

By Capital Account, Balance at Debit thereof, as per Account No. 4  $\ldots$ 

e d.

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27,777

per ...

Credit thereof, as

38

To Net Revenue Account, Balance Account No. 10 ...

Dr.

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Cr.

No. 13-GENERAL BALANCE SHEET.

8 6 6 6

0

### BELFAST AND COUNTY DOWN RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the ONE HUNDRED AND SECOND ORDINARY GENERAL HALF-YEARLY MEETING of the PROPRIETORS of this Company will be held at the COMPANY'S OFFICE, QUEEN'S QUAY, Belfast, on TUESDAY, the 9th day of February, 1897, at the hour of TWELVE o'clock noon, to transact the usual business of the Company; and all parties interested are requested to Take Notice that the REGISTRY of TRANSFERS of the Company will be CLOSED on and from TUESDAY, the 26th day of January, 1897, until such Ordinary Meeting shall have been held.

(By order of the Directors),

THOS. J. BRITTAIN, Secretary.

Queen's Quay, Belfast, 16th January, 1897.

### BELFAST AND COUNTY DOWN RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that a SPECIAL MEETING of the PROPRIETORS of this Company will be held at the COMPANY'S OFFICE, QUEEN'S QUAY, Belfast, on TUESDAY, the 9th day of February, 1597, immediately after the conclusion of the business of the General Half-Yearly Meeting to be held at Twelve noon of the same day, for the purpose of considering the propriety of contributing a sum out of the revenue of the Company towards the erection and completion of the proposed New General Hospital for Belfast, and, if approved, to authorise the Directors to contribute such sum as may be agreed on at such meeting, on such terms and conditions as the Directors may deem fit.

(By order of the Directors),

THOS. J. BRITTAIN, Secretary.

Queen's Quay, Belfast, 16th January, 1897.

Proprietors of £200 and upwards, of either Ordinary or Preference Stock, 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. Belfast and Aorthern Counties Railway Company.

### REPORT OF DIRECTORS

AND

### STATEMENT OF ACCOUNTS

FOR HALF-YEAR ENDED

31st DECEMBER, 1896.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

### ONE HUNDRED AND THIRD

### HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

### YORK ROAD TERMINUS, BELFAST,

ON FRIDAY, THE 12TH DAY OF FEBRUARY, 1897,

AT TWELVE O'CLOCK, NOON.

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

### **REPORT OF THE DIRECTORS**

LIST OF DIRECTORS.

### Chairman.

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

### Deputy-Chairman.

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

- (c) W. J. PIRRIE, Esq., C.E. ... Queen's Island, Belfast. (Lord Mayor of Belfast)
- (c) WILLIAM CHAINE, Esq.,

... Cairncastle Lodge, Larne.

- (c) JOHN B. GUNNING MOORE, Esq., D.L., Loymount, Cookstown.
- (a) WILLIAM TILLIE, Esq., D.L.,
  - ROBERT H. S. READE, Esq., ... Wilmont, Dunmurry.
- (a) ROBERT H. S. KEADE, ESC
  (b) EDMUND M'NEILL, Esq.,
- (b) JAMES WILSON, Esq.,
- ... Craigdunn, Craigs, Co. Antrim

... Duncreggan, Londonderry.

... Old Forge, Dunmurry, Belfast

(a) Retire August, 1897.
(b) Retire August, 1898.

(c) Retire August, 1899.

To be submitted to the Half-Yearly General Meeting of Proprietors to be held on the 12th February, 1897.

### BELFAST, 18th January, 1897.

THE Comparative Statement of Receipts for the half years ended 31st December, 1895 and 1896, is as follows :----

|                          |      | 1895.     | 1896.     | Increase. | Decrease. |
|--------------------------|------|-----------|-----------|-----------|-----------|
| Number of Passengers     | <br> | 1,504,586 | 1,502,033 | -         | 2,553     |
|                          |      | £         | £         | £         | £         |
| Passengers, Parcels, &c. | <br> | 76,664    | 75,926    |           | 738       |
| Merchandise              | <br> | 48,415    | 49,571    | 1,156     |           |
| Minerals                 | <br> | 13,458    | 14,969    | 1,511     |           |
| Live Stock               | <br> | 2,770     | 2,570     | -         | 200       |
| Mails                    | <br> | 5,725     | 5,725     | -         |           |
| Rents and Miscellaneous  | <br> | 1,374     | 1,470     | 96        | -         |
|                          |      | 148,406   | 150,231   | 1,825     |           |

### REVENUE EXPENDITURE.

After taking credit for the amount received for working other Lines, there is a net increase in the working expenses of  $\pounds 1,348$  attributable to extra relaying, increased wages, &c.

The ratio of expenditure to receipts is 52.73 per cent.

About 8834 per cent. of the line is now laid with steel rails.

### FINANCE.

| <ul> <li>The Net Revenue Account No. 10, after providing<br/>for Interest on Loans and Debenture Stock,<br/>&amp;c., shows an available balance of</li> <li>After payment of Dividend on the Consolidated</li> </ul> | £61,088    | 8 0 |
|--|------------|-----|
| and 3 per cent. Preference Stocks,   | 20,160 1   | 0 0 |
| There remains,   | £ 40,927 1 | 8 0 |
| The Directors recommend a Dividend on the<br>Ordinary Stock at the rate of 6½ per cent.<br>per annum, which will absorb £27,846 8 5<br>And the placing to Reserve of 3,000 0 0                                       | 30,846     | 8 5 |
| Corrections forward to surrout helf-   | C - 0      |     |
| Carrying forward to current half-year's account,   | £10,081    | ) 7 |

4

The Great Northern Railway Company's Act of 1886 having empowered this Company to redeem, at twenty-five years' purchase, the annual rent of  $\pounds$ 1,600 payable to that Company for the right to run over and use the Central Railway, Belfast, and to receive a proportion of the tolls, your Directors have carried out the redemption. For this purpose, and to meet other capital requirements, they issued, during the past half-year,  $\pounds$ 60,000 three per cent. Preference Stock, the premium received upon which has been placed to credit of Capital Account.

### CAPITAL EXPENDITURE.

During the past six months the outlay on Works, Rolling Stock, &c., amounted to  $\pounds 20,764$  10s. 5d., particulars of which are given in Account No. 5.

Considerable progress has been made with the work of doubling the line between Greenisland and Carrickfergus.

Your assent will be asked for further Capital expenditure to the extent of  $\pounds_{11,450}$ . None of the items call for special observation except that for new Carriages. Your Directors consider these are necessary to cope with the traffic, and it is hoped they will be ready for use next Summer.

### PROPOSED NEW HOSPITAL, BELFAST.

An effort is being made to raise funds for the erection and equipment of a new Hospital in Belfast, the present accommodation being admittedly inadequate and defective. Application has been made to your Directors for a Subscription in aid of this deserving project, and as the employés of the Company have in the past, derived benefits from the Royal Hospital, the Board trust that a resolution authorising a Contribution of  $\pounds_{1,000}$ —which will be submitted to a Special Meeting to be held after the conclusion of the ordinary business will receive unanimous approval.

A form of proxy for the use of those Proprietors who cannot attend the Meeting is sent with this report.

### PARLIAMENTARY.

The Great Northern Company are promoting a Bill in the present Session of Parliament, which seeks for running powers over this Company's sidings at Cookstown Station and into the markets there; and also to repeal certain Clauses in the Act of Parliament authorising the construction of the Dublin and Antrim Junction Railway (now part of the Great Northern system), which Clauses were inserted by Parliament for the protection of this Company's interests. Instructions have been given to the Company's Solicitors to lodge a Petition against the Bill.

JOHN YOUNG,

Chairman.

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

Proprietors of  $\pounds$ 250 Ordinary Stock and upwards, desirous of attending the Meeting, can obtain Free Passes over the Company's Line on timely application to the Secretary, stating the Station from which they wish to travel.

The Dividend Warrants will be posted on 27th February, and it is particularly requested that Proprietors will please notify to the Secretary any change in their address before that date.

BELFAST AND NORTHERN COUNTIES RAILWAY COMPANY.

ACCOUNTS FOR HALF-YEAR ENDED 31st DECEMBER, 1896. STATEMENT OF

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

|  | CAPI        | CAPITAL AUTHORIZED.             | ŝD.       | CAPITAL C | CAPITAL CREATED OR SANCTIONED.  | ICTIONED. |
|--|-------------|---------------------------------|-----------|-----------|---------------------------------|-----------|
| ACT OF PARLIAMENT.   | Stock.      | Loans or<br>Debenture<br>Stock. | Total.    | Stock.    | Loans or<br>Debenture<br>Stock. | Total.    |
|  | J.          | F.                              | 48        | £         | 43                              | भ         |
| Dalfart and Dallimona Railway Act. 1845  | 385,000     | 128,333                         | 513,333   | 385,000   | 128,333                         | 513,333   |
| 1853   | 225,000     | 40,000                          | 265,000   | 225,000   | 40,000                          | 265,000   |
| 1 66 66 T  |             | 60,000                          | 240,000   | 180,000   | 60,000                          | 240,000   |
| 1860   |             | 62,500                          | 70.000    | 7,500     | 62,500                          | 70,000    |
| 1860   | 12,500      |                                 | 12,500    | 12,500    |                                 | 12,500    |
| 1864   | 100,000     | 33,000                          | 133,000   | 100,000   | 33,000                          | 133,000   |
| ", ", (Sale) 1871  |             | 44,999                          | 179,999   | 135,000   | 44,999                          | 179,999   |
| 1874   | 150,000     | 50,000                          | 200,000   | 150,000   | 50,000                          | 200,000   |
| 1877   |             | 35,000                          | 35,000    |           | 35,000                          | 35,000    |
| them Countries 1878  | 3(          | 60,000                          | 360,000   | 300,000   | 60,000                          | 360,000   |
|  | 18,000      |                                 | 18,000    | 18,000    |                                 | 18,000    |
| nd Dunctiven 3, 3, 1, 1878   |             |                                 | 18,000    | 18,000    |                                 | 18,000    |
| 1 1/11/21/21 3, 3, 3, 1, 1878  |             |                                 | 8,000     | 8,000     |                                 | 8,000     |
| 1881   | 9           | 20,000                          | 80,000    | 60,000    | 20,000                          | 80,000    |
| 19 19 11882  |             | 8,000                           | 33,000    | 25,000    | 8,000                           | 33,000    |
| 1889   |             | :                               | 30,000    | 30,000    |                                 | 30,000    |
| 1883   |             |                                 | 10,000    | 10,000    |                                 | 10,000    |
| 1884   |             | 58,290                          | 138,290   | 80,000    | 58,290                          | 138,290   |
| Ballymena  |             |                                 |           |           |                                 |           |
|  |             | 137,197                         | 173,360   | 36,163    | 137,197                         | 173,360   |
| Northern Counties Railway Act, 1890  | 150,000     | 41,500                          | 109,600   | 150,000   | 41,500                          | 200.000   |
| Do. ,, ,, 1890   | -           | 000,00                          | 200,000   | 100,000   | 000 000                         |           |
|  | 1,998,263   | 828,819                         | 2,827,082 | 1,998,263 | 828,819                         | 2,827,082 |
| Add : Nominal addition to Capital by Consolidation of Pre-                       |             |                                 |           |           |                                 |           |
| ference Stocks under sanction of Belfast & Northern Countee<br>Railway Act, 1890 | 55,575      |                                 | 55,575    | 55,575    | :                               | 55,575    |
|  | £ 2,053,838 | 828,819                         | 2,882,657 | 2,053,838 | 828,819                         | 2,882,657 |
|  |             |                                 |           |           |                                 |           |

|  |   |                       | AT 8                          | AT 31ST DECEMBER, 1896. | 1896.                    |                     |
|--|---|-----------------------|-------------------------------|-------------------------|--------------------------|---------------------|
| DESCRIPTION.                               |   | AMOUNT<br>CREATED.    | Amount Received.              | Nominal<br>Addition.    | Total.                   | AMOUNT<br>UNISSUED. |
| Ordinary Stock                             | : | £ & d.<br>856,813 0 0 | £ 8. d.<br>856,813 0 0        | £ 3. d.                 | £ 8. d.<br>856,813 0 0   | £ s. d.             |
| Consolidated Preference Stock, 4 per cent. |   | 993,025 0 0           | 937,450 0 0                   | 55,575 0 0              | 993,025 0 0              |                     |
| Preference Stock 3 ,,                      | : | 60,000 0 0            | *60,000 0 0                   |                         | 60,000 0 0               | :                   |
| Ordinary or Preference Stock               | : | 144,000 0 0           |                               |                         |                          | 144,000 0 0         |
|  | * | 2,053,838 0 0         | £ 2,053,838 0 0 1,854,263 0 0 | 55,575 0 0              | 55,575 0 0 1,909,838 0 0 | 144,000 0 0         |

| No. 3   | No. 3-CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.                          | RAISED     | BY LO.       | ANS AN     | D DEBI   | ENTURE     | STOCK.              |   |  |
|---|---|------------|--------------|------------|----------|------------|---------------------|---|--|
|   |   |            |              |            |          | 27         | Raised by<br>Loans. | Raised by<br>issue of<br>Debenture<br>Stock-<br>at<br>4 per cent. | Total<br>Raised by Loans<br>and by<br>Debenture Stock. |
| Existing at 30th June, 1896                                       |   |            |              |            |          |            | £ s. d.             | £ s. d.<br>739,502 0 0  | £ s. d.<br>739,502 0 0                                 |
| Existing at 31st December, 1896                                   |   | ÷          | :            |            |          |            |                     | 739,502 0 0   | 739,502 0 0  |
| Increase  |   | 5:         | :            |            |          |            |                     | :   | :  |
| Decrease  |   |            |              |            |          |            |                     |   | :  |
| Total Amount authorized to be rais<br>as per Statement No. 1      | to be raised by Loans and Debenture Stock, in respect of Capital created, 1 | and Deben  | nture Sto    | ck, in res | pect of  | Capital cr |                     | £828,819 0 0  |  |
| Less: Amount not yet available                                    |   |            |              |            |          | ł          | :                   | 50,000 0 0  | 778,819 0 0  |
| Total Amount raised by Loans and Debenture Stock, as above        | ebenture Stocl  | s, as abov | <br>         |            | :        | :          |                     |   | 739,502 0 0  |
| Balance, being available Borrowing Powers, at 31st December, 1896 | ailable Borrov  | ving Powe  | ers, at 31st | Decembe    | er, 1896 |            |                     | ¥<br>::   | 39,317 0 0   |

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No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

|   |   |                     |                                    |                                 |                        |           |   |           |      | 1         |                            |
|---|---|---------------------|------------------------------------|---------------------------------|------------------------|-----------|---|-----------|------|-----------|----------------------------|
|   | 396.  | d.                  | 0                                  | 0                               |                        | 0 0       | 3 8   | 00        |      |           | 1 8                        |
|   | al 18   | âo                  | 3 0                                | 0                               |                        |           |   |           | -    |           | 2 1                        |
| 1 | Total<br>to<br>Dec.,                            |                     | 1,26                               | 739,502 0                       |                        | 3,76      | 57,840  | 1,60      | 20 0 | +1 102,02 | 9,84                       |
|   | Total<br>to<br>31st Dec., 1896.                 | 43                  | 1,854,263                          | 739                             |                        | 2,593,765 | 5   | 2,651,605 | C    |           | £ 2,679,842 18             |
|   | 00  | d.                  | 0 1                                |                                 |                        | 0         | 0   | 0         |      |           | 4                          |
|   | nt<br>ge ed                                     | 8°.                 | 0                                  |                                 | - 18                   | 0         | 0   | 0         |      |           |                            |
| 1 | Amount<br>Received<br>during<br>Half-year.      | 43                  |                                    |                                 |                        | 00        | 600   | 00        |      |           |                            |
|   | Ar<br>Ree<br>di<br>Hal                          |                     | 60,000                             |                                 |                        | 60,000    | 9   | 60,600    |      |           |                            |
|   |   |                     |                                    | 0                               |                        | 0         | 00  | 8         |      |           |                            |
|   | Amount<br>Received<br>to<br>30th June, 1896.    | s. d.               | 0 0                                | 0                               |                        | 0         | 01  | N         |      |           |                            |
|   | Amount<br>Received<br>to<br>1 June, 18          |                     | 63                                 | 02                              |                        | 65        | 240   | 005       |      |           |                            |
|   | Am<br>Rec<br>t<br>t<br>Ju                       | ધર                  | 94,2                               | 739,502                         |                        | 2,533,765 | 57,240  | 2,591,005 |      |           |                            |
|   | 30th  |                     | 1,7                                | 7                               | 23                     | 2,5       |   | 2,5       |      |           |                            |
|   |   |                     | Stock, per Account No. 2 1,794,263 | per                             |                        |           | um  | 43        |      | :         |                            |
|   |   |                     | tN                                 |                                 |                        |           | Add: Balance of Premium<br>and Discount on Stocks |           |      |           |                            |
|   |   |                     | unoc                               | tocl<br>o. 3                    |                        |           | fPr<br>ton  |           |      | 1         |                            |
|   |   | 1                   | Acc                                | t N.S                           |                        |           | nce   |           |      | c)        |                            |
|   |   | ipts                | per                                | oun                             |                        |           | Salar   |           |      | Balance   |                            |
|   |   | Rece                | ock,                               | ebenture Stock<br>Account No. 3 |                        |           | d: B  |           |      | Bal       |                            |
|   |   | By .                | St                                 | De                              |                        |           | Ada   |           |      |           |                            |
|   | 6.  | s. d. By Receipts : | 1                                  | 4                               | 00                     |           |   |           |      |           | -                          |
|   | 1   | ŝ                   | 00                                 | 18                              | 11                     |           |   |           |      |           | 18                         |
|   | Total<br>to<br>Dec., 1                          | 100                 | 6                                  |                                 | 22                     |           |   |           |      |           | 63                         |
|   | TI O  |                     | 27                                 | 220                             | 48                     |           |   |           |      |           | 84                         |
|   | T st D  | 43                  | 126,27                             | 444,077                         | 109,48                 |           |   |           |      |           | 679,84                     |
|   | Total<br>to<br>31st Dec., 1896.                 |                     | 2,126,27                           | 444,077 18                      | 109,485 11             |           |   |           |      |           | 5 2,679,84                 |
|   |   | d.                  | 5 10 2,126,27                      | 2                               | 109,48                 |           |   |           |      |           | .0 5 2,679,84              |
|   |   |                     | 8 15 10 2,126,27                   | 2                               | 109,48                 |           |   |           |      |           | 64 10 5 2,679,84           |
|   |   | d.                  | 1,128 15 10 2,126,27               |                                 |                        |           |   |           |      |           | 20,764 10 5 2,679,84       |
|   | Amount<br>Expended<br>during<br>Half-year.      | £ 8. d.             | 11,128 15 10 2,126,279             | 9,635 14 7                      | :                      |           |   |           |      |           | 8 20,764 10 5 2,679,842 18 |
|   | Amount<br>Expended<br>during<br>Half-year.      | d. £ 8. d.          | ю                                  | 9 9,635 14 7                    | :                      |           |   |           |      |           | 7 8 20,764 10 5 2,679,84   |
|   | Amount<br>Expended<br>during<br>Half-year.      | £ 8. d.             | ю                                  | 3 9 9,635 14 7                  | :                      |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | 8. d. £ 8. d.       | ю                                  | 3 9 9,635 14 7                  | :                      |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | d. £ 8. d.          | ю                                  | 9 9,635 14 7                    | :                      |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>906. Half-year. | 8. d. £ 8. d.       | ю                                  | 434,442 3 9 9,635 14 7          | 109,485 11 8           |           |   |           |      |           | 00                         |
|   | Amount<br>Expended<br>during<br>Half-year.      | 8. d. £ 8. d.       | ю                                  | 434,442 3 9 9,635 14 7          | 109,485 11 8           |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | £ 8. d.             | Traffic 2,115,150 12 3             | 434,442 3 9 9,635 14 7          | 109,485 11 8           |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | £ 8. d.             | Traffic 2,115,150 12 3             | 434,442 3 9 9,635 14 7          | 109,485 11 8           |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | £ 8. d.             | Traffic 2,115,150 12 3             | 434,442 3 9 9,635 14 7          | 109,485 11 8           |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | £ 8. d.             | Traffic 2,115,150 12 3             | 434,442 3 9 9,635 14 7          | 109,485 11 8           |           |   |           |      |           | 7 8                        |
|   | Amount<br>Expended<br>during<br>Half-year.      | 8. d. £ 8. d.       | Traffic 2,115,150 12 3             | 434,442 3 9 9,635 14 7          | Jnder-<br>109,485 11 8 |           |   |           |      |           | 7 8                        |

Total. 6 111 11 11 1 Working Stock. 7,034 1,306 589 111 156 4 00 Way and Works.  $\begin{array}{c} \mathbf{s} \\ \mathbf{$ \$,074 5,074 38 38 38 38 405 127 591 232 591 145 591 145 591 380 380 980 39 Law Costs. d. -1 35 લ્સ 0 d. Land. લ 30 

-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st DECEMBER, 1896.

No. 5-

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20,764 10

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|                               | .su         | Ballast Wago                  | 49<br>49  | ::                                       |
|-------------------------------|-------------|-------------------------------|---|--|
|                               |             | Total.                        | 2117<br>2052                                    | 65                                       |
|                               |             | Brake Vans.                   | 42  |  |
|                               | DISE.       | Travelling<br>Cranes.         | 8 8   |  |
|                               | MERCHANDISE | Boiler.                       | ~ ~   |  |
|                               | ME          | Timber<br>Trucks.             | 86<br>86  | ::                                       |
|                               |             | Open Wagons.                  | 1497<br>1497                                    | 11                                       |
|                               |             | Covered and<br>Cattle Wagons. | 487<br>422                                      | 65                                       |
|                               | •           | Total.                        | 339<br>329                                      | 10                                       |
| OCK.                          |             | Гиддяде Уаря.<br>Разепдетs    | 29  | ::                                       |
| No. 6-RETURN OF WORKING STOCK |             | Fish and other<br>Vans.       | 69<br>59  | 10                                       |
| RKIN                          |             | Post Office<br>Sorting Vans.  | 55  | 11                                       |
| OM .                          | IING.       | Carriage<br>Trucks.           | 8 8   | ::                                       |
| N OF                          | COACHING    | Horse Boxes.                  | 23  | E E                                      |
| TUR                           |             | Composite.                    | 66<br>66  | ::                                       |
| 6-RE                          |             | 3rd Class.                    | 126<br>126                                      |  |
| No.                           |             | 2nd Class.                    | 9   | :::                                      |
|                               |             | lst Class.                    | 10  | ::                                       |
|                               | ive.        | Total.                        | 69  | ::                                       |
|                               | Locomotive. | Goods.<br>Engines.            | 25  | ::                                       |
|                               | I.oc        | Passenger<br>Engines.         | 44  | ::                                       |
|                               |             |                               | Stock on 31st December, 1896<br>30th June, 1896 | Increase during Half-year<br>Décrease do |

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

| During Half-year<br>ending 30th June, In subsequent<br>1807. | 3 | 480   | 1,170<br>200      | 1,400<br>80   | 006                       | 6,500 | 600 | 120  | 11,450 |
|--|---|---|-------------------|---|---------------------------|-------|-----|--|--------|
|  |   | Belfast—Additions to Oil Gas Works. Machinery—Saw-frame | Videning Road, &c | llyclare, Ballymena, Cullybuckey, Ballyboley, and M | Water Supply at Carrichue | iek   |     | Hotel-Portrush-Fitting Boilers with Draught Apparatus; and Furniture | £      |

Note .- Table No. 5 includes a portion of above Estimate for work already done

g. d. No. 8 – CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.  $|-x| \le d$ . 0. £ 3. 144,000 0 0 0 ... £39,317 ... 50,000 

233,317 0 28,237 14 89,317 0 0 Less: Balance at Debit of Capital Account (as per Account No. 4) ...

0 10

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205,079 5

| Dr.                              |   | No. 9-REVENUE                             | UE ACCOUNT.                               | UNT.                                | Cr.                            |
|----------------------------------|---|---|---|-------------------------------------|--------------------------------|
| Half-year<br>ended<br>31st Dec., | E X P E N D I T U R.R.                                    | Hauf-year<br>ended<br>31st Dec.,<br>1896. | Half-year<br>ended<br>31st Dec.,<br>1895. |                                     | f-yeal<br>ded.<br>Dec.<br>896. |
| f.<br>19,118                     | To Maintenance of Way, Works, &c. (see Abstract A) 19,181 | £ 8. d.                                   | £<br>6 840                                | 5                                   | £ 8. d.                        |
| 23,102                           | " Locomotive Power (                                      | B) 23,064 18 6                            | 50,731                                    | 90,477 7,145<br>1,348,990 51,293    |                                |
| 7,748                            | " Carriage and Wagon Repairs ( "                          | 8   | 65,328                                    | 64,462 19                           |                                |
| 22,522                           | ", Traffic Expenses (                                     | D) 22,987 7 11                            | 3,172                                     |                                     |                                |
| 6,802                            | ,, General Charges ( ,,                                   | ~ ~                                       | 8,164                                     | 18                                  |                                |
| 79,292                           | ing :   |   | 5,725                                     | ., Mails 5,725 0 0                  | 01 650 15 7                    |
|                                  | £4,240  | 19 3                                      | 82,589                                    | 100 511 FONE                        | 01,000 10                      |
| -                                |   |   |   | 134,014 0000 3.458 3 1              |                                |
| 5,414                            |   | 5,136 18 5                                |   |                                     |                                |
| 73,878                           |   | 74,822 10 6                               | 48,415<br>2,770                           | , Live Stock 2,570 6 5              |                                |
| 60                               | ,, Law Charges  | 2   | 10,427                                    | ., Minerals 90,432 tons 11,448 6 8  |                                |
| Ю                                | ry £  | 9 5                                       | 3,031                                     | ", Iron Ore 31,044 tons 3,521 14 11 |                                |
| 259                              | Damage and Loss of Goods 163                              | 4 4 565 13 9                              | 64,643                                    | 2 F 6 F F                           | 111,10                         |
| 3,649                            |   | 3,617 7 1                                 | 124                                       | 10                                  |                                |
|                                  | ", Special Expenditure-Glenariff Glen,                    | &c., 33 13 0                              | 1,208                                     | 1,291                               |                                |
| 14                               |   | 2   | 42  | "Transfer Fees 34 10 0              | 1.469 11 7                     |
| 77,863<br>70,543                 | ", Balance carried to Net Revenue Account                 | 71,021 2 2                                |   |                                     |                                |
| 148.406                          |   | £ 150,231 13 0                            | 148,406                                   |                                     | £ 150,231 13 0                 |
|                                  |   | -   |   |                                     |                                |

|                             |   | 0.<br>9  | 0   | , u                                       | 0                               | <b>6</b>   | 6  |  |                                  | 00     |  |   | О  |  |   | 5               | 2                         |
|-----------------------------|---|--|---|---|---------------------------------|------------|--|--|----------------------------------|--------|--|---|--|--|---|-----------------|---------------------------|
| Cr.                         | year<br>ed<br>Dec.,                       | <b>0</b> 0 0   |   |   |                                 | 17         | 6  |  |                                  | 4      |  | Half-year<br>ended<br>31st Dec.,<br>1896. | 8 8  |  |   | 5 18            | 1 9                       |
|                             | Half-year<br>ended<br>31st Dec.,<br>1896  | £<br>5,027<br>71.021   | 250                                       |   | RT (                            | 36         | <b>2</b> 77<br>326   |  |                                  | 76,958 |  | Hall<br>en<br>31st<br>18                  | £<br>61,088  |  |   | 51,006 18       | 10,081                    |
|                             |   | -  |   | _   |                                 |            |  |  | 1.                               | £ 76   |  |   | d. 6   | 00   | 2 0   |                 | £ 1                       |
|                             |   |  | way                                       | ny's                                      | <br>tion                        | +          |  | s on   |                                  |        |  |   | ai.  |  | 18  |                 |                           |
|                             |   | N T  | Rail                                      | uduuc                                     | <br>struc                       |            | nd)<br>  | tran<br>loss   |                                  |        |  |   | બ  |  |   |                 |                           |
|                             |   | unt  | ven ]                                     | Col                                       |                                 |            | elan.  | & S S less   |                                  |        |  |   |  | 19,860 300   | 48.006  | 3,0             |                           |
|                             |   | Acco   | ungi                                      |   | Tramway Construction            |            | y (In  | arne<br>ee (   |                                  |        | ND.  |   | :  |  |   | :               | :                         |
|                             |   | ar's   | d D                                       | [ran                                      |                                 | D          | Ipan   | to L<br>mitt   |                                  |        | IDE  |   |  |  |   |                 |                           |
|                             |   | f-yea  | y an                                      | rt 1                                      |                                 |            | Com  | Com to to  |                                  |        | IVI  |   | 6  | : 1  | 5   |                 | :                         |
|                             |   | Hall   | vad                                       | <br>bewa                                  |                                 |            | vay<br>eral  | ript<br>nt (   |                                  |        | RI   |   |  |  |   |                 |                           |
|                             |   | last<br>ht fo  | ima                                       | ortsi                                     | ortr                            | 400        | ast<br>tailv<br>Gen  | Joi<br>Joi<br>18 rr  |                                  |        | FO   |   | 1  | ::   | Ð   | :               | 1                         |
|                             |   | mo   | on L                                      | n P(                                      | no                              | nt<br>Dole | ben<br>and   | ship<br>(g),   |                                  |        | BLE  |   |  |  |   |                 |                           |
|                             |   | ce fr  | vidend o                                  | set o                                     | an<br>st c                      | Account    | Its on Betrase Central Fauway, per<br>Northern Railway Company (Ireland)<br>nkers' and General Interest      | erest on Subscription to Larne & Stranraer<br>Steamship Joint Committee (less loss on<br>working), 18 months to 31st Dec., 1894    |                                  |        | LAI  |   | :  |  | :   | :               |                           |
|                             |   | By Balance from last Half-year's Account<br>Balance brought from Berenne Account. No 9 | Dividend on Limavady and Dungiven Railway | Interest on Portstewart Tramway Company's | Interest on Portrush            | Account    | Tolls on Beltast Central Fullway<br>Northern Railway Company (I<br>Bankers' and General Interest             | Interest on Subscription to Larne & Strannaer<br>Steamship Joint Committee (less loss on<br>working), 18 months to 31st Dec., 1894 |                                  |        | 11-PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. |   |  |  |   |                 |                           |
| LNC                         |   | y Ba   | P   | ., Ir                                     | ., Ir                           |            | ", B   | ., It  |                                  |        | A  |   |  | ::   |   | :               | ÷                         |
| COL                         |   | B  |   |   |                                 |            | 6 6  | -  |                                  |        | NCF  |   | 12.  |  | •   | 1               |                           |
| AC                          | Half-year<br>ended<br>31st Dec.,<br>1895. | £ 3,248  | 0+0                                       | 092                                       | 58                              | 37         | 254  | 556  |                                  | 74,946 | I.A.   |   | 10.  | mum  |   | 1.              |                           |
| UE                          | Half-year<br>ended<br>31st Dec.,<br>1895. | 3,   | ·0,                                       |   |                                 |            |  |  |                                  | 74,    | BA   |   | :  | r an   | :   | i               | ÷                         |
| No. 10-NET REVENUE ACCOUNT. | -   | d.   |   |   | 00                              | -          | 0  |  | 0                                | 00     | OF   |   |  | . Ive  |   |                 |                           |
| REV                         | rear<br>ed<br>Dec.,                       | àc   |   |   | 16                              |            | 0  |  | 00                               | 4      | ION  |   | :  | cent   | uun   | :               | :                         |
| L                           | Half-year<br>ended<br>31st Dec.,<br>1896. | 48   |   |   | 15,069                          |            | 800  |  | 61,088                           | 76,958 | AT   |   | 1  | per  | ann   |                 |                           |
| IN-                         | H CO                                      |  |   |   | 15                              |            |  |  |                                  | £ 76   | PRI  |   | . 10   | at 4<br>at 3   | per   | :               | :                         |
| 10-                         |   | d.   | 10  | 10  | :                               |            | any  |  | :                                |        | PRO  |   | No   | ock a  | ent.  |                 |                           |
| No.                         |   | . o.   | 0 0                                       | 5 6                                       |                                 |            | oml  |  | :                                |        | API  |   | ound   | e Sto  | Der C   | :               | ÷                         |
|                             |   | £<br>184   | 14,790                                    | 95  |                                 |            | ny C<br>fast   |  |                                  |        | ED   |   | Acc  | ence   | 61 1  |                 |                           |
|                             |   | :  |   | 2.0                                       | :                               |            | Bell   |  | :                                |        | SOC  |   | lper.  | refer<br>k   | , at  |                 | :                         |
|                             |   |  | •   | Special Reserve Funds                     |                                 |            | n Ra   |  |                                  |        | ROI  |   | Balance available for Dividend (as per Account No. 10) | On £993,025 Consolidated Preference Stock at 4 per cent. per annum On £20.000 Preference Stock at 3 ,, , | On £856,813 Ordinary Stock, at 6} per cent. per annum |                 |                           |
|                             |   | uns  | ck  | e F1                                      | rest                            |            | ther   |  | dend                             |        | d  |   | lend   | date   | N S   | :               |                           |
|                             |   | Loans  | Stock                                     | serv                                      | Inte                            |            | Nor  |  | Divid                            |        |  |   | bivid  | isolid   | linal   |                 | ear                       |
|                             |   | rary   | Debenture                                 | I Re                                      | ral                             |            | cat  |  | for ]                            |        | No.  |   | or I   | Con  | Orc   |                 | alf-y                     |
|                             |   | odu  | bent                                      | ecia                                      | rene                            |            | to Gi<br>as jo   |  | ble                              |        |  |   | ble f  | ,025   | ,813  | nd              | t H                       |
|                             |   | Tel  | De  | Sp  | o pu                            |            | ale t<br>a) a  |  | aila                             |        |  |   | ailal  | :993.<br>E20.  | .856  | Fu              | nex                       |
|                             |   | st or  |   |   | 's' a                           |            | t payabl<br>(Ireland)<br>Railway   |  | e av                             |        |  |   | e av   | n ful  | r uC  | erve            | e to                      |
|                             |   | tere   | 6.6                                       | 6.6                                       | nker                            |            | Ire Day  |  | lanc                             |        |  |   | anc  | 00   | -   | To Reserve Fund | Balance to next Half-year |
|                             |   | To Interest on Temporary   |   | 0   | " Bankers' and General Interest |            | ", Rent payable to Great Northern Railway Company<br>(Ireland) as joint owners of Belfast Central<br>Railway |  | " Balance available for Dividend |        |  |   | Bal  |  |   | To              | Ba                        |
|                             |   | 1  | 5.5                                       |   | 1                               |            |  |  |                                  |        |  |   |  |  | .0  | 0               |                           |
|                             | Half-year<br>ended<br>31st Dec.,<br>1895. | £<br>189   | 14,790                                    | 80  | 19                              | 15,078     | 008  |  | 59,068                           | 74,946 |  | Half-year<br>ended<br>31st Dec.,          | 1080.<br>£<br>59,068                                   | 19,861   | 27,196  | 3,000           | 9,011                     |
| Dr.                         | Hall<br>en<br>31st                        |  | 14.                                       |   |                                 | 15         |  |  | 59                               | 74     |  | Hal<br>en<br>31st                         | 200  | 16   | CV  |                 |                           |

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|   | . d.   | 6 3  | 8 5                | 8. d.           | 4 7<br>4 11<br>18 4   | 15 10<br>9 9<br>1 8<br>12 10   | 7 11   | . d.   | 0 0 0 0 4 8 4 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 15 11<br>14 6<br>17 5<br>15 10<br>15 10  | 8        |
| ed<br>1806.   | 00   |  |                    | а<br>ц          | 6,151<br>2,103<br>754 1   | 1,296 15 10<br>1,286 9 9<br>545 1 8<br>849 12 10   | 987    | ÷.   | 750<br>75<br>3,004<br>378<br>378  | 261 1<br>554 1<br>281 1<br>281 1<br>404 1<br>404 1<br>445 1  | 6,565    |
| Half-year ended<br>31st December, 1806.             | £<br>4,257   | 3,903  | 8,160              |                 | 16,151<br>2,103<br>754  | 1,00   | 22,    |  | 3,  |  |          |
| lf-yea  | d.<br>1<br>3<br>10   | 0001   | 4                  |                 | : : :   |  | સ્ટ    |  | <br>tant  | rovi-  | બ        |
| Ha<br>31st D  | . s.<br>6 13<br>7 17<br>2 11   | 106 13<br>648 19<br>147 13   |                    |                 |   | GS   |        |  | Accountant do.  | d b  |          |
| 00  | £<br>106<br>2 047<br>2,102   | 5,1  |                    |                 | ires  | Expenses   |        |  |   | <br><br>   |          |
|   | eral   | eral   |                    | rio             | Salaries and Wages, &c.<br>Fuel, Lighting, Water and General Stores<br>Clothing | 5 E.N  |        |  | Directors   | Fire Insurance Fire Insurance Telegraph Expenses   |          |
| 3 OF  | Gen  | Office Expenses, & General<br>ntendence  |                    | EXPENSES.       | <br>neral   | ets<br>iibus<br>   |        | GENERAL CHARGES  | nt<br>Mana  |  |          |
| VALS  | Se   | 3, &   |                    | XPE             | Ger   | <b>Fick</b><br>Omr   |        | CHA  | antan<br>aral M<br>do.  | uati   |          |
| ENEV  | ensee  | ense   |                    |                 | c.<br>  | and<br>&c.   |        | AL   | dene  | es<br>ranr   |          |
| ANI   | Expe<br>ce   | Exp<br>ce<br>  |                    | TRAFFIC         | ss, &   | ry, a lic, a lic, a lic, a lic, a lic, a lic, b lic |        | INER   | lic A<br>ury, (   | Houpens  |          |
| ANI   | nden   | hce  |                    | TI              | Vage  | drau<br>drau<br>s, R.  |        | GI   | Pub<br>crets<br>es,   | e<br>ring<br>ty  |          |
| IRS<br>RRI/   | Off<br>inter<br>Is   | Offinter<br>inter<br>ls  |                    |                 | nd V<br>ating   | Stat<br>Hy<br>over   |        |  | and<br>f Sec<br>lerks<br>pens   | ranc<br>Ex<br>Clear<br>eous<br>sions   |          |
| REPAIRS AND RENEWALS<br>CARRIAGES AND WAGONS.       | urriages   | agons  |                    |                 | es al<br>Ligl   | cing,  |        |  | ectors<br>ditors and ]<br>aries of Sec<br>and Clerks<br>ice Expense<br>vertising  | e Insurance<br>egraph Expe<br>egraph Expe<br>cellaneous E<br>tributions to<br>dent Society   |          |
|   | Carriages-<br>Salaries,<br>Super<br>Wages<br>Material                  | Wagons-<br>Salaries<br>Super<br>Wages,<br>Materia  |                    | D.              | Salaries a<br>Fuel, Lig   | Printing, Stationery, and Tickets<br>Shunting, Hydraulic, and Omnibus<br>Wagon Covers, Ropes, &c<br>Miscellaneous Expenses   |        | E.   | Directors<br>Auditors and Public Accountant<br>Salaries of Secretary, General Mau<br>and Clerks<br>Office Expenses, do. | Fire Tnsurance<br>Telegraph Expenses<br>Railway Clearing House<br>Miscellancous Expenses<br>Contributions to Superne<br>dent Society   |          |
| :<br>   | Ğ  | 12   |                    | A               | 0 H C   | 2024   |        |  |   | HEHAO  |          |
| ear<br>ear<br>ec.,                                  | £<br>104<br>808<br>511   | 104<br>300<br>921  | 48                 |                 | 731<br>206<br>642   | 1,216<br>1,290<br>591<br>846   | 22     | 43   | 1,000<br>75<br>2,999<br>344<br>339  | 2294<br>615<br>274<br>432<br>430   | 6,802    |
| Half-year<br>ended<br>31st Dec.,<br>1895.           | £<br>104<br>1,808<br>2,511   | 1,300<br>1,921   | 7,748              | સ               | 15,731<br>2,206   | 1,216<br>1,290<br>591<br>846   | 22,522 | 1  | 2,5   |  | 6,8      |
|   |  | 6 10   | -                  | -               |   | 4 J  |        | 9  |   | 2 10   | 9        |
|   | d.<br>0  |  |                    |                 |   |  |        |  |   |  |          |
|   | . O  | 15   |                    |                 |   | 02 OI  |        | 12   |   | <b>6</b><br>19   | 18       |
| nded<br>r, 1890                                     | 00   | -  |                    |                 |   |  |        | 426 12   |   | <b>6</b><br>19   |          |
| aar ended<br>ember, 1890                            | 735  | 11,825   |                    |                 |   | 19,181<br>£  |        |  |   | 16,560 6<br>6,077 19   | 23,064   |
| alf-year ended<br>t December, 1890                  | d. £ 8<br>735<br>6 5   | 11,825   |                    |                 |   | £ 19,181<br>d. £ a   |        |  | 5 6<br>11 3<br>11 9   | 8<br>16,560 6<br>7<br>6,077 19   |          |
| Half-year ended<br>31st December, 1896.             | . d. £ 8<br>735<br>16 5  | 4         1           9         2           6         8           6,620  |                    |                 |   | 19,181<br>£  |        |  | 5 6<br>11 3<br>11 9   | 17         8         16,560         6           7         3         6,077         19   | 23,064   |
| Half-year ended<br>31st December, 1890              | £ 8. d. £ 8<br>735<br>6,957 16 5                                       | 4,867         4         1           3,645         9         2           2,975         6         8         6,620  |                    |                 |   | £ 19,181<br>8. d. £ 8  |        | 426  | 7,070 5 6<br>8,195 11 3<br>367 11 9   | 926 17 8<br>3,117 7 5<br>2,960 12 7<br>6,077 19  | 23,064   |
| Half-year ended<br>31st December, 180               | £ 8. d. £ 8<br>735<br>6,957 16 5                                       | $\begin{array}{c} \dots & \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \\ \mu & \frac{2}{3,645 \ 9 \ 2} \\ \dots & \frac{2,975 \ 6 \ 8}{6,620} \end{array}$   |                    | Fotal.          | 334<br>2154<br>2015   | £ 19,181<br>8. d. £ 8  |        | 426  | 7,070 5 6<br>8,195 11 3<br>367 11 9   | 926 17 8<br>3,117 7 3<br>2,960 12 7<br>6,077 19  | 23,064   |
|   | £ 8. d. £ 8<br>735<br>6,957 16 5                                       | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   |                    | Total.          | 334<br>2154   | 249<br>£ 8. d. £ 19,181  |        | 426  | Working 7,070 5 6<br>8,195 11 3<br>357 11 9   | 926 17 8 16,560 6<br>3,117 7 3<br>2,960 12 7 6,077 19  | 23,064   |
|   | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   |                    |                 | GIIG  | 249<br>£ 8. d. £ 19,181  |        | and General 426  | the Working 7,070 5 6<br>nes  | Stores 926 17 8 16,560 6 3,117 7 3 2,960 12 7 6,077 19   | 23,064   |
| WAY,  | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   |                    | larrow<br>auge. | GIIG  | 48         249         £         19,181  |        | and General 426  | ith the Working 7,070 5 6<br>ngines   | er Stores 926 17 8 16,560 6 $\dots$  | 23,064   |
| WAY,  | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   | ned :              | larrow<br>auge. |   | 48         249         £         19,181  |        | and General 426  | Engines   | er Stores 926 17 8 16,560 6 $\dots$  | 23,064   |
| WAY,  | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   | intained :         | larrow<br>auge. |   | 48         249         £         19,181  |        | and General 426  | Engines   | er Stores 926 17 8 16,560 6 $\dots$  | 23,064   |
| WAY,  | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   | Maintained :       | larrow<br>auge. | 334<br>1674 48 2  | 201 45 249<br><u>249</u> <u>£</u> 19,181<br><u>£</u> 8. d. <u>£</u> 8. d.  |        | and General 426  | Engines   | er Stores 926 17 8 16,560 6 $\dots$  | 23,064   |
| WAY,  | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   | files Maintained : | larrow<br>auge. | 334<br>1674 48 2  | 201 45 249<br><u>249</u> <u>£</u> 19,181<br><u>£</u> 8. d. <u>£</u> 8. d.  |        | and General 426  | Engines   | er Stores 926 17 8 16,560 6 $\dots$  | 23,064   |
| WAY,  | and General <b>£</b> 8. d. <b>£</b> 8<br><br>1 of Perma-<br>6,957 16 5 | $\underset{\text{ingrs}}{\text{ingrs}} \xrightarrow{\text{indr}} \frac{4,867 \ 4 \ 1}{3,645 \ 9 \ 2} \frac{11,825}{6,620}$   | Miles Maintained : | larrow<br>auge. | 334<br>1674 48 2  | Total 201 48 249 $\underbrace{x}_{0}$ 249 $\underbrace{x}_{19,181}$ 19,181 $\underbrace{x}_{1000M0TIVE POWER}$   |        | 426  | ith the Working 7,070 5 6<br>ngines   | $ \begin{array}{c ccccc} \text{low, and other Stores} & \dots & \begin{array}{c} 926 & 17 & 8 \\ 16,560 & 6 \\ \text{id Renewals} & \dots & \dots \\ \  & \begin{array}{c} 3,117 & 7 & 3 \\ \dots & \dots & \dots & \end{array} \\ \begin{array}{c} \text{id} & \begin{array}{c} 2,960 & 12 \\ 12,960 & 12 \end{array} \end{array} \end{array} \end{array} \end{array} \end{array} \right} \end{array}$ | 23,064   |
| A. MAINTENANCE OF WAY,<br>WORKS, &c.                | Salaries, Office Expenses, and General<br>Superintendence 6,957 16 5   | Materials          4,867         4         1           Repuirs of Roads, Bridges, Signals, and Works          3,645         9         2           Repuirs of Stations and Buildings          2,975         6         8,620 | Miles Maintained : | larrow<br>auge. | 334<br>1674 48 2  | 201 45 249<br><u>249</u> <u>£</u> 19,181<br><u>£</u> 8. d. <u>£</u> 8. d.  |        | Sularies, Office Expenses and General 426<br>Surveintendence | Running Expenses-<br>Wages connected with the Working 7,070 5 6 7,070 5 6 8 8,195 11 3 8,195 11 9 8, Water 367 11 9     | Oil, Tallow, and other Stores $\dots$ 926 17 8         16,560 6         6           Repairs and Renewals $\dots$ $\dots$ $\frac{3,117 7 3}{2,960 12 7}$ 16,570 6         6           Wages $\dots$ $\dots$ $\frac{3,117 7 3}{2,960 12 7}$ 6,077 19         19  | £ 23,064 |
| A. MAINTENANCE OF WAY,<br>WORKS, &c.                | Salaries, Office Expenses, and General<br>Superintendence 6,957 16 5   | Materials          4,867         4         1           Repuirs of Roads, Bridges, Signals, and Works          3,645         9         2           Repuirs of Stations and Buildings          2,975         6         8,620 | Miles Maintained : | larrow<br>auge. | 334<br>1674 48 2  | Total 201 45 249 $\pounds$ 19,181<br>B. LOCOMOTIVE PUWER.  |        | and General 426  | Running Expenses-<br>Wages connected with the Working 7,070 5 6 7,070 5 6 8 8,195 11 3 8,195 11 9 8, Water 367 11 9     | Oil, Tallow, and other Stores $\dots$ 926 17 8         16,560 6         6           Repairs and Renewals $\dots$ $\dots$ $\frac{3,117 7 3}{2,960 12 7}$ 16,570 6         6           Wages $\dots$ $\dots$ $\frac{3,117 7 3}{2,960 12 7}$ 6,077 19         19  | £ 23,064 |
| r A. MAINTENANCE OF WAY,<br>c., MAINTENANCE OF WAY, | Salaries, Office Expenses, and General<br>Superintendence 6,957 16 5   |  | Miles Maintained : | larrow<br>auge. | 334<br>1674 48 2  | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$   |        | Sularies, Office Expenses and General 426<br>Surveintendence | Running Expenses-<br>Warges connected with the Working<br>of Locomotive Engines   | Oil, Tallow, and other Stores $\dots$ 926 17 8         16,560 6         6           Repairs and Renewals $\dots$ $\dots$ $\dots$ $\dots$ $16,560 6$ 6           Wages $\dots$ $\dots$ $\dots$ $2,960 12 7$ $16,560 6$ 6           Materials $\dots$ $\dots$ $\dots$ $\dots$ $2,960 12 7$ $19$  | 23,064   |

|                               |   | -                              |                  |                                |                             |                               | -                                 |  |  |                     |      |  | 1 |                |
|-------------------------------|---|--------------------------------|------------------|--------------------------------|-----------------------------|-------------------------------|-----------------------------------|--|--|---------------------|------|--|---|----------------|
| Cr.                           | d.<br>5   | 6                              | -                | M                              | 11                          | м                             | 11                                | 00                                     | 0  |                     |      |  |   | n              |
| 0                             | s.<br>14  | 68,419 11                      | 1                | 0                              | 6                           | S                             | 1,270 18                          | 11                                     | 0  |                     |      |  |   | 143,525 10     |
|                               | £ 28,237  | 419                            | 24,478           | 7,888                          | 2,055                       | 8,134                         | ,270                              | 1,475                                  | 1,566  |                     |      |  |   | ,520           |
| 5                             | 28,   | 68;                            | 24               | 7                              | 03                          | 00                            | 1                                 | 1                                      | 1  |                     |      |  |   |                |
|                               |   | :                              | :                | :                              | :                           | :                             | :                                 | :                                      |  |                     | <br> |  |   | *              |
|                               | s pd  | •                              | •                | •                              |                             | •                             |                                   |  |  |                     |      |  |   |                |
|                               | . 31  |                                |                  |                                |                             |                               | •                                 |  | Bon  |                     |      |  |   |                |
|                               | reof,   | ÷                              | :                | :                              | :                           | :                             | :                                 | :                                      | pun  |                     |      |  |   |                |
|                               | the   |                                |                  |                                |                             |                               |                                   | 100                                    | es l   |                     |      |  |   |                |
|                               | bit   | 4                              | , si -           | :                              | -i                          | :                             |                                   | ucti                                   | Shar   |                     |      |  |   | -11            |
|                               | De  |                                |                  |                                |                             |                               | ies                               | nstr                                   | N.   |                     |      |  |   |                |
|                               | e at  | spr                            | -                | its                            | :                           | ints                          | und.                              | Co                                     | pan  |                     |      |  |   |                |
|                               | mce   | har                            |                  | Inoc                           | ffice                       | cou                           | Com                               | way                                    | Com  |                     |      |  |   |                |
|                               | Bala  | d in                           |                  | Ac                             | t Oi                        | A                             | ler (                             | ram                                    | ay (   |                     |      |  |   |                |
| T.                            | 1t, B   | s an                           | :                | affic                          | Pos                         | din                           | oth                               | h T                                    | MUIN   |                     |      |  |   |                |
| EE                            | to.   | ker                            | es               | Tu                             | by                          | stan                          | e by                              | trus                                   | Tr   |                     |      |  |   |                |
|                               | Ac  | Ban                            | Stol             | ding                           | due                         | Out                           | s du                              | Por                                    | vart   |                     |      |  |   |                |
| HS                            |   |                                |                  | E C                            | t                           | 200                           | Ge                                |  | ev   |                     |      |  |   |                |
| ICE SH                        | tal   | at                             | ral              | tar                            | un                          | IL                            | nc                                |  | 00   |                     |      |  |   |                |
| LANCE SH                      | Capital Account,<br>Account No. 4   | Cash at                        | reneral          | Dutstar                        | Amoun                       | Jundry                        | Balanc                            | Loan :                                 | Portst   |                     |      |  |   |                |
| BALANCE SH                    | By Capital Account, Balance at Debit thereof, as per<br>Account No. 4   | " Cash at Bankers and in hands | " General Stores | " Outstanding Traffic Accounts | " Amount due by Post Office | " Sundry Outstanding Accounts | " Balances due by other Compunies | ,, Loan :Portrush Tramway Construction | ,, Portstewart Tramway Company-Shares and Bond |                     |      |  |   |                |
| AL BALANCE SH                 |   | 55                             |                  |                                | 5.5                         | 5.5                           |                                   | " Loan:                                | " Portst                                       | M                   |      |  |   | 03             |
| VERAL BALANCE SH              | d.<br>8 0   | 7 >>                           | 7                | 0                              | 5 33                        | 10 33                         | 7                                 | " Loan:                                | " Portst                                       | 6 3                 |      |  | T |                |
| GENERAL BALANCE SH            | s. d.<br>8 0  | 5 7 "                          | 2 7              | 0 0                            | 14 5 ,,                     | 10 33                         | 7                                 | " Loan:                                | " Portst                                       | 9                   |      |  | T |                |
| 3-GENERAL BALANCE SH          | s. d.<br>8 0  | 7 >>                           | 2 7              | 0                              | 14 5 ,,                     | 5.5                           |                                   | " Loan:                                | " Portst                                       | 9                   |      |  |   |                |
| 0. 13-GENERAL BALANCE SH      | £ s. d.<br>61,088 8 0   | 932 5 7 3,                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | " Loan :                               | " Portst                                       |                     |      |  |   | £ 143,525 15 3 |
| No. 13-GENERAL BALANCE SHEET. | £ s. d.<br>61,088 8 0   | 5 7 "                          | 2 7              | 0 0                            | 14 5 ,,                     | 10 33                         | 7                                 | " Loan :                               | 5  | 38,220 6            |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 3,                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ,, Loan :                              | 3 5  | 2 10<br>38,220 6    |      |  | T | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 3,                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ,, Loan :                              | 3 5  | 2 10<br>38,220 6    |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 ,,                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ,, Loan :                              | 5  | 38,220 6            |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ,, Loan :                              | £32,852 3 5                                    | 2 10<br>38,220 6    |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ", Loan:                               | 3 5  | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | , Loan :                               | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | " Loun:                                | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ,, Loun:                               | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        |  | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        |  | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        |  | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| No. 13-GENERAL BALANCE SH     | £ s. d.<br>61,088 8 0   | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        |  | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |
| Dr. No. 13-GENERAL BALANCE SH | $\begin{array}{c c} \varepsilon & \varepsilon & \varepsilon \\ \text{Iance at Credit thereof, as} & \varepsilon & \varepsilon \\ \dots & \dots & \dots & \ldots & \varepsilon_{1,088} & 8 & 0 \\ \dots & \dots & \dots & \dots \end{array}$ | 932 5 7 33                     | 14,473 2 7       | 9,283 0 0                      | 13,326 14 5 ,,              | 3,808 19 10 ,,                | 2,392 18 7                        | ,, Reserve Funds-                      | £32,852 3 5                                    | 5,368 2 10 38,220 6 |      |  |   | 143,525 15     |

Or.

| 1   | No. 14-MILE             |                             |                             | December 19   | oe                               |
|---|-------------------------|-----------------------------|-----------------------------|---|----------------------------------|
| Half-Year<br>ended<br>31st Dec.,<br>1895. |                         | Miles<br>Authorized.        | Miles<br>Constructed.       | Miles Con-<br>structing<br>or to be<br>Constructed. | Miles<br>Worked<br>by<br>Engines |
| 209 <u>1</u><br>39 <u>1</u>               | Lines owned by Company, | 209 <u>1</u><br>39 <u>1</u> | 209 <u>1</u><br>39 <u>1</u> |   | 209 <u>1</u><br>39 <u>1</u>      |
| 249                                       |                         | 249                         | 249                         |   | 249                              |

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

| Half-Year   | ended 31st I                                 | Dec., 1895. |                          | Half-Year   | ended 31st l                                 | Dec., 1896. |
|---|--|-------------|--------------------------|---|--|-------------|
| 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.      |
| 484,784   | 43,698                                       | 528,482     | Passenger Trains         | 495,909   | 43,058                                       | 538,967     |
| 223,560   | 14,008                                       | 237,568     | Goods and Mineral Trains | 224,946   | 14,002                                       | 238,948     |
| 708,344   | 57,706                                       | 766,050     | Total,                   | 720,855   | 57,060                                       | 777,915     |

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.

18th January, 1897.

18th January, 1897.

### BERKELEY D. WISE, Engineer.

### CERTIFICATE RESPECTING THE ROLLING STOCK.

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

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.

27th January, 1897.

EDWIN WATERHOUSE, Auditors.

[COPY OF ADVERTISEMENT.]

### BELFAST AND NORTHERN COUNTIES RAILWAY COMPANY.

### One Hundred and Third Ordinary General Meeting, Friday, 12th February, 1897.

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 FRIDAY, the 12th day of February, 1897, 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 that the said Meeting will be made Special at the termination of the business of the above Ordinary Meeting, at which Special Meeting the following Resolution will be submitted for the consideration of the Proprietors present in person or by proxy, viz.:--

> "That the Directors be authorised, by way of donation from the Company, to subscribe the sum of £1,000 towards the erection of the proposed new General Hospital for the City of Belfast, the said subscription to be payable in one sum or by such instalments and at such time or times as the Directors may see fit."

The Transfer Books of the Company will be Closed on the Evening of Thursday, the 28th day of January, and will remain Closed until after the Meeting.

WM. R. GII.L, Secretary.

York Road, Belfast, 18th January, 1897.

Clogher Valley Railway Company, Ltd.

### Report of Directors AND STATEMENT OF ACCOUNTS

Six Months Ending 30th September, 1896,

FOR

TO BE SUBMITTED TO THE PROPRIETORS AT THE Twenty-fifth Half-yearly General Meeting,

TO BE HELD AT THE OFFICES OF THE COMPANY, AUGHNACLOY,

MONDAY, the 7th day of DECEMBER, 1896,

ON

At Half-past Twelve o'clock, P.M.

JGelfast: R. Carswell & Son, Printers, Royal Avenue. 1896. A REWIND VEWIER YELLEY MERGULA

### **REPORT OF DIRECTORS**

FOR

Half-year ending 30th September, 1896.

### Directors.

J. ELLISON-MACARTNEY, Esq., D.L., J.P., Clogher Park, Clogher, Chairman.

HUGH DE FELLENBERG MONTGOMERV, Esq., D.L., J.P., Blessingbourne, Fivemiletown, Deputy-Chairman.

WILLIAM ELLISON-MACARTNEY, ESQ., M.P., Clogher Park, Clogher.
SIR A. DOUGLAS BRCOKE, Bart., Colebrooke, Co. Fermanagh
DAVID GRAHAM, ESQ., Cranbrooke, Fivemiletown.
RT. HON. THE EARL OF CALEDON, Caledon.
WILLIAM MERCER, ESQ., J.P., Caledon.
MATTHEW J. FIDDES, ESQ., J.P., Aughnacloy.
HENRY G. S. ALEXANDER, ESQ., J.P., Armagh.
JOHN A. SMITH, ESQ., Skeog, Brookeboro.
WILLIAM BRYAN, ESQ., LUNGS, Clogher.
GEORGE M'ELROY, ESQ., J.P., Tullyweel House, Fivemiletown.
WILLIAM EDWARDS, ESQ., J.P., Crievelough, Brantry, Dungannon.
HUGH WARNOCK, ESQ., M.D., Clogher.

In submitting the Accounts for the above period, your Directors have to report an increase of  $\pounds 97$  in Receipts, while a reduction of  $\pounds 148$  has been effected in the Expenditure, the balance of

Profit being £309, as compared with £63 for the corresponding period of 1895.

Your Directors recommend the election of Lieut.-Col. J. H. Knox-Browne as a Director of the Company.

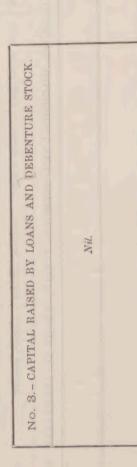
In the absence of a quorum it was necessary to adjourn, sine die, the Twenty-fourth Half-Yearly Meeting, convened for 1st June, 1896. The business which should have been disposed of at that Meeting will be transacted at the ensuing Ordinary General Meeting, including the appointment of Directors in lieu of Mr. W. Ellison-Macartney, M.P., Mr. David Graham and Mr. William Mercer, who ought then to have retired, but who have, in pursuance of the Regulations of the Company, since continued to act, and now offer themselves for re-election.

### J. ELLISON-MACARTNEY, Chairman.

HORACE S. SLOAN, Secretary.

Secretary's Office, Aughnacloy, 2nd November, 1896.

5 Calls yet to make. Amount Unissued. 0 O 0 Norg-The Baronial and Treasury Guarantees authorised by the Tramways and Public Companies Act, 1883, and the Tramways (Ireland) Provisional Order Confirmation (Clogher Valley) Act, 1884, are limited to £132,000 of the above Capital. 00 % 0 28,420 £ 10,420 18,000 £150,000. No. 2.-STATEMENT OF SHARE CAPITAL, SHOWING THE PROPORTION RECEIVED. No. 1.-CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. Amount Created. Amount Received. Calls in Arrear. Nominal Capital by virtue of the Company's Memorandum of Association, .ю 121,580 0 0 £ 8.  $f_{132,000}$  0 0 0 0 0 0 0 0 150,000 0 0 Guaranteed 5 per cent. Shares Ordinary Shares, ... ..... DESCRIPTION.



| Dr.No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.Dr.No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. $\mathcal{C}$ Amount<br>expended<br>straining half.Amount<br>formation $\mathcal{C}$ amount<br>expended<br>straining half. $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{C}$ $\mathcal{A}_{11}$ $\mathcal{C}$ <th></th> <th></th> <th>1</th> <th>d.</th> <th></th> <th>0</th> <th>9</th> <th>00</th> <th>CI</th> <th>1</th> <th>-</th> |     |     | 1                                     | d.  |       | 0           | 9    | 00       | CI   | 1        | - |
|---|-----|-----|---------------------------------------|-----|-------|-------------|------|----------|------|----------|---|
| No. $4\text{RBCBIPTS}$ AND EXPENDITURE ON CAPITAL ACCOUNT.CrNo. $4\text{RBCBIPTS}$ AND EXPENDITURE ON CAPITAL ACCOUNT.Cr $4.00.44$ $4.00.44$ $4.00.44$ $4.00.44$ $4.00.44$ $6.00.1866.$ $10.66.$ $10.66.$ $10.66.$ $10.66.$ $10.66.$ $1866.$ $18.66.$ $18.66.$ $18.66.$ $18.66.$ $1.866.$ $1.866.$ $1866.$ $11.86.$ $11.86.$ $11.86.$ $11.86.$ $11.86.$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$ $11.81.717$   |     | 13  |                                       |     |       |             |      |          | -    |          |   |
| NO. 4.—RECEIPTS AND EXPENDITURE ON CAFITAL ACCOUNT.       No. 4.—RECEIPTS AND EXPENDITURE ON CAFITAL ACCOUNT.       Amount<br>expended to<br>spended to<br>jet se di<br>1896.     Amount<br>during half.<br>1896.     Amount<br>amount<br>per ended<br>1896.     Amount<br>amount<br>received to<br>isso.     Amount<br>amount<br>per ended<br>1896.       for<br>1896.     £ s. di<br>29,353 16 1     £ s. di<br>By Receipts     £ s. di<br>1896.     £ s. di<br>20th Sept.,<br>1896.       for<br>129,321 3 10     22 12 3     129,353 16 1     By Receipts     121,550 0     0       for<br>129,321 3 10     28 12 3     129,353 16 1     Pheniums on Shares     4,231 5 6        for<br>129,321 3 10     28 12 3     129,353 16 1     Premiums on Shares     4,231 5 6        for<br>129,321 3 10     131,717 1 2     131,717 1 2   |     | C   | TAI                                   |     |       | 0           |      | 01       | 1    |          |   |
| NO. 4.—RECEIPTS AND EXPENDITURE ON CAFITAL ACCOUNT.       No. 4.—RECEIPTS AND EXPENDITURE ON CAFITAL ACCOUNT.       Amount<br>expended to<br>spended to<br>jet se di<br>1896.     Amount<br>during half.<br>1896.     Amount<br>amount<br>per ended<br>1896.     Amount<br>amount<br>received to<br>isso.     Amount<br>amount<br>per ended<br>1896.       for<br>1896.     £ s. di<br>29,353 16 1     £ s. di<br>By Receipts     £ s. di<br>1896.     £ s. di<br>20th Sept.,<br>1896.       for<br>129,321 3 10     22 12 3     129,353 16 1     By Receipts     121,550 0     0       for<br>129,321 3 10     28 12 3     129,353 16 1     Pheniums on Shares     4,231 5 6        for<br>129,321 3 10     28 12 3     129,353 16 1     Premiums on Shares     4,231 5 6        for<br>129,321 3 10     131,717 1 2     131,717 1 2   |     | 12  | Ic                                    | 48  |       | .56         | 1,23 | ,90      | 11.  |          |   |
| NO. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT<br>Amount<br>expended<br>strend to<br>gar mather<br>$1896.$ Amount<br>the output<br>anount expended<br>$1896.$ Amount<br>the output<br>$1896.$ $forstrend viastrend via1896.forund1896.forund1896.forund1896.forund1896.forund1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru129,321foru180.foru1806.for1896.for1896.for1896.foru129,321foru180.foru180.for180.for129,333for10for129,333for10foru129,321foru129,323for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for112for129,333for$  |     |     |                                       |     |       | 121         | 4    | 113      | 131  |          |   |
| NO. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT<br>Amount<br>expended<br>strend to<br>gar mather<br>$1896.$ Amount<br>the output<br>anount expended<br>$1896.$ Amount<br>the output<br>$1896.$ $forstrend viastrend via1896.forund1896.forund1896.forund1896.forund1896.forund1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru129,321foru180.foru1806.for1896.for1896.for1896.foru129,321foru180.foru180.for180.for129,333for10for129,333for10foru129,321foru129,323for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for112for129,333for$  |     | 1.1 | t<br>df.<br>t.,                       |     |       |             |      |          |      |          |   |
| NO. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT<br>Amount<br>expended<br>strend to<br>gar mather<br>$1896.$ Amount<br>the output<br>anount expended<br>$1896.$ Amount<br>the output<br>$1896.$ $forstrend viastrend via1896.forund1896.forund1896.forund1896.forund1896.forund1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru129,321foru180.foru1806.for1896.for1896.for1896.foru129,321foru180.foru180.for180.for129,333for10for129,333for10foru129,321foru129,323for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for112for129,333for$  |     |     | ive<br>g ha<br>sep<br>96.             | 00  |       |             |      | 10.1     | 6.21 |          | 1 |
| NO. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT<br>Amount<br>expended<br>strend to<br>gar mather<br>$1896.$ Amount<br>the output<br>anount expended<br>$1896.$ Amount<br>the output<br>$1896.$ $forstrend viastrend via1896.forund1896.forund1896.forund1896.forund1896.forund1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru1896.foru129,321foru180.foru1806.for1896.for1896.for1896.foru129,321foru180.foru180.for180.for129,333for10for129,333for10foru129,321foru129,323for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for10for129,333for112for129,333for$  |     | -   | Amerece<br>rece<br>ar<br>ar<br>18     | ભ   |       |             |      | :        |      |          |   |
| for 129,  |     |     | yee 330                               |     |       |             |      |          |      |          |   |
| for 129,  |     | LN  | h,                                    |     |       |             |      |          | 5    |          |   |
| for 129,  |     | 00  | ed<br>ed<br>larc                      | â   |       | 0           |      | 15       | -    |          |   |
| for 129,  |     | CC  | Amic<br>ceiv<br>t M<br>189            | 43  |       | 58(         | 23]  | 905      | 717  |          |   |
| for 129,  |     | A   | ree<br>31s                            |     |       | 121         | 4    | ů.       | 131, |          |   |
| for 129,  |     | LAI |                                       | -   |       | :           |      | t.       |      |          | - |
| for 129,  |     | PI  |                                       |     |       | :           | area | Acc      |      |          |   |
| for 129,  |     | CA  |                                       |     | 1     | 1.          | Sh   | NI 1     |      |          |   |
| for 129,  |     | N   |                                       |     | -silo | ed 5        | s on | Los      |      |          |   |
| for 129,  |     | E   |                                       |     | ceij  | ntee<br>Cal | ams  | on<br>ks |      |          |   |
| for 129,  |     | UR  |                                       |     | Re    | ara         | ime  | Nor      |      |          |   |
| for 129,  |     | LIC |                                       |     | By    | Gu          | Pre  | Pro      |      |          |   |
| for 129,  |     | INI |                                       | d.  |       | -           | 1    |          | 107  |          | - |
| for 129,  |     | TPF | Ę                                     | 20  |       | 16          | 10   |          | -    |          |   |
| for 129,  | 64  | E   | OTA                                   |     |       | 53          | 63   |          | 17   |          | 1 |
| for 129,  | 4   | ND  | T                                     | 4   |       | 9,3         | 5.3  |          | 1,7] |          |   |
| for 129,  | 1   | AJ  |                                       |     | 2     | 12          |      |          | 13   |          |   |
| for 129,  |     | STC | nt<br>ed<br>led<br>led<br>vt.,        | d.  |       |             | :    |          | 1    |          |   |
| for 129,  |     | EII | noui<br>ng h<br>end<br>Sep            | αĝ  |       | 12          | ncc  |          |      |          | E |
| for 129,  |     | EC  | An<br>exp<br>urii<br>ear<br>0th<br>18 | 4   |       | 32          | sala |          | 100  |          |   |
| for 129,  | 2   | H H |                                       |     |       | 0           |      |          |      |          | _ |
| for 129,  |     | 4.  | It to<br>reli,                        |     |       | 3           |      |          |      |          |   |
| for 129,  |     | o.  | oun<br>ded<br>Mai<br>96.              |     |       | _           |      |          |      |          |   |
| Dr.<br>To Expenditure-<br>0n Lines open for<br>Traffic, 122   |     | Z   | Am<br>pen<br>lst<br>18                | -+6 |       | ,32         |      |          |      |          |   |
| Dr.<br>To Expenditure-<br>Traffic,  |     |     | ex<br>3]                              |     |       | 126         |      |          |      |          | F |
| Dr.,<br>To Expenditure<br>On Lines open<br>Traffic,   | -   |     |                                       |     |       | for<br>     |      |          |      | <u>.</u> | - |
| Dr.,<br>To Expenditure<br>On Lines ope<br>Traffic,  | 9   |     |                                       |     | 1     | u: :        |      |          |      |          |   |
| Dr.<br>To Expendit<br>On Lines<br>Traffic,  | 2   |     |                                       |     | nr.e. | ope         |      |          |      |          |   |
| Dr.<br>To Exper<br>On Lin<br>Traffic  | 0.1 |     |                                       |     | udit  | es<br>· · · |      |          |      |          |   |
| To Ea   |     | 2   | 12 182                                |     | chen  | Lin         |      |          |      |          |   |
| 0   |     | A   |                                       |     | Ea    | Tr          |      |          |      |          |   |
|   | -   |     |                                       |     | To    | 0           |      |          |      |          |   |

|   |   |   |        | -                  | _                |                                  |                                  |                                  |                                 |
|---|---|---|--------|--------------------|------------------|----------------------------------|----------------------------------|----------------------------------|---------------------------------|
| Ī |   | ر<br>به ۵۵ ا  | 60     |                    |                  | TOTAL.                           | 76                               | 76                               | : :                             |
|   | BER, 1896   |   | £32 12 |                    |                  | Horse<br>Boxes.                  | 5                                | 5                                | : :                             |
|   | SEPTEM  | : 1   |        |                    | M ERCHANDISE.    | Timber<br>Trucks.                | 4                                | 4                                | ::                              |
|   | ЕD 30тн   | 11  | 1      |                    | MERCH            | Cattle<br>Wagons.                | 4                                | 4                                | ::                              |
|   | AR ENDI   |   | R      | STOCK.             |                  | Open<br>Wagons.                  | 31                               | 31                               | : :                             |
|   | HALF-YE.  |   |        | 6RETURN OF WORKING |                  | Covered<br>Wagons.               | 35                               | 35                               | : :                             |
|   | FOR I   |   |        | F WC               | 1.0              | Total.                           | 19                               | 19                               | : :                             |
|   | ITURE   | : :<br>• 20   |        | TURN C             | -                | Brake<br>Vans.                   | 9                                | 9                                | : :                             |
|   | No. 3DETAILS OF CAPITAL EXPENDITURE FOR HALF.YEAR ENDED 30TH SEPTEMBER, 1896. | es open for Traffic :<br>Emyvale Road New Station<br>New Screwing Machine, Locomotive Works |        | No. 6RE            | COACHING.        | Composite<br>1st & 3rd<br>Class. | 5                                | 5                                | : :                             |
|   | CAPITAI   | itation<br>ie, Locom  | -      | Z                  | C                | 3rd<br>Class.                    | ac                               | 00                               | : :                             |
|   | AILS OF   | Traffic:<br>oad New S<br>ing Machi  |        |                    |                  | lst<br>Class.                    | 60                               | 60                               | :                               |
|   | SDET  | On Lines open for Traffic :<br>Emyvale Road New<br>New Screwing Mach                        |        |                    | LOCO-<br>MOTIVE. | Engines.                         | 9                                | 9                                | :                               |
|   | No.   | On Line<br>E  |        | Non U              |                  |                                  | Stock on<br>30th Sept.,<br>1896. | Stock on<br>31st March,<br>1896. | Increase dur-<br>ing half-year. |
| 1 |   | 1   |        |                    |                  |                                  |                                  |                                  |                                 |

Decrease do.

| No. 7-ESTIMATE OF FU    | ACCOUNT.                    | NDITURE ON                       | CAPITAL |
|-------------------------|-----------------------------|----------------------------------|---------|
|                         | During<br>the<br>Half-year. | In subse-<br>quent<br>Half-year. | Total.  |
| Lines Open for Traffic, | £                           | £                                | £       |

| No. 8-CAPITA<br>MEET F                |           |           |          |          |         |        | Т  | 0  |
|---------------------------------------|-----------|-----------|----------|----------|---------|--------|----|----|
| (Juguantand Chang)                    | Camital C | mantad h  |          | aniurad  | 100 000 | £      | s. | d. |
| (Guaranteed Share (<br>Account No. 2) |           |           |          |          |         | 10,420 | 0  | 0  |
| Ordinary Share Ca<br>Account No. 2)   |           | eated, bu |          | ceived   | (as per | 18,000 | 0  | .0 |
| Calls in Arrear                       |           |           |          |          |         |        |    | Ŭ  |
| Calls yet to Make                     |           |           |          |          | • • •   |        |    |    |
|                                       |           |           |          |          |         | 28,420 | 0  | 0  |
| В                                     | alance at | Credit o  | f Accoun | t, No. 4 |         |        | 5  | ĩ  |
|                                       |           |           |          |          |         | 30,783 | 5  | 1  |

| ended<br>1896.                       | £ 8. d.  |                                      |                      |                                      | 1,914 11 6                |  |                     | 1,808 19 10                 | 47 11 8     | 4 7 6                                    |                                      | 3.77.5 10 6 |
|--------------------------------------|--|--------------------------------------|----------------------|--------------------------------------|---------------------------|--|---------------------|-----------------------------|-------------|--|--------------------------------------|-------------|
| Half-Year ended<br>30th Sept., 1896. | £ 8. d.  |                                      | RI                   | 45 0 0<br>174 12 0                   | 1                         | 1,438 12 1<br>101 8 7                  | 268 19 2            | $ $ $ $ $ $ $ $ $ $ $ $ $ $ |             |  | 2                                    | 6           |
|                                      |  | £194 17 7<br>1,500 1 11              |                      | : :                                  |                           | : :                                    | :                   | 17                          | :           |  | 32                                   |             |
| 1                                    |  |                                      | 31                   | <br>iages, &c.                       |                           | ls                                     | :                   |                             |             | :  |                                      |             |
| Receipts.                            |  | No. 3,606<br>., 58,325               | 61,931               | <br>es, Carri                        |                           | ,926 Tor                               |                     |                             | ÷           |  |                                      |             |
|                                      | ngers  | First Class No.<br>Third ", ",       |                      | <br>Is, Horse                        | :                         | stock                                  | Minerals 2,734 Tons |                             | :           | fer Fees                                 |                                      |             |
|                                      | By Passengers-   | First (<br>Third                     |                      | ,, Mails                             |                           | ", Merchandise 7,926 Tons", Live Stock | ", Miner            |                             | ", Rents    | " Transfer Fees                          |                                      |             |
| ar<br>'95                            |  | න න                                  |                      | 2 0                                  |                           | 11                                     | 10                  |                             | 15          | 0  |                                      | 0           |
| Half-year<br>ended<br>30 Sept., '95  | -  | 212 8<br>1,450 5                     |                      | 45 0<br>159 0                        |                           | 1,424 0                                | 231 18              |                             | 44 2        | 5 10                                     |                                      | 3.678 2     |
| ar<br>'96                            | d.<br>11   | +                                    | 0 11                 | 0                                    | 30                        | 10                                     | 0                   | 51                          | 2           | 4  | 10 -                                 | 6 3.678     |
| Half-year<br>ended<br>0 Sept., '9    | £ 8. d.<br>704 14 11   | 9                                    |                      | 0                                    | 6 1                       | 7 2                                    | 6 7                 | +                           | 3 1         | 3 14                                     | 3 6                                  | 10          |
| Half-year<br>ended<br>30 Sept., '96  | £<br>704   | 1,245                                | 312                  | 726                                  | 354                       |  | 22                  | 17                          | 38          | 30                                       | 3,466                                | 3.775 10    |
|                                      | Works,<br>stractA)   | see Ab-                              | on Re-<br>act C)     | Abstract                             | ee Ab-                    | s, and<br>Transit                      | :                   | :                           |             | spection                                 | to Net                               |             |
| Expenditure.                         | Aaintenance of Way, Works,<br>and Stations (see Abstract A)    | Power (s                             | l Wagon<br>Abstract  | ises (see 2                          | Charges (see<br>3)        | tion Loss, and<br>to Goods in Transit  | .xes                | :                           | <br>S       | sy or's In                               | alance carried to<br>Revenue Account |             |
| xpenc                                | ance   | tive<br>B)                           | e and (see           | f x pen                              | - Personal -              | sation<br>e to                         | nd Ta               | sts                         | s' Fees     | Surv.                                    | car<br>ue A                          |             |
| E                                    | To Maintenance of Way, Works,<br>and Stations (see Abstract A) | , Locomotive Power (see<br>stract B) | ", Carriage<br>pairs | ", Traffic Fxpenses (see Abstract D) | ", General C<br>struct E) | ", Compensation<br>Damage to Go        | ", Rates and Taxes  | " Law Costs                 | " Auditors' | ., County Survey or's Inspection<br>Fees | " Balance                            |             |
| 2                                    | To   |                                      |                      |                                      |                           | 6.6                                    |                     | 5.5                         |             |  | 1                                    |             |
| Half-year<br>ended<br>30 Sept., '95  | . d.<br>5 1  | 60                                   | 5                    | 3 7                                  | 10<br>50                  | 1 1                                    | 30                  | 17                          | 6 (         | 4  | 3 11                                 | 2           |
| Half-year<br>ended<br>) Sept., '9    | t 8.<br>745 5  | 1,365 17                             | 322 3                | 684 13                               | 363 3                     | 2 14                                   |                     | 30 2                        | 39 19       | 37 13                                    | 3,614 13<br>63 8                     | 3.678 2     |

| Cr.                        | Half-year<br>ended<br>30th Sept.,                      | 3 5 8   | 2 9 9             |
|----------------------------|--|---|-------------------|
| 0                          | Hal<br>er<br>30th<br>18                                | £<br>309<br>2,733   | 3,042             |
| UNT.                       |  | £s. d.6383By lalance from Revenue Account978190Tyrone and Fermanagh   |                   |
| ENUE ACCO                  | Half-year<br>ended<br>30th Sept.,<br>1895.             | £ 8. d.<br>63 8 3<br>2,978 19 0   | 3,042 7 3         |
| No. 10NET REVENUE ACCOUNT. | Half-year<br>ended<br>30th Sept., 30th Sept.,<br>1896. | £ s. d.<br>2 19 9<br>3,039 10 0   | 3,042 9 9 3,042 7 |
| No. 10                     |  | $\pounds$ s. d.<br>2 17 3<br>3,039 10 0 3, Bank Interest and Commission $\pounds$ s.<br>3,039 10 0 3,039 10 0 3,039 10 3,039 10 |                   |
| Dr.                        | Half-year<br>ended<br>30th Sept.,<br>1895.             | £ 8. d.<br>2 17 3<br>3,039 10 0   | 3,042 7 3         |

|--|

| Half-year  | No. 12 -ABSTRACTS.   | Half-year   |
|--|--|---|
| ended 30tl<br>Sept., 189   | A. MAINTENANCE OF WAY, WORKS, &c.  | ended 30th<br>Sept., 1890   |
| £ s. c<br>22 13 0<br>473 15 0<br>36 10 2   | Salarics, Office Expenses, and General Superintendence          Maintenance and Renewal of Permanent Way:-          Wages              473       17  | £ s. d<br>22 17 0   |
| 29 16 11<br>64 4 5   |  | 155 5 0   |
|  | MILES MAINTAINED :   |   |
| 627 2 2  |  | 704 14 11   |
| 040 4 4  | B. LOCOMOTIVE POWER.   |   |
|  | B. LOCOMOTIVE FOWER.   | <u></u>   |
| £ s. d   |  | £ s. d<br>58 8 1  |
|  | Running Expenses—<br>Wages connected with the working of Locomotive  |   |
| 290 5 0<br>493 3 0   |  | 4.8   |
| 15 10 3<br>40 4 9  |  | 211   |
| 90 9 6   |  | 791 12 3  |
| 179 6 5  |  | 12 1  |
| 289 4 8  | Materials 214 5 4  | 392 9 0   |
| .365 17 3  |  |   |
|  |  | 1.945 0 4   |
|  | C DEDAIDS IN DENEWALS OF CADDIACES IN W  |   |
| Hee  | C. REPAIRS AND RENEWALS OF CARRIAGES AND W   | AGONS.  |
| £ 8. (   | £ s. d.  | AGONS.  |
| Hee  | L Carriages :  | AGONS.<br>£ s. d  |
| £ 8. 0   | Carringes :  | AGONS.<br>£ s. d  |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5  | L Carriages :<br>Wages and General Superintendence<br>Wages s<br>Wages and General Superintendence<br>Wages and General Superintendence<br>K s. d.<br>104 6 0<br>104 7 4<br>5 6 10   | AGONS.<br>£ s. d  |
| £ 8. 0<br>101 11 9<br>96 16 0  | L Carriages :<br>Wages and General Superintendence<br>Wages and General Superintendence<br>Wages and General Superintendence<br>Wages and General Superintendence<br>Carriages :<br>Wages and General Superintendence<br>Carriages :<br>Superintendence<br>Carriages :<br>Carriages : | AGONS.<br>£ s. d<br>208 13  |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5  | Carriages :       Wages and General Superintendence       104       6       0         Materials        104       7       4         Wagons :       Wages and General Superintendence        65       6       10         Materials             65       6       10         Materials             65       6       10         Materials             65       6       10   | AGONS.<br>£ s. d<br>208 13<br>105 7   |
| £ s. (<br>101 11 9<br>96 16 (<br>77 8 5<br>46 7 5  | Carriages :       Wages and General Superintendence       104       6       0         Materials        104       7       4         Wagons :       Wages and General Superintendence        65       6       10         Materials             65       6       10         Materials             65       6       10         Materials             65       6       10   | AGONS.<br>£ s. d<br>208 13<br>105 7   |
| £ s. (<br>101 11 9<br>96 16 (<br>77 8 5<br>46 7 5  | L       Carriages :-<br>Wages and General Superintendence       104 6 0<br>104 7 4         Wagons :<br>Wages and General Superintendence       104 6 0<br>104 7 4         D.       TRAFFIC EXPENSES.   | AGONS.<br>£ s. d<br>208 13 d<br>105 7 d<br>312 0 1  |
| £ s. 0<br>101 11 5<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 4<br>£ s. d<br>543 2 10   | Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>105 7<br>312 0 1<br>£ s. d<br>571 3   |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 9<br>46 7 5<br>322 3 4<br>£ s. d<br>543 2 10<br>543 2 10   | Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>105 7 7<br>312 0 12<br>571 3 1<br>43 6 1  |
| £ s. 0<br>101 11 5<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 1<br>£ s. d<br>543 2 10   | L       Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>105 7<br>312 0 1<br>£ s. d<br>571 3<br>43 6<br>16 5   |
| £ s. 0<br>101 11 2<br>96 16 0<br>77 8 5<br>46 7 2<br>322 3 5<br>£ s. d<br>543 2 10<br>543 2 10<br>543 2 5<br>24 6 7  | L       Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>105 7 1<br>312 0 1<br>£ s. d<br>571 3 1<br>16 5 5<br>58 18 6  |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 <i>t</i><br>543 2 10<br>543 2 10<br>544 5<br>544 5<br>545 5<br>5  | L       Carriages :  | AGONS.<br>£ s. d<br>208 13 (<br>105 7 (<br>312 0 1)<br>£ s. d<br>51 3 (<br>16 5 (<br>58 18 (<br>36 6 (  |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 <i>t</i><br>543 2 10<br>543 2 10<br>543 2 10<br>24 6 7<br>24 8 <i>t</i>   | L       Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>105 7 7<br>312 0 13<br>513 6<br>16 5 5<br>58 18 6<br>36 6 9   |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 <i>t</i><br>543 2 10<br>543 2 10<br>543 2 10<br>24 6 7<br>24 8 <i>t</i>   | L       & s. d.         Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>105 7 f<br>312 0 1;<br>£ s. d<br>571 3 f<br>43 6 f<br>16 5 5<br>58 18 6<br>36 6 0<br>726 0 0  |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 8<br>£ s. 0<br>543 2 10<br>543 2 10<br>543 2 10<br>49 3 0<br>24 6 7<br>24 6 7<br>24 8<br>49 3 0<br>24 6 7<br>24 7<br>25 7<br>26 | L       E       s. d.         Carriages :  | AGONS.<br>£ s. d<br>208 13 4<br>208 13 4<br>105 7 4<br>312 0 1<br>£ s. d<br>571 3<br>43 6 4<br>16 5<br>58 18 4<br>36 6 9<br>726 0 4<br>£ s. d<br>286 6 14<br>31 10 4<br>51 10 |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 1<br>£ s. d<br>543 2 10<br>543 2 10<br>543 2 16<br>24 6 7<br>24 8 4<br>24 8 4<br>24 18 4<br>084 13 7<br>£ s. d<br>254 5<br>10 11 19<br>10 11 19<br>10 10 10<br>10 10<br>10 10 10 10<br>10 10 10 10<br>10 10 10 10 10<br>10 10 10 10 10 10<br>10 10 10 10 10 10 10 10 10 10 10 10 10 1   | L       E       s. d.         Carriages :  | AGONS.<br>£ s. d<br>208 13 4<br>208 13 4<br>105 7 4<br>312 0 1<br>£ s. d<br>571 3<br>43 6 4<br>16 5<br>58 18 4<br>36 6 4<br>726 0 4<br>£ s. d<br>286 6 1<br>31 10 4<br>10 10  |
| £ s. 0<br>101 11 9<br>96 16 0<br>77 8 5<br>46 7 5<br>322 3 8<br>£ s. 0<br>543 2 10<br>543 2 10<br>543 2 10<br>49 3 0<br>24 6 7<br>24 6 7<br>24 8<br>49 3 0<br>24 6 7<br>24 7<br>25 7<br>26 | L       Carriages :  | AGONS.<br>£ s. d<br>208 13 d<br>208 13 d<br>105 7 1<br>312 0 1<br>43 6 1<br>43 6 1<br>58 18 6<br>36 6 9<br>726 0 0  |

| Dr No. 1  | 3GENERA    | No. 13GENERAL BALANCE SHEET.                              |            |
|---|------------|---|------------|
|   | £ 8. d.    |   | £ s. d.    |
| To Capital Account-Balance at Credit thereof,<br>as per Account No. 4 | 2,363 5 1  | By Amount due by the Countres of 1 yrone and<br>Fernanagh | 6,125 3 11 |
| Net Revenue Account-Balance at Credit                                 | -          | " Sundry Amounts owing to the Company                     | 473 14 9   |
|   | 3,039 10 0 | Stores on Hand  | 1,950 13 0 |
| ", Outstanding Interest Warrants                                      | 110 13 11  | ers   | 3,862 16 5 |
| " Sundry Amounts owing by the Company                                 | 819 19 1   |   |            |
| ", Dividends for half-year ended 30 Sept., '95                        | 3,039 10 0 |   |            |
| Do. do. 31 March, '96 3,039 10 0                                      | 3,039 10 0 |   |            |
|   | 12,412 8 1 |   | 12,412 8 1 |

|                          | Half-Year ended 30th Sept., 1896. | Authorized. Constructed. Worked by<br>Fingures | 37 37 37                    | MILEAGE.            | Half-Year ended<br>30th Sept., 1896.           | Miles,<br>51,119                  | J. ELLISON-MACARTNEY, Chairman.<br>HORACE S. SLOAN, Accountant of the Company. | ATE.<br>contain a full and true<br>BAILEY, F.C.A. Auditor.  | NG STOCK.              |
|--------------------------|-----------------------------------|--|-----------------------------|---------------------|--|-----------------------------------|--|---|------------------------|
| NO. 14MILEAGE STATEMENT. |                                   |  | Lines owned by the Company, | -STATEMENT OF TRAIN |  | Mixed Passenger and Goods Trains. | J. ELLISON-MACAI<br>HORACE S. SLOAN  | AUDITOR'S CERTIFICATE.<br>I hereby certify that the foregoing Accounts contain<br>Statement of the Financial condition of the Company.<br>E. BAILEY | RESPECTING THE ROLLING |
| 2                        | ept., 1895.                       | Miles<br>Worked by<br>Engines.                 | 37                          | No. 13.             |  | R                                 |  | certify th<br>Financial   | CERTIFICATE            |
|                          | Half-Year ended 30th Sept., 1895. | Miles<br>Constructed.                          | 37                          |                     | 1895.  |                                   |  | I hereby<br>ment of the   | CERTH                  |
|                          | Ialf-Year                         | Miles<br>Authorized.                           | 37                          |                     | Half-Year ended<br>30th Sept., 1895.<br>Miles. | 50,901                            |  | State   |                        |

## CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

30th September, 1896.

15

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

30th September, 1896.

JAMES BARTON, Engineer.

### Clogher Balley Railway Company, LIMITED.

6

NOTICE is hereby given that the Half-yearly Ordinary General Meeting of the Proprietors of the Clogher Valley Railway Company, Limited, will be held at the Offices of the Company, Aughnacloy, on MONDAY, the 7th day of DECEMBER, 1896, at Half-past Twelve o'clock p.m., to receive Report of the Directors and Statement of Accounts, and to transact other usual Business.

At the Meeting it will be proposed to increase the number of Directors, and that Col. John H. Knox-Browne be an additional Director, and that such additional Director retire from Office with the existing Directors who will retire at the Half-yearly Meeting to be held in December, 1899, and be eligible for re-election with them.

The Business adjourned from last Half-yearly Ordinary General Meeting, owing to absence of a quorum, will also be transacted.

By order,

HORACE S. SLOAN, Secretary.

Dated this 9th day of November, 1896.

### CAVAN AND LEITRIM RAILWAY COMPANY, Limited

### REPORT OF THE DIRECTORS,

AND

### Statement of Accounts,

TO 1st NOVEMBER, 1896,

FOR THE

### HALF-YEARLY MEETING OF PROPRIETORS,

### TO BE HELD

On Wednesday, February 10th, 1897,

At 3 p.m.,

AT THE OFFICES OF THE COMPANY

37 COLLEGE GREEN, DUBLIN.

Dublin: PRINTED BY SEALY, BRYERS AND WALKER (A. THOM AND CO., LIMITED), 94, 95 & 96 MIDDLE ABBEY STREET.

1897.

### CAVAN AND LEITRIM RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that the Ordinary Half-yearly General Meeting of the Shareholders of this Company will be held at the Offices of the Company, No. 37 COLLEGE GREEN, DUBLIN, on Wednesday, the 10th day of February next, at 3 o'clock precisely, for the purpose of transacting the ordinary business of the Company.

The Transfer Books will be closed on the 1st February and re-opened on the 16th February.

Dividend Warrants will be posted on the 15th February, and Shareholders are requested to notify to the Secretary any change of address.

> H. T. CLEMENTS, Chairman. PHILIP MACNULTY, Secretary.

37 College Green, Dublin, January 20th, 1897.

#### DIRECTORS.

Chairman.-COLONEL H. T. CLEMENTS, D.L., Rynn Castle, Dromod, Co. Leitrim.

Deputy Chairman.—SURGEON-GENERAL S. B. ROE, C.B., Ballyconnell House, Ballyconnell, Co. Cavan.

H. J. B. CLEMENTS, Esq., Killadoon, Celbridge, Co. Kildare.

Rev. J. G. DIGGES, M.A., Clooncahir, Lough Rynn, Dromod, Co. Leitrim.

GEORGE HEWSON, Esq., J.P., Dromahaire, Co. Leitrim.

ROBERT H. JOHNSTONE, Esq., J.P., Bawnboy House, Co. Cavan.

I. HAMILTON REID, Esq., M.A., Holmston, Kingstown.

GEORGE F. STEWART, Esq., J.P., Lough Rynn, Dromod, and 6 Leinster Street, Dublin.

SAMUEL W. SANDERSON, Esq., D.L., Clover Hill, Belturbet, Co. Cavan. WILTON VAUGH, Esq., Dromahaire, Co. Leitrim.

ARBITRATORS APPOINTED BY THE BOARD OF TRADE UNDER THE TRAMWAYS (IRELAND) ACT.

R. H. JEPHSON, Esq., 18 Lansdowne Road, Dublin.

JOHN G. BARTON, Esq., C.E., 6 Ely Place, Dublin.

RICHARD N. SOMERVILLE, Esq., County Surveyor for County Cavan, Cavan.

C. BOOTH JONES, Esq., The Mall, Sligo.

#### COMPANY'S AUDITORS'

JOSEPH J. H. CARSON, Esq., 3 Willow Bank, Kingstown. Messrs. CRAIG, GARDNER & CO., 40 Dame Street, Dublin.

#### SECRETARY AND ACCOUNTANT.

PHILIP MACNULTY, 37 College Green, Dublin

# CAVAN AND LEITRIM RAILWAY COMPANY, LTD.

5

# REPORT

TO BE SUBMITTED TO THE PROPRIETORS

#### AT THE .

# HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE COMPANY'S OFFICES, 37 COLLEGE GREEN, DUBLIN,

On Wednesday, the 10th February, 1897, at 3 p.m.

YOUR Directors place before you the Accounts, duly audited, for Half-year ended 1st November last.

The Receipts, which amount to  $\pounds 4,481$  35. 3d., show a de crease of  $\pounds 373$  195. 11d. compared with those of the corresponding period of last year. This is due to an adjustment of outstanding Traffic Accounts with the Clearing House—the actual Traffic carried during the Half-year being practically the same as in the Six Months ended November, 1895.

The Expenses have been  $\pounds 4,364$  15s. 6d., as against  $\pounds 4,141$  12s. od. in the corresponding period—being an increase of  $\pounds 223$  3s. 6d., which arises chiefly from the cost of efficient maintenance of the Company's Rolling Stock.

H. T. CLEMENTS, Chairman.

37 College Green, Dublin 20th January, 1897. CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED. Statement of Accounts for the Half-year ended 1st November, 1896.

98,000 Stock and Loans. T'otal. 2 BALANCE. (ORDINARY CAPITAL). 2 Nil. Mo. 2.-STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHEWING THE PROPORTION RECEIVED 98,000 42 No. 1.-STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. Total. 202,000 3 CAPITAL CREATED OR SANCTIONED. (GUARANTEED SHARES). Loans. 2 Nil. Btock and Shares. L 202,000 Total. 000'00 2 CAPITAL AUTHORIZED. L cons. Nil. 2 Stock and Shares. 300,000 4 The Companies' Act, 1862 and The Company's Order in Council, 1884. AUTHORITY.

Amount Unissued. I 5,490 4,650 10,840 42 Amount Received. 186.510 143,160 43,350 4 Amount Created. 48,000 154,000 Total, ... 202,000 No. 3,-CAPITAL RAISED BY LOANS AND DERENTURE STOCK. 42 DESCRIPTION. Undertaking No. 1 .... Consolidated Undertaking No. 2 Guaranteed Five Per Cent. Sha Undertaking No. 1

NIL.

194 I 5 445 5 11 3,250 0 0 10,440 0 0 79 14 2 256 0 11 0 0 201,175 2 5 k s. d. CR. 43,350 0 143,160 0 'fotal. 79 14 2 256 0 11 194 I 5 445 5 II 3,250 0 0 10,440 0 0 43,350 0 0 143,160 0 0 200,839 7 4 2 NO. 4.-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Undertaking No. 1 Undertaking No. 1 Consolidated No. 2 Undertaking No. 2 Undertaking No. 1 Undertaking No. 1 Undertaking No. 1 Undertaking No. 1 Undertaking No. 2 Undertaking No. 2 No. 2 No. 1 No. 2 ) By RECEIPTS-Shares, per A Profit on Boa Premiui Share C 15,751 14 1 200,995 14 2 179 8 3 4,897 17 3 201,175 2 5 41,955 II IO 138,390 11 0 d. £ s. Total. Expended to Later Nov., 1896. 95 6 10 95 6 IO 95 6 IO £ s. d. 41,860 5 0 138,390 11 0 4,897 17 3 15,751 14 1 200,900 7 4 s. d. 4 Consolidated Undertaking No. 2 iolidated Undertaking No. 2 TO EXPENDITURE-On Lines open for Traffic-(No. 5) Undertaking No. 1 .... On Working Stock-Undertaking No. 1 Balance DK.

NO. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 15T NOVEMBER, 1896.

200,900 7 4

7

335 I5 I

þ 95 6 10 × 5. Total. Undertaking No. 1. Undertaking No. 2. £ s. d. & s. d. 95 6 10 :: Land and Compensation Lines open for Traffio-

No. 6.-RETURN OF WORKING STOCK FOR HALF-YEAR ENDED IST NOVEMBER, 1896.

|                  | Total.                        | 113   | 11  |
|------------------|-------------------------------|---|---|
| DISE.            | Ballast Wagons.               | 00  | 11  |
| HANI             | Cattle Wagons.                | 20  | 11  |
| MERCHANDISE.     | Covered Goods.<br>Wagons.     | 47  | 11  |
| _                | Open Goods.<br>Wagons.        | 40  | 11  |
|                  | Тотыс.                        | 22<br>22                                    | 11  |
|                  | Carriage Trucks.              | 0 0   | 11  |
| COACHING.        | Horse Boxes                   | 0 0   | 11  |
| COAC             | Brake Vans.                   | 99  | 11  |
|                  | Third Class                   | 44  | 11  |
|                  | First and Third<br>Composites | 00 00                                       | 11  |
| LOCO-<br>MOTIVE. | Tank Engines.                 | 00 00                                       | 11  |
|                  |                               | : :   | : :   |
|                  |                               | 11  | ::  |
|                  |                               |   |   |
|                  |                               | Stock on 1st May, 1896<br>,, 1st Nov., 1896 | Increase during Half-year<br>Decrease ,, ,, |

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

8

|                      | Torat.  |  |
|----------------------|---|--|
| PENDITURE.           | In subsequent<br>Half-years.                  | N ot ascertained.                                  |
| FURTHER EXPENDITURE. | During the Half-year<br>ending 1st May, 1897. | Not ascertained.                                   |
| 7                    | R   | •  |
|                      |   |  |
|                      |   |  |
|                      |   |  |
|                      |   |  |
|                      | ,   |  |
|                      |   | On Lines constructed and in course of construction |

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

|  |   |                |   |      |   |     |        |            |   |                       |       | _ |
|--|---|----------------|---|------|---|-----|--------|------------|---|-----------------------|-------|---|
| Ordinary Share Capital authorized, but not yet created, as per Account No. 1 |   | :              |   | :    | : | . : |        | :          | : | € s. d.<br>98,000 0 0 | s. d. |   |
| Guaranteed Share Capital created, but not yet issued, as per Account No. 2   | : | -              | : | •••• | : | :   | :      | :          | : |                       | 0     | - |
| Add Credit Balance on Capital Account, as per Account No. 4                  | : | -              | - | :    | : | :   | e      | <b>A</b> : | : | 113,490<br>179        | 0 00  |   |
| Amount available, exclusive of value o                                       |   | f surplus land | : | :    | 1 |     | • . II | :          | : | 113,669               | 3     |   |

|                      |                                      |                               |       |  |                    |                              |                           |                   |                | 10                             |                       |                    | -                | <br>     |   | -        |   |
|----------------------|--------------------------------------|-------------------------------|-------|--|--------------------|------------------------------|---------------------------|-------------------|----------------|--------------------------------|-----------------------|--------------------|------------------|----------|---|----------|---|
| ż                    |                                      | -                             |       | q.   |                    |                              |                           |                   | 3              |                                |                       | H                  | 0                |          |   | 8 4      |   |
| CR.                  |                                      | Total.                        |       | es.  |                    |                              |                           |                   | 33             |                                |                       | 17 13              | 10 15            |          |   |          |   |
|                      | 896.                                 | -                             | 1     |  |                    |                              |                           |                   | 2,033          |                                |                       | 2,417              |                  | <br>     |   | 4,461    | _ |
|                      | , V                                  | s                             |       | -  | 5 T                |                              |                           |                   |                |                                |                       | 1                  | 15 O             |          |   | 00       |   |
|                      | t No                                 | Gross                         | mon   | B.   | 1582 16            | 1 922-1                      | TAC                       |                   |                |                                | 478                   |                    | I OI             |          |   | 4,461    |   |
|                      | si pa                                |                               | 19.9  | 3  |                    | 1.7                          |                           |                   | 1.6            |                                | 4                     |                    |                  |          |   | 4.       |   |
|                      | ende                                 | ing 2.                        |       | .р.  | 6                  | 0                            |                           |                   |                |                                |                       |                    | 9                |          |   | 8        |   |
|                      | rear                                 | ertak                         |       | £ s.   | 1,272 IO           | 2 10                         | T IOI                     |                   | -              | 248 15                         | 225 7                 |                    | 8 17             |          |   | 3,394 13 |   |
|                      | Half-year ended 1st Nov., 1896.      | Undertaking 1. Undertaking 2. |       | -  | 1,27               | 1.272                        | T                         |                   | 1. 325         | 20                             |                       |                    |                  |          |   | 3,39     |   |
|                      | 4                                    | ing l.                        |       | d.   | 6                  | 0                            |                           |                   |                |                                |                       |                    | 9                |          |   | 100      |   |
|                      |                                      | ertak                         |       | £ s.   | 503 19             | 503 IO                       | 50 2                      | H                 |                |                                |                       |                    | 1 I 7            |          |   | 1,066 14 |   |
|                      |                                      | Und                           |       | -  |                    | .                            |                           |                   | 1              | ,                              | -                     |                    |                  |          |   | 1,0      |   |
|                      |                                      |                               |       | No.  | 20041              | 4-66                         | Parcele Morse Carriages & |                   | Tone           | A 0415                         |                       | :                  | :                |          |   |          |   |
|                      |                                      |                               |       |  |                    |                              | 4                         | 990               |                | bikil                          | Acos                  | :                  | :                |          |   |          |   |
|                      | TS.                                  |                               |       |  | :                  |                              | 110.)                     |                   |                |                                |                       |                    |                  |          |   |          |   |
|                      | RECEIPTS.                            |                               |       | 1  |                    |                              | 30.3                      | 4000 C            |                |                                | :                     |                    |                  |          |   |          |   |
|                      | KEC                                  |                               |       | gers-  | 6619               |                              | H                         |                   | dice           | acin. a                        | e la                  | 2                  | Fee              |          |   |          |   |
|                      |                                      |                               |       | assenger:  | ard .              |                              | pala                      | sli s             | cha            |                                | Carl                  |                    | nsfei            |          |   |          |   |
| INT.                 |                                      |                               | 1     | By Passengers-   | 1                  | 2                            | Par                       | ". Mails          | Marchardica    | Minarole                       | Tive Stock            |                    | ", Transfer Fees |          |   |          |   |
| COU                  | r<br>695                             | -                             | -     | <u> </u>   |                    | T                            |                           |                   |                |                                |                       |                    |                  | <br>     |   | 1        | - |
| No 9REVENUE ACCOUNT. | Half-year<br>ended<br>lst Nov., 1895 |                               | બ     | * 80   | 1.6: I             | 1.800                        | 207                       | 51                | 1.601          | 200                            | 208                   | 2                  | 20               |          |   | 4,838    |   |
| NUE                  | Ha<br>Ist 7                          |                               |       |  | H                  |                              |                           |                   | H              |                                |                       |                    |                  |          |   | 1        |   |
| CVE                  | .96                                  | al.                           | s. d. | 19 8   | 5 30               | 7 4                          | II L                      | I II              | 0 8            |                                |                       | 18 3               | I4 II            | 5 6      | 12 10   | 4        |   |
| -RI                  | ** 18                                | Total.                        | 43    | 1 996  | 1;468              | 375                          | 1,165 17                  | 292 1             | C              |                                | 1                     | 37 I               | 48 I             | 4,364 IS | 1 96  | 4.461    |   |
| 9.                   | Nov                                  | - CÎ                          |       |  |                    |                              |                           |                   | _              |                                |                       |                    |                  |          |   | 4.4      |   |
| No                   | ISt                                  | king :                        | s. d. | IO IO  | 0                  | 9 7                          | 2 2                       | 16 g              | 7 2            |                                |                       | 9 6                | 14 0             | 0        |   |          |   |
|                      | nded                                 | dertal                        | अ     | 787 I  | 161,1              | 304                          | 916                       | 215 1             | 7              | :                              | :                     | 32                 | 39 I             | 3,494 10 | <u> </u>  |          |   |
|                      | Half-year ended 1st Nov., 1896.      | Undertaking 1. Undertaking 2. |       |  |                    |                              |                           | _                 | <u></u>        | -                              |                       |                    | _                |          |   |          |   |
|                      | If-ye                                | king                          | s. d. | 8 IO   | 5 8                | 17 9                         | 15 9                      | 14 4              | 13 6           |                                |                       | 8 9                | 11 0             | 5 6      |   |          |   |
|                      | Hal                                  | derta                         | 42    | 179 E  | 277                | 70 1                         | 249 I                     | 76 1              | I              | :                              | :                     | S                  | 6                | 870      |   |          |   |
|                      |                                      | Q                             | -     |  |                    |                              |                           |                   |                |                                |                       |                    |                  |          |   | 1        | - |
|                      |                                      |                               |       | orks, and Stations-<br>See Abstract A.                         | B.                 | Ċ                            | D.                        | E.                | :              | :                              | Damage to Goods, &c., | :                  |                  |          | Acct  |          |   |
|                      |                                      |                               |       | Stat   | Do.                | Do.                          | Do.                       | Do.               | :              |                                | ds, d                 | :                  |                  |          | 1116  |          |   |
|                      | E                                    |                               |       | , and<br>e Al  |                    |                              |                           |                   |                | ury                            | Goo                   | ·                  |                  |          | evel  |          |   |
|                      | EXPENDITURE.                         |                               |       | orks   | :                  | epain                        | :                         | :                 | :              | l Inj                          | te to                 | :                  | -                |          | 1   |          |   |
|                      | LIQ.                                 |                               |       | y,W  |                    | n R                          |                           |                   |                | sona                           | amag                  |                    |                  |          | 0   |          |   |
|                      | PEN                                  |                               |       | f Wa   | ower               | Vago                         | es                        | es                |                | -Per                           | D                     | es                 | ÷                |          | ied   |          |   |
|                      | EXI                                  |                               |       | nce o  | re P               | 1 pu                         | pens                      | harg              | ses            | tion-                          |                       | Tax                |                  |          | carr  |          |   |
|                      |                                      |                               |       | tena   | notiv              | ige a                        | Ex                        | alC               | Charl          | ensal                          | • •                   | and                | :                |          | IO)   |          |   |
|                      |                                      |                               |       | To Maintenance of Way, Works, and Stations-<br>See Abstract A. | " Locomotive Power | " Carriage and Wagon Repairs | " Traffic Expenses        | " General Charges | ", Law Charges | " Compensation-Personal Injury |                       | ", Rates and Taxes | " Rent           |          | ", Balance carried to N1 Revenue Acct. (No. 10) |          |   |
|                      |                                      |                               |       | To I   | " I                | 0                            | L "'                      | ., 0              | ", L           | 0                              | 5                     | 3, F               | ., R             |          |   |          |   |
| • 3                  | Auff-year<br>ended<br>t Nov., 1895   |                               |       | 1  | 2                  | 10                           | I                         |                   | 66             |                                |                       | 37                 | 47               | 0        | 9   | 00       |   |
| DR.                  | Half-year<br>ended<br>at Nov., 185   |                               | બ     | 266  | 1,305              | 265                          | 1,131                     | 294               | 6              | :                              | :                     | 3                  | 4                | 4,142    | 696   | 4,838    |   |

|  | No. 10N               | No. 10NET REVENUE ACCOUNT.   | CR  | Ī                 |
|--|-----------------------|--|---|-------------------|
| To Balance available for Dividend (see No. 13) | £ 8. d.<br>4,662 15 0 | By Balance from Revenue Account (No. 9)       £ s. d.         "Bankers' and General Interest, &c., Account-          "Undertaking I           "Amount of Guarantee payable by County Cavan for Half-year          "Amount of Guarantee payable by County Leitrin for Half-year          "Amount of Guarantee payable by County Leitrin for Half-year | £ 5. d.<br>96 12 10<br>19 14 11<br>883 12 7<br>3.662 14 8 | d.<br>T<br>7<br>8 |
|  | 4,662 IS 0            |  |   | 1                 |

.

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

£ s. d. .... 4,662 15 0 .... 4,662 15 0 ....

No. 12.-ABSTRACTS.

|  |                                     |                                |   |  |  |                         |                             |                                    | 1  | 2   |  |   |   |   |                                 |   |                    |   |                         |
|--|-------------------------------------|--------------------------------|---|--|--|-------------------------|-----------------------------|------------------------------------|--|---|--|---|---|---|---------------------------------|---|--------------------|---|-------------------------|
| ES AND WAGONS.                                 | Half-year ended 1st Nov, 1896.      | Undertaking Undertaking Total. | & s. d. & s. d. & s. d.<br>4 5 0 18 5 0 22 10 0           | 21 7 6 91 16 3 113 3 9<br>10 5 0 44 0 4 54 5 4 | 18 9 3 79 6 2 97 15 5<br>16 1 0 71 1 10 87 12 10 | 70 17 9 304 9 7 375 7 4 |                             | Half-year ended 1st Nov., 1896.    | Undertaking Undertaking T.<br><u> <u> <u> </u> <u> </u></u></u> | 175 3 7 752 8 5 927<br>26 8 9 55 13 1 72  | 5 8 4  | 35 0 0 36 18<br>35 5 10 36 18   | 5 13 2 24 6 0 29<br>240 15 0 016 2 2 1165 |   | Half-year ended 1st Nov., 1896. | Undertaking Undertaking<br>1. 2. d. £ s. d. £ s. d. | TO 5 9 33 0 3 43 6 | 9         9         0          9         1           24         13         11         79          9         1 | 76 14 4 215 16 9 292 11 |
| CREPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. |                                     |                                | SALARIES, OFFICE EXPRNSES, AND GENERAL<br>SUPERINTENDENCE | Wages  | w AGONS  | Тотац                   | IDTRAFFIC EXPENSES.         |                                    | Salaries & Wages (including Audit Accountant's   | Fuel, Lighting, Water, and General Stores | Printing, Stationery, Tickets, and Advertising | Wagon Covers, Ropes, &c<br>Joint Station Expenses<br>Miscellaneous Expenses | Expenses                                  | EGENERAL CHARGES.                                 |                                 |   | Baronial Auditors  | nd Clerks   |                         |
|  | Half-year<br>ended<br>1st Nov, 1845 | <i>z</i>                       | 25  | 65<br>12                                       | 103  | 265                     |                             | Half-year<br>ended<br>1st Nov,1895 | 6<br>887   | 72  | 25<br>46                                       | 3 3 4<br>3 5 4  | 29<br>1,131                               | Half-year   | 1st Nov, 1895                   | ¥   | 25                 | 101<br>70<br>4<br>35  |                         |
|  | ov., 1856.                          | Total.                         | £ S. d.<br>77 12 2  |  | 700 10 4<br>66 18 6<br>6 18 0                    |                         | 56 5 4                      | 58 9 4                             |  | 966 19 8                                  |  | ov., 1896.  | Total.                                    | £ s. d.   | 2                               | 399 19 4  |                    | 270 16 1<br>251 7 6   | 1,468 5 8               |
| R.C.   | Half-year ended 1st Nov., 1856.     | Undertaking Undertaking 1.     | s. d. & s. d.<br>1 8 0 63 4 2                             |  | 0 I 0 570 I5 4<br>8 5 54 IO I<br>5 7 5 I2 5      |                         | 0 8 10 45 16 6              | 0 17 0 47 12 4                     |  | 8 10 787 10 IC                            |  | Half-year ended 2st Nov., 1896.   | Undertaking Undertaking                   | s. d. £ s. d.                                     |                                 | 10 8 324 8<br>10 6 367 6                            | 16 3 33 1          | 2 10 219 13 3<br>9 6 203 18 c   | 5 8 :,191 0 0           |
| CR OF WAY, WORKS, &C.                          | H                                   | Unde                           | AND GENERAL K   |  | 130<br>12<br>12                                  |                         | 10                          | NGS 10                             |  | 179                                       | VE POWER.                                      | H   | Und                                       | AND GENERAL &                                     |                                 | working of Loco.                                    | 1.                 |   |                         |
| AMAINTENANCE OF                                |                                     |                                | SALARIES, OFFICE EXPENSES, AND<br>SUPERINTENDENCE         | MAINTENANCE AND RENEWAL OF PERMANENT<br>WAY    | Wages<br>Materials<br>Locomotive Power           |                         | ROADS, SIGNALS, BRIDGES, &C | REFAIRS OF STATIONS AND BUILDINGS  | MILES MAINTAINED-<br>Single  | TOTAL                                     | BLocomotive                                    |   |   | SALARIES, OFFICE EXPENSES, AND<br>SUPERINTENDENCE | RUNNING EXPENSES-               | connected with the<br>nes<br>d Coke                 | d other Stores     | REPAIRS AND RENEWALS<br>Wages   | Torat                   |
| 1.   | Half-year<br>ended<br>ist Nov. 1895 | 3                              | 78  | 2-2  | 070<br>79<br>3                                   |                         | 69                          | 92                                 |  | 7997                                      |  | Half-year<br>ended<br>st Nov, 1895  | ×   | 51  |                                 | 363<br>490  | 13                 | 111<br>534  | I,305                   |

| CR                           | £       S.       d.           1,010       6       1            2,550       0       0            2,550       0       0            2,550       0       0            1,05       7       6            1,652       11       0            1,09       6       4            100       6       4  | No. 15STATEMENT OF TRAIN MILEAGE. | Half-year ended 1st Nov., 1896. | Under- Under-<br>taking taking Total.<br>1.             |
|------------------------------|--|-----------------------------------|---------------------------------|---|
| NO. 33GENERAL BALANCE SHEET. | By Cash at Bankers, Current Account  | NO. 15STATEME                     | Halfwaar                        |   |
| 13GENERAL                    | £ s. d.<br>179 8 3<br>4,662 55 0<br>4,781 0 9<br>55 12 8<br>1,772 4 8<br>1,772 4 8<br>1,772 4 8  |                                   | it Nov., 1896.                  | Miles<br>Constructing worked by<br>or to be<br>Engines. |
| No.                          | s per Acct. No. 4<br>6, as per Acct. No. 10<br>7, 4,662 15 0<br><br><br>ividends<br>   | TATEMEN'I.                        | Half-year ended 1st Nov., 1896. | Miles<br>constructed                                    |
| DR.                          | To Capital Account, Balance at Credit thereof, as per Acct. No. 4<br>, Net Revenue Acct., Balance at Credit thereof, as per Acct. No. 10<br>, Unpaid Dividends—<br>Undlaimed<br>Undlaimed<br>to the thereof, as per Acct. No. 4<br>, Unpaid Dividends to the thereof, as the Acct. No. 4<br>, Amounts due to other Companies<br>, Amount due to Clearing House<br>, Sundry Outstanding Accounts (including Dividends | No. 14MILEAGE STATEMENT.          | Half-vear                       | ended<br>1st Nov,<br>1895. authorized.                  |

H. T. CLEMENTS, Chairman. PHILIP MACNULTY, Accountant of Company.

481

483

484

Total

483

48,302

39,180

9,122

52,713 Mixed Passenger and Goods Trains ...

484

403<u>1</u>

48<sup>4</sup>

Lines owned by Company Do. leased or rented ... Lines Worked ...

48<del>3</del> ...

R.C WAY, PERMANENT THE RESPECTING CERTIFICATE Buildings, and Works have, during the past Half-year, F. MAXWELL, M.I.C.E.I., Stations. Way, ent whole of the Company's Perman repair. condition and certify that the working good hereby ied in GD

BALLINAMORE, 5th December, 1896.

Engineer

-

STOCK. ROLLING CERTIFICATE RESPECTING THE

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

5th December, 1896.

BALLINAMORE,

Locomotive Super-

14

CERTIFICATE. AUDITORS'

and true statement of the financial condition of which in our judgment ought to be paid thereout. CCRAIG, GARDNER & CO., } JOSEPH J. H. CARSON, } We certify that we have examined the foregoing Accounts ; that they contain a full the Company ; and that the Revenue Account for the IIalf-year has been charged with all expenses

Auditors.

31st Dec., 1896. DUBLIN,

Cork, Bandon & South Coast Railway Company.

# REPORT OF THE DIRECTORS

# STATEMENT OF ACCOUNTS,

AND

HALF-YEAR ENDED 31st DECEMBER, 1896,

FOR

TO BE SUBMITTED TO THE

103rd Half-Yearly General Meeting of the Proprietors

TO BE HELD IN THE

# BOARD-ROOM, AT CORK TERMINUS,

ON

WEDNESDAY, the 10th FEBRUARY, 1897,

AT THE HOUR OF 12 O'CLOCK, NOON.

# REPORT.

Your Directors beg to submit herewith the Accounts for the Half-year ended 31st December, 1896, duly certified by your Auditors.

# RECEIPTS.

The Gross Revenue from all sources amounts to £41,198 10s. 4d., as against £41,196 3s. 8d. for the corresponding period of 1895, showing an increase of £2 6s. 8d.

The following Table shows the Increase and Decrease in the Traffic for the Half-years ended 31st December, 1896 and 1895 :---

| Description of Traffic           | Half-year<br>ended<br>31st Dec., 1896 | Half-year<br>ended<br>31st Dec., 1895 | Increase       | Decrease |
|----------------------------------|---------------------------------------|---------------------------------------|----------------|----------|
| Number of Passengers             | 203,306                               | 204,284                               | -              | 978      |
| Passengers                       | £<br>15,695                           | £<br>16,105                           | £              | £<br>410 |
| Parcels, &c                      | 1,854                                 | 1,706                                 | 148            |          |
| Horses, Carriages, &c<br>Goods   | 329<br>17,764                         | 349<br>17,072                         | 692            | 20       |
| Live Stock                       | 3,715                                 | 4,281                                 | _              | 566      |
| Mails<br>Miscellaneous Receipts, | 1,773<br>68                           | 1,606<br>77                           | 167            | 9        |
| Total                            | 41,198                                | 41,196                                | 1,007<br>1,005 | 1,005    |
| Increase for Half-year           |                                       |                                       | 2              |          |

# WORKING EXPENSES.

The Working Expenses show a decrease of £1,278 1s. 0d., while there is a nett increase in Interest of £119 11s. 6d., and a decrease in amounts due to other Companies of £20 3s. 10d., making a nett decrease of £1,178 13s. 4d.

# DIRECTORS.

#### Chairman.

J. W. PAYNE-SHEARES, J.P., Cork.

JOSEPH PIKE, J.P., D.L., Cork. THEODORE F. CARROLL, Cork. CAPT. A. WARREN-PERRY, J.P., Kinsale. SAVAGE FRENCH, J.P., Cuskinny, Queenstown. JAMES M. SUGRUE, Cork. WM. M. MURPHY, J.P., Dublin.

> Betretary. ROBERT H. LESLIE.

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.

# CAPITAL ACCOUNT.

4

The Capital Expenditure for the Half-year has been £11,127 Os. 9d., particulars of which are given in Account No. 5. It includes the sum of £4,000 paid in redemption of rent, by which the Company will save about £80 a-year.

£1,000 Four per Cent. Debenture Stock was sold during the Half-year, and the premium thereon has been credited to Capital Account.

# **REVENUE** ACCOUNT.

This Account shows a balance of £20,880 7s. 4d. which, with £1,400 18s. 10d. brought forward from last Half-year, and £6 13s. 6d. General Interest, amounts to £22,287 18s. 10d. After providing for Interest on Debentures, Preference Stocks, and other charges, a balance remains of £7,563 8s. 10d., out of which, after writing £1,550 0s. 0d. off Permanent Way Suspense Account, your Directors recommend the payment of a Dividend at the rate of 3 per cent. per annum, carrying forward £2,413 8s. 10d. to the next Account.

# ROLLING STOCK.

The Rolling Stock has been maintained carefully, and is all in good working order. One old Saloon Carriage was converted into a Third Class Carriage, and one Third Class was fitted with brake compartment.

# PERMANENT WAY AND WORKS.

The Permanent Way and Works have been maintained in good order. Five-eighths of a mile of Line has been re-laid in steel, sleepered and fastened; and an additional one and a-half miles have been re-sleepered, fastened, and ballasted.

Altogether 65 tons of rails, 4,500 sleepers, 46 tons of fastenings, and 16,000 cube yards of ballast have been put out.

The New Station at Clonakilty Junction has been completed, and has been signalled in compliance with the Board of Trade Regulations.

A New Station-house has been erected at Waterfall; improvements have been effected in Cork Parcel and Ticket Office; new Water Supply for Ballinascarthy has been

completed; a Siding has been constructed at Dunmanway for Messrs. Atkins; a new Carriage Shed has been built at Cork, with additional siding accommodation.

Durrus Road Goods Store, which was burnt down, has been re-built in iron.

# DIRECTORS.

The Board regret to report the death of Mr. Thomas K. Austin, for many years a Director of the Company. In accordance with an agreement made with the Dublin proprietors, that they should have two representatives on the Board, it is proposed to elect a Dublin gentleman in his place.

The following Directors retire by rotation, viz. :--Capt. A. Warren-Perry, J.P., and Mr. W. M. Murphy, J.P., and being eligible, offer themselves for re-election.

# AUDITOR.

Mr. E. C. Hitchmough, the retiring Auditor, offers himself for re-election.

A form of Proxy is enclosed, and any proprietor unable to attend in person is requested to sign and return it so as to reach the Secretary not later than 12 o'clock on Monday, 8th February.

J. W. PAYNE-SHEARES, Chairman.

R. H. LESLIE, Secretary.

Albert Quay Terminus, Cork, 27th January, 1897.

| Aliment American Provinces     |                     |            |                          |         | mare D              | Constants                     | An Gamma                 | Contrast. | Divi                | 10 Miles |   |
|--------------------------------|---------------------|------------|--------------------------|---------|---------------------|-------------------------------|--------------------------|-----------|---------------------|----------|---|
|                                |                     | CAPITAL AU | AUTHORIZED               |         | CAPIT               | CAPITAL CREATED OR DANCTIONED | OK DANCI                 | ONED      | DALANCE             | NCE      |   |
| ACTS OF PARLIAMENT             | Stock and<br>Shares | Loans      | Govern-<br>ment<br>Grant | Total   | Stock and<br>Shares | Loans                         | Govern-<br>ment<br>Grant | Total     | Stock and<br>Shares | Total    |   |
|                                | ब                   | 38         | 43                       | ब       | ब                   | भ                             | 3                        | ब्स       |                     |          |   |
| andon Railway Act, 1845, 8 Vic | 240,000             | 80,000     |                          | 320,000 | 240,000             | 80,600                        |                          | 320,000   |                     | 1        |   |
| 1852. 15 Vic                   | 48,000              | -          |                          | 48,000  | 48,000              | 1                             | 1                        | 48,000    |                     | 1        |   |
| 1854.17 & 18 Vic.              |                     |            | 1                        | 30,000  | 30,000              | 1                             | 1                        | 30,000    |                     | 1        |   |
| Railways Act. 1860, 23 Vic     | 20,000              |            |                          | 20,000  | 8,500               | 1                             | 1                        | 8,500     | 11,500              | 11,500   | _ |
| lway Act, 1868, 32 Vic         | -                   | 8,000      |                          | 8,000   |                     | 8,000                         | I                        | 8,000     | 1                   |          |   |
| Railway Act, 1874, 38 Vic      |                     | 20,000     |                          | 20,000  | 1                   | 20,000                        | 1                        | 20,000    | 1                   | 1        |   |
| insale, and Cork and           |                     |            |                          |         |                     |                               |                          |           |                     |          | _ |
| West Cork and Ilen             |                     |            |                          |         |                     |                               |                          |           |                     |          |   |
| ailways Act, 1879, 42 Vic      | 226,638             | 1          | 1                        | 226,638 | 226,638             | 1                             | ł                        | 226,638   | 1                   | 1        |   |

Cork and B

COMPANY.

COAST RAILWAY

led. Slat SOUTH

AND Half-1

BANDON

CORK,

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

11.500

200

767,138

15,000

000,991

553,138

15,000

36,000

40,000

40,000 15,000 36,000

226,638 40,000 30,000 36,000 778,638

30,000

15,000

15,000

15,000 40,000

36,000 000'661

| Loss on Sale of Forfeited Amount<br>Shares, and Discount<br>on Pref. Stock. | 7 19 6  | 2 16 9 254   |
|---|---|--------------|
|   | 83,71<br>52<br>52<br>52<br>52<br>52<br>52<br>52<br>52<br>52<br>52<br>52<br>52<br>52       | 65,312 16    |
| Calls in Arrear   | & s. d.<br><br><br>   | 12 3 11      |
| Amount Created Amount Received  | $\pounds$ s. d.<br>176,282 0 6<br>48,00 0 0<br>37,542 10 6<br>178,249 17 0<br>47,484 11 4 | 487,558 19 4 |
| Amount Created  | £<br>240,000<br>48,000<br>38,500<br>178,629<br>48,009                                     | 553,138      |
|   | : : : : :   | :            |
|   |   | :            |
|   |   | :            |
| Description   | Ordinary Stock  | Total        |

No. 3.-CAPITAL RAISED BY DEBENTURE STOCK.

|  |  |             | At 45 per cent.         | At 4 per cent.          | TOTAL.       | AL.                     |
|--|--|-------------|-------------------------|-------------------------|--------------|-------------------------|
| Existing at 30th June, 1896<br>Existing at 31st December, 1896   |  | ::          | £<br>71,656<br>71,656   | £<br>116,044<br>117,044 | 187,<br>188, | £<br>187,700<br>188.700 |
|  | Increase   | :           |                         | 1,000                   | 1,           | 1,000                   |
| Total Amount anthorized to be raised by Debentures in respect of Capital created, as per Statement No. 1.<br>Total Amount raised by Debentures | ebentures in respect of Ca <sub>1</sub>                          | pital creat | ted, as per Statement N | 6. 1                    | 199,000      | 000                     |
| Balance, being availa  | Balance, being available borrowing powers at 31st December, 1896 | lst Decem   | iber, 1896              | :                       | 10,8         | 10,360                  |

|  |   | 040040 000  | 50                                 |
|--|---|---|------------------------------------|
|  |   |   |                                    |
| Cr.  | TOTAL   | 8 19<br>8 19<br>9 44<br>13<br>8 13<br>9 44<br>13<br>13<br>13<br>13  | 2 18                               |
| 0  | Ē   | 2<br>487,558<br>188,700<br>676,258<br>7,905<br>10,629<br>10,629<br>10,629<br>10,629<br>10,629<br>10,234<br>10,274<br>10,274<br>10,274<br>10,274   | 720.662 18                         |
|  |   | 410   | 72                                 |
|  | ring<br>ar to<br>896  | s. d.   |                                    |
|  | Amount<br>eived du<br>Half-yes<br>t Dec., 1   | 20<br>0000<br>380<br>380<br>0<br>380<br>0   | 1                                  |
|  | Amount<br>Received during<br>the Half-year to<br>31st Dec., 1896  | £ 8.<br>1,000 0<br>1,000 0<br>380 0<br>1,380 0  | 1                                  |
|  | Re the 31:  |   |                                    |
|  | 08896   | 4.<br>0.00<br>8.<br>8.  |                                    |
|  | Amount<br>Received to<br>30th June, 1896  | 8.<br>19<br>19<br>19<br>19<br>19<br>- 4<br>4  |                                    |
| Tr.  | Amount<br>eceived<br>a June,  | £<br>87,558<br>87,700<br>75,258<br>7,905<br>7,905<br>10,249<br>15,000<br>09,008   |                                    |
| IUC  | R 30th  | P         S |                                    |
| ccc  |   |   |                                    |
| A.   |   |   |                                    |
| LAL  |   | s :   |                                    |
| LIA  | 1 3   | EIPT<br>Soun<br>Sount<br>L<br>Rev<br>Rev<br>Fran<br>Fran  |                                    |
| CA   |   | RECEIP<br>er Accoun<br>Toral.<br>, Engines<br>from Re<br>from Re<br>a ou 4%<br>ient Grau  |                                    |
| NO   | 11  | BY RECEIPTS :<br>s per Account No.,<br>per Account No.,<br>TOTAL<br>ies, Engines sold<br>ies, Engines sold<br>wm on 4% Deb.S<br>ument Grant<br>Balance  |                                    |
| RE   |   | BY RECENTRS :   |                                    |
| TU   | 14  | 37 2840   | _                                  |
| IUN  |   | 10<br>10<br>0<br>0<br>0   | 2                                  |
| PEL  | TOTAL   | 8.<br>19<br>15<br>11<br>15<br>0<br>0<br>0<br>0<br>0   | 0 18                               |
| EX   | To  | £<br>(85,214<br>89,295<br>48,009<br>31,681<br>10,000<br>7,500   | ,662                               |
| 0  |   | 385<br>899<br>1488<br>31<br>31<br>10<br>77  | 720                                |
| E I  |   |   |                                    |
| INN S  | r to  | 9.0<br>0  | 0.                                 |
| PTS ANI  | it Ex-<br>during<br>-year to<br>c., 1896  | 900<br>00   | 0                                  |
| CEIPTS AN  | mount Ex-<br>ided during<br>Half-year to<br>t Dec., 1896  | 6828 0 9<br>6028 0 9<br>5058 0 9<br>5058 0 9  | 127 0 9                            |
| RECEIPTS ANI                                     | Amount Ex-<br>pended during<br>the Half-year to<br>31st Dec., 1896  | 8 s. d.<br>7,622 0 9<br>3,565 0 0   | 11,127 0 9                         |
| 1RECEIPTS ANI                                    |   | d.<br>1<br>7,632<br>6<br>3,505<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 5 11,127 0 9                       |
| 0. 4RECEIPTS ANI                                 |   | 8. d.<br>19 1 7.62<br>18 6 3;50<br>15 5 3;50<br>0 0 0<br>0 0 0  | 17 5 11,127 0 9                    |
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT |   | 8. d.<br>19 1 7.62<br>18 6 3;50<br>15 5 3;50<br>0 0 0<br>0 0 0  | 35 17 5 11,127 0 9                 |
| No. 4RECEIPTS ANI                                | Amount Amount Ex-<br>Expended to pended during pended to the Half-year to 30th June, 1896 31st Dec., 1896 | 8. d.<br>19 1 7.62<br>18 6 3;50<br>15 5 3;50<br>0 0 0<br>0 0 0  | 09,535 17 5 11,127 0 9             |
| No. 4RECEIPTS ANI                                |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9 720,662 18 |
| No. 4RECEIPTS ANI                                |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |
| No. 4RECEIPTS ANI                                |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |
| No. 4RECEIPTS ANI                                |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |
| No. 4RECEIPTS ANI                                |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |
|  |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |
|  |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |
| Dr. No. 4RECEIPTS AN                             |   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 709,535 17 5 11,127 0 9            |

# No. 5.-DETAILS OF CAPITAL EXPENDITURE. For Half-year ended 31st December, 1896.

| urchase of Rents                                  |   |   | 4,000  | 0    |
|---|---|---|--------|------|
| prince purchased in 1894                          | : | : | 3,450  | 0    |
|   |   |   | 55     | 0 0  |
| Extension of Desert Station                       | : |   | 48     | 2 7  |
| Half cost of Renewing Bridges in Iron and Masonry |   |   | 140    | 12 7 |
| Works at Clonakilty Junction                      | : |   | 804    | 16 0 |
| Signalling  |   |   | 834    | 10 0 |
| Cottage at Baltimore for Engine-driver            |   |   | 69     | 9 4  |
| riage S   |   |   | 519    | 17 0 |
| Water Tank and Works. Cork                        |   |   | 1,204  | 13 3 |
|   |   |   |        |      |
|   |   |   | 11 197 | 0 9  |

|             | [ato]                                | L              | 1 | 386              | 386              | 1 |          |          |
|-------------|--------------------------------------|----------------|---|------------------|------------------|---|----------|----------|
|             |                                      |                |   | 2 32             | 2 38             |   |          | -        |
|             | Special                              | Vehi           |   | CN               | 64               | _ |          | -        |
|             | " Goods<br>Brake                     | I Vans.        |   | 12               | 12               |   | 1        | 1        |
|             | Timber                               | Trucks.        |   | 11               | 11               |   | 1        | I        |
| NDISE       | Hopper                               | Trucks         |   | 4                | *                | 1 | 1        | . 4      |
| MERCHANDISE | Ballast                              | Wagons.        |   | 18               | 18               | - | 1        | 1        |
| R           | Cattle Ballast Hopper Timber Ballast | Vagons.        | - | 16               | 16               | 1 | 1        |          |
|             |                                      | 4              |   | 4.2              | 42               | Ì | 1        |          |
|             | Goods Wagons.                        | Covered Open.  |   | 281              | 281              |   | 1        | 1        |
| -           | Cotal                                | L              |   | 56               | 56               | 1 | 1        |          |
|             | Luggage                              | Parcel<br>Vans |   | 9                | 9                |   | 1        | 1        |
|             |                                      |                |   | 5                | 53               | - | 1        | 1        |
|             | Horse Carriage                       | Boxes          |   | 4                | 4                |   | 1        |          |
| COACHING    | 3rd                                  | Brakes         | } | 9                | 2                |   | 1        | 1        |
| COAC        | 3rd                                  |                |   | 20               | 20               |   | Ι        | 1        |
|             | 2nd<br>and                           | Srd<br>Class   |   | 62               | 5                |   | ł        |          |
|             | 1st & 2nd                            | Class          |   | 12               | 12               |   | I        |          |
|             | Saloon                               | THOMAS         |   | 4                | 3                |   | I        | 1        |
| Locomotive  | eəni                                 | zuI            |   | 18               | 18               |   | 1        |          |
| -           |                                      |                |   | 896,             | 896,             | - |          | • 1 0    |
|             |                                      |                |   | 30th June, 1896, | 31st Dec., 1896, |   | Increase | Decrease |

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

| d.        | 0                 | 0              | -                | 0                  | 0                 | 0             | - |  | 0     |
|-----------|-------------------|----------------|------------------|--------------------|-------------------|---------------|---|--|-------|
| ŝ         | 0                 | 0              |                  | 0                  | 0                 | 0             |   |  | 0     |
| 43        | 800               | 55             | 1                | 1,800              | 3,370             | 1,000         |   |  | 7,025 |
|           |                   |                |                  | :                  |                   | :             |   |  |       |
|           |                   |                |                  |                    |                   |               |   |  |       |
|           |                   |                |                  |                    |                   |               |   |  |       |
|           |                   |                |                  |                    | ••••              |               |   |  |       |
|           |                   | • • •          |                  |                    |                   |               |   |  |       |
|           |                   |                |                  | ing and Blocking   |                   |               |   |  |       |
|           | •••               |                |                  |                    |                   |               |   |  |       |
|           |                   | • • •          | 101              | ction with         | Half-cost         |               |   |  |       |
|           | ing, and Blocking |                |                  | Sidings in conne.  | dges with Iron-   |               |   |  |       |
| T T T T T | nterlock          | and Constances | u anu compensari | Ks at Stations and | lacing timber Bri | erworks, Cork |   |  |       |
| 0         |                   | Lon            | ALL THE          | O M                | dan               | AV a          |   |  |       |

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

|  | _                                 | _                | -                             | 1 .   |
|--|-----------------------------------|------------------|-------------------------------|---|
| L s d.   | 254 0                             | 12 3             | 10,300 0                      | 22,066 3 11<br>10,274 13 6<br>11 701 10 5     |
| -  |                                   |                  |                               | :   |
| :  |                                   |                  | ::                            | :   |
| :  |                                   |                  | ::                            |   |
| :  | :                                 |                  |                               | •   |
| :  | :                                 |                  |                               | ;   |
| No. 1.   | No. 2.                            | No. 2.           | No. 3.                        | :   |
| count  |                                   |                  |                               | :   |
| Share Capital Authorized, but not yet created, per Act | Stock and Share Capital Unissued, | Calls In arrear, | Borrowing Powers unexercised, | Deduct Debit Balance in Capital Account No. 4 |

| ÷                     | 1  |   | 0   | 9  | 9   |                         |                                | 4         |
|-----------------------|--|---|---|--|---|-------------------------|--------------------------------|-----------|
| Cr.                   |  | 01 0  | 2   |  | 17  |                         |                                |           |
|                       | Half year ended<br>31st Dec., 1896       | 10 g 21   | 3,956   | 21,479 15  | 67 ]  |                         |                                | 11 108 10 |
|                       | ulf yest De                              | d.<br>11<br>22<br>88  | 90  | 901  | 90  |                         |                                |           |
|                       | H8<br>31                                 | 3.<br>6<br>13<br>13   | 17<br>10  | 14   | 17  |                         |                                |           |
|                       |  | $\begin{array}{c} \pounds \\ 1,778 \\ 3,062 \\ 10,743 \\ 110 \end{array}$   | 2,183   | 17,764 3,715   | 15 52                                       |                         |                                |           |
|                       |  | NO.<br>914<br>,563  |   | : :  | ::  |                         |                                |           |
|                       |  | 176   | rriages<br>   | : :  | : :   |                         |                                |           |
|                       | RECEIPTS                                 | lst Class<br>2nd Class<br>3rd Class<br>Excess Fares   | " Parcels, Horses, and Carriages<br>" Mails         | .:   | " Transfer Fees<br>" Miscellaneous Receipts |                         |                                |           |
|                       | E C                                      | lst (<br>2nd<br>3rd<br>Exce   | rses,   | a) :   | es<br>as Re                                 |                         |                                |           |
| NT.                   | 2ª                                       | gers,   | , Hoi   | ock  | aneou                                       |                         |                                |           |
| COU                   |  | Do. Do.   | Parcels<br>Mails                                    | erchs<br>ve St   | ansfe<br>iscell                             |                         |                                |           |
| ACC                   |  | By Passengers, 1st Class<br>Do. 2nd Class<br>Do. 3rd Class<br>Do. Excess P  | Pa  | " Merchandise<br>" Live Stock …  | " Transfer Fees<br>" Miscellaneous          |                         |                                |           |
| No. 9REVENUE ACCOUNT. | Half-year<br>ended<br>31st Dec.,<br>1895 | $\begin{array}{c} \mathbf{f} \\ 1,829 \\ 3,186 \\ 10,998 \\ 92 \end{array}$   | 16,105<br>2,055<br>1,606                            | 17,072<br>4,281  | 21<br>56                                    |                         |                                | 41 10R    |
| -R                    |  | d.<br>1 d.  |   | pend   | 9   | 9                       | 0 4                            | 4         |
| 0.9                   | ur end<br>ec., 18                        | s.<br>13  |   |  | 15  | 2                       | -3 00                          | 10        |
| No                    | Half-year ended<br>31st Dec., 1896       |   | 810, 6<br>810<br>1<br>64                            | 952<br>952<br>307  | 20,309                                      | 00                      | 20,315                         | 41 198 10 |
|                       |  | Maintenance of Way, Works, and<br>Stations, see Abstract A.,<br>Locomotive Power, do. B.,<br>Carriage and Wargon Repairs, do. C.,<br>Poeffic, Rmonace | do. E.,   |  |   | :                       | :                              |           |
|                       |  | rks,<br>strac<br>rs, dc   |   | <br><br>   |   | :                       | nue                            |           |
|                       | E X P.E N.D IJT U R E                    | Wo<br>ee Ab<br>dc<br>dc   | -   | aninge and Taxes of yours, ac.<br>tates and Taxes<br>aw and Arbitration Expenses,<br>tents |   |                         | Reve                           |           |
|                       | u Tµ                                     | Way, se   | rrage   | on Go  |   | le                      | Net                            |           |
|                       | Q.N                                      | of V<br>Wage  | ees,<br>emui  | xes<br>itratic   |   | Kinse                   | d to                           |           |
|                       | P.E                                      | nce<br>ns,<br>ve P(   | Inju  | age and Taxes<br>and Arbitra   |   | int, ]                  | arrie                          |           |
|                       | EX                                       | tatio<br>moti<br>age  | Alleage and Dem<br>Dompensation—<br>Personal Injury | and<br>and<br>s  |   | ccot                    | nce c                          |           |
|                       |  | To Maintenance of Way, Works, and<br>Stations, see Abstract A.,<br>, Locomotive Power, do, B.,<br>,, Carriage and Waggon Repairs, do, C.              | UAU   | Rates and Taxes  |   | ", Ice Account, Kinsale | Balance carried to Net Revenue |           |
|                       |  | To<br>"   |   |  |   | 66                      | \$                             |           |
|                       | L .                                      | 0 =07   |   | 0 0 0  | -   | 0                       | 001                            | :0        |
| Dr.                   | Half-year<br>ended<br>31st-Dec.,<br>1895 | £<br>6,180<br>5,584<br>1,402<br>1,402   | 756<br>53<br>304<br>304                             | 910<br>910<br>316  | 21,504                                      | 92                      | 21,596<br>19,600               | 41.196    |

No. 9a.-WEST CORK RAILWAY.-REVENUE ACCOUNT, For Half-year ended 31st December, 1896.

| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | £ To Main       |   | Dec., 1896                  | Dec., 1896 Dec., 1895 | RECEIPTS | PTS    |            | Dec., 1896  | 1896   |
|--|-----------------|---|-----------------------------|-----------------------|----------|--------|------------|---|--|
|  | \$,564 ,, Balar | ntenance, Working, and other charges<br>nce available to pay Interest | £ 8.<br>4,092 7<br>4,766 11 |                       | s        | 1 Dogs | <br>1::::: | \$<br>3,468<br>3,468<br>380<br>406<br>59<br>3,632<br>3,632<br>911 | 10.<br>10.<br>11.<br>11.<br>11.<br>11.<br>11.<br>11.<br>11.<br>11. |
|  |                 |   |                             | -                     |          |        |            |   |  |

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

For Half-year ended Sist December, 1896.

| 390                     | e. d.<br>6 11<br>11 11<br>0 0<br>9 4<br>11 6<br>13 6<br>13 6                       | 13 2            |
|-------------------------|--|-----------------|
| Dec., 1896              | £<br>840<br>25<br>7<br>51<br>51  | 1,704 13        |
|                         |  |                 |
|                         |  |                 |
| TB.                     |  |                 |
| RECEIPTS.               | ິ  |                 |
|                         | By Passengers<br>, Parcels<br>, Mails<br>, Goods<br>, Cattle                       |                 |
|                         | Passenger<br>Parcels<br>Mails<br>Horses, C<br>Goods<br>Cattle                      |                 |
| 95                      |  | 1               |
| Dec., 1896   Dec., 1895 | 8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  | .704 13 2 1.620 |
| 96                      | s. d.<br>6 4<br>6 10   | 3 2             |
| Dec., 18                | 4<br>101<br>101  | 1.704           |
|                         | ar ges   |                 |
|                         | ther ch<br>rest  |                 |
| URE.                    | z, and o<br>ay Intel   |                 |
| Expenditure.            | Working<br>ole to pi   |                 |
| E                       | nance, la availat  |                 |
|                         | To Maintenance, Working, and other charges<br>,, Balance available to pay Interest |                 |
| Dec., 1895              | 20<br>406<br>14  | 620             |

No. 10.-NET REVENUE ACCOUNT, For Half-wear ended 31st December. 1896.

| Cr                                       | Half-year ended<br>31st Dec., 1896<br>1,400 18 0<br>6 13 6<br>20,880 7 4  | 22,287 18 10 |
|--|---|--------------|
| 1896.                                    | By Balance from last Half-year's Account,<br>"By Balance from last Half-year's Account,<br>"Balance brought from Revenue<br>Account No. 9   |              |
| For Half-year ended 31st December, 1896. | Half-year ended<br>31st Dec., 1895<br>1,407<br>19,600   | 21,007       |
| Half-year ended                          | Half-year ended<br>31st Dec., 1896<br>8,953 2 9<br>875 0 0<br>2,410 19 2<br>9,410 19 2  | 22,287 18 10 |
| For                                      | Interest on Debenture Stock<br>Bankers' and General Interest<br>Banty Extension-Interest<br>Ilen Valley Railway Co., 45 per ce<br>of Traffic Receipts<br>Clonaktity Extension Railway C<br>Proportion of Traffic Receipts |              |
| Dr.                                      | Half-year ended<br>\$1st Dec., 1895<br>\$,759<br>68<br>68<br>68<br>875<br>2,881<br>918<br>13.006  | 21,007       |

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

31st December, 1896.

|                                  | s. d.<br>2 5<br>13 7   | 8 10<br>0 0          | 8 10<br>0 0                     | 8 10                      |
|----------------------------------|--|----------------------|---------------------------------|---------------------------|
| Jec., 1896.                      | £ 8.<br>14,181 2<br>6,617 13   | 7,563 8 10 3,600 0 0 | 3,963<br>1,550                  | 2,413 8 10                |
| Half-year ended 31st Dec., 1896. | £ s. d.<br>1,320 0 0<br>764 18 5<br>3,572 11 7<br>960 3 7  | :                    | :                               | :                         |
| Hal                              | Rate per cent.<br>5 <u>4</u><br>4<br>4   | 00                   | :                               | :                         |
|                                  |  | :                    | :                               | :                         |
|                                  | £48,000<br>38,246<br>178,629<br>48,009   | 240,000              | :                               |                           |
|                                  |  | :                    | :                               | ear                       |
|                                  | <ul> <li>Balance available for Dividend as per Account No. 10.</li> <li>Dividend on No. 1 Preference Stock, 54 per cent</li> <li>No. 2 Preference Stock, 4 per cent</li> <li>West Cork Preference Stock, 4 per cent</li> <li>Kinsale Preference Stock, 4 per cent</li> </ul> |                      |                                 | Balance to next Half-year |
|                                  | hable for Dividend as per Account No. 1 Preference Stock, 54 per cent No. 2 Preference Stock, 4 per cent.<br>West Cork Preference Stock, 4 per cent.<br>West Cork Preference Stock, 4 per cen  | :                    |                                 | Balance to                |
|                                  | or Divid<br>Preferen<br>Preferen<br>Jork Pre<br>e Prefer   | :                    | t Way S                         |                           |
|                                  | vailable fo<br>on No. 1<br>No. 2<br>West (<br>Kinsal   | Stock                | ermanen                         |                           |
|                                  | Balance a<br>Dividend<br>"   | Ordinary Stock       | Place to Permanent Way Suspense |                           |
| 1895                             |  | 6,388                | 2,788                           | 1,788                     |
| st Dec., 1                       | 1,320<br>765<br>3,573<br>960   |                      |                                 |                           |
| Half-year ended 31st Dec., 1895  | Rate per cent.<br>5<br>4<br>4<br>4   | 3                    |                                 |                           |
| Half.                            | <u>و</u><br>48,000<br>38,246<br>178,629<br>48,009  | 240,000              |                                 |                           |

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

#### No. 12.-ABSTRACTS. A. MAINTENANCE OF WAY, WORKS, &c. Half-year ended 31st Dec., Half-year ended 31st Dec., 1896 1895 £ £ s. d. £ s. d. Salaries, Office Expenses, and General Super-150 150 0 0 Way :--Wages... ... ... ... ... 1,990 14 10 Materials ... ... ... 1,838 4 0 3.127 3.557 6,684 3.828 18 10 1,900 Less charged to Suspense ... -4.784 3.828 18 10 Repairs of Roads, Bridges, Signals, and 968 Works 522 14 11 Works .... Repairs of Stations and Buildings . ... 278 719 1 4 1,241 16 3 MILES MAINTAINED :--Single... ... ... 933 6.180 5,220 15 1 B. LOCOMOTIVE POWER. £ £ s. d. £ s. d. Salaries, Office Expenses, and General Super-85 85 0 0 Wages connected with the working of 1,646 Locomotive Engines ... ... 1,687 11 10 Coal and Coke ... ... 2,201 14 6 Oil, Tallow, and other Stores ... ... 248 19 0 Water ... ... ... 193 13 3 2,321 240 205 Clothing ... ... ... ... ... ... ... -----4,331 18 7 REPAIRS AND RENEWALS :--Wages ... ... ... ... 643 6 0 Materials ... ... ... ... 843 2 11 609 478 1,486 8 11 5,584 5,903 7 6

#### C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. Half-year Half-year ended 31st Dec.,, 1896 ended Bist Dec., 1895 £ s. d. £ s. d. Salaries, Office Expenses, and General Super-£ intendence ... ... ... ... 40 40 0 0 \_ CARRIAGES :--Wages ... ... ... ... 385 342 12 9 Materials ... ... ... ... 379 276 19 8 619 12 5 WAGONS :---Wages ... ... ... 284 5 9 Materials ... ... ... 145 1 3 336 262 429 7 0 1,402 1,088 19 5 TRAFFIC EXPENSES. D. R £ s. d. Salaries and Wages ... ... 4,389 2 0 4,406 Fuel, Lighting, and General Stores ... ... 683 \_\_\_\_ 557 7 11 Advertising .... .... .... Advertising .... .... .... Printing, Stationery, and Tickets .... .... Wagon Covers and Ropes .... .... Miscellaneous Expenses .... .... Clothing .... .... Horse Shunting Expenses .... .... 316 397 13 10 255 220 9 2 50 \_ 60 17 9 92 \_ 55 5 9 49 \_ 94 9 6 12 \_ \_\_\_\_ 5,863 5,775 5 11 GENERAL CHARGES. E. £ £ s. d. Directors ... ... 250 250 0 0 -Auditors ... .. ... 20 \_ 20 0 0 Arbitrators (Bantry Extension) ... 17 \_\_\_\_ -----185 Salaries ... ... ... \_\_\_\_ 190 0 0 Office Expenses, Stamps, &c.... ... 33 29 5 11 Advertising ... ... ... ... Irish Railway Clearing House ... \_ 1 12 6 36 \_ 34 4 11 183 237 1 3 -----17 11 6 20 \_ Fire Insurance ... ... -----30 0 0 11 Miscellaneous Expenses ... ... \_\_\_\_ 1 0 0 756 810 16 1

No. 13.-GENERAL BALANCE SHEET.

|     | 00000 5   | 3          |
|-----|---|------------|
| CI. | 0 % % % % % % % % % % % % % % % % % % %   |            |
|     | 101010  | 31,440 9   |
|     | 88888888888888888888888888888888888888  | 44(        |
|     | Per         £         5            10,274         18            886         3            8,429         16            8,429         16            8,937         18   | 31,        |
|     |   | 1          |
|     | ad  |            |
|     | 80  |            |
|     |   |            |
|     | d   |            |
|     | the the   |            |
|     | bit bit   |            |
|     | de  |            |
|     | at del<br>iies  |            |
|     | e e Ace   |            |
|     | office alan   |            |
|     | Bar A A   |            |
|     | Account, Balance at de<br>nt No. 4<br>due by Post Office<br>Other Companies<br>Outstanding Accounts<br>Stores, Stock of Materials<br>ent Way Suspense Account   |            |
|     | by<br>by<br>Vay   |            |
|     | Ac Ac I I I Ac I I I I I I I I I I I I I  |            |
|     | al court of the seal of the sea of |            |
|     | apit<br>Acc<br>aou<br>nou<br>ndr<br>ner<br>rma  |            |
|     | By Capital Account, Balance at debit the Account No. 4  |            |
|     | By  |            |
|     |   |            |
|     | 406002 q.   | 50         |
|     |   |            |
|     | <ul> <li>a. d.</li> <li>By Capital Account, Balance at debit thereof, as per Account No. 4</li> <li>b. 7 0</li> <li>b. Account No. 4</li> <li>c. a. a.</li></ul>   |            |
|     | <ul> <li>&amp; s. d.</li> <li>4,181</li> <li>788</li> <li>7</li> <li>7</li> <li>7</li> <li>7</li> <li>7</li> <li>7</li> <li>7</li> </ul>  |            |
|     | و<br>14,181<br>788<br>4,667<br>6,106<br>3,191<br>2,596  | 31,440 9 2 |
|     | و<br>14,181<br>788<br>4,667<br>6,106<br>3,191<br>2,596  |            |
|     | count, Balance at credit thereof as per<br>and Interest   |            |

| Half-year ended<br>31st Dec., 1896 |   | 95,672<br>53,678<br>38,092                        | 187,442 |  |
|------------------------------------|---|---|---------|--|
|                                    |   | Passenger Trains<br>Goods do<br>Mixed do          |         |  |
| Half-year ended<br>31st Dec., 1895 |   | 98,954<br>53,620<br>34,404                        | 186,978 |  |
|                                    |   |   |         |  |
| Miles<br>Worked<br>by<br>Engines   | 0 | 61<br>32 <del>4</del>                             | 933     |  |
| Miles<br>to be<br>Con-             |   | 11  | 1       |  |
| Miles<br>Con-<br>structed          |   | 61<br>32 <del>4</del>                             | 934     |  |
| Miles<br>authorized                |   | 61<br>32 <del>8</del>                             | 93 4    |  |
| 1                                  |   | Lines Owned by Company<br>Lines worked by Company |         |  |

J. W. PAYNE-SHEARES, Chairman of the Company. R. H. LESLIE, Secretary and Accountant of the Company

No. 15.-STATEMENT OF TRAIN MILEAGE

No. 14.-MILEAGE STATEMENT.

# CERTIFICATE RESPECTING PERMANENT WAY, &c.

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

JOHN R. KERR, Engineer.

Cork, January 15th 1897.

# 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.

J. W. JOHNSTONE, Locomotive Engineer.

Cork, January 8th, 1897.

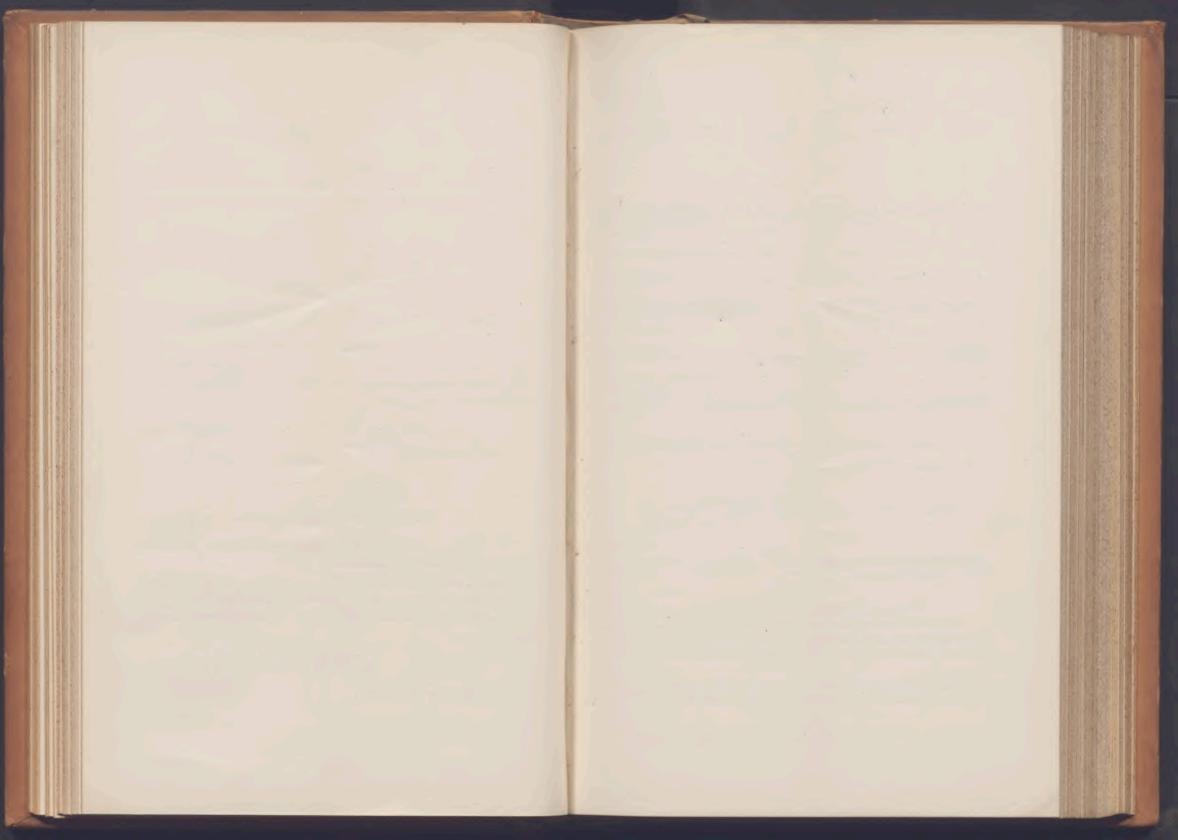
# AUDITORS' CERTIFICATE.

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

> W. C. L. SULLIVAN, E. C. HITCHMOUGH, Auditors.

Cork, January 26th, 1897.

Dr.



# Cork, Bandon and South Coast Bailway

# ONE-HUNDRED-AND-THIRD 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 10th day of FEBRUARY, 1897, at the hour of 12 o'clock, noon, for the purpose of receiving the Report and Statement of Accounts from the Directors for the Half-year ended the 31st December, 1896, and of transacting the general business of the Company.

The Transfer Books will be closed from the 28th January to the 10th February, both days inclusive.

By order of the Board,

R. H. LESLIE, Secretary.

CHIEF OFFICES, TERMINUS, ALBERT QUAY, Cork, 18th January, 1897.

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 DIVIDENDS PAYABLE

10th FEBRUARY 2nd MARCH.

PURCELL AND COMPANY, PRINTERS, CORK

Cork, Blackrock & Passage Railway

# **REPORT OF DIRECTORS**

AND

# STATEMENT OF ACCOUNTS

FOR SIX MONTHS ENDED

31st DECEMBER, 1896,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE ONE HUNDRED AND FIRST

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT TWO O'CLOCK IN THE AFTERNOON

On Tuesday, the 23rd day of February, 1897,

AT THE OFFICES OF THE COMPANY

TERMINUS, ALBERT STREET, CORK.

# Birectors.

JOSEPH H. CARROLL, Esq., 80, South Mall, Cork, Chairman.

WILLIAM H. SHAW, Esq., M.E., J.P., Kilnap Glen, Cork, Deputy Chairman.

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

JOHN H. SUGRUE, Esq., Farleigh Place, Cork.

STANLEY HARRINGTON, Esq., J.P., Trafalgar, Cork.

GEORGE LYNCH, Esq., 87, South Mall, Cork.

KINGSMILL B. WILLIAMS, Esq., Brookside, Mallow.

General Manager J. J. O'SULLIVAN.

ferretary. RICHARD J. COPINGER.

# **REPORT OF THE DIRECTORS**

## FOR THE HALF-YEAR ENDED

31st DECEMBER, 1896.

The comparative Statement of Receipts for Half-years ended 31st December, 1896 and 1895, is as follows, viz. :--

| Description of Traffic. | 1896           | 1895       | Increase | Decrease |
|-------------------------|----------------|------------|----------|----------|
| Number of Passengers    | <br>225,398    | 230,927    | -        | 5,529    |
| Passengers              | <br>£<br>8,649 | £<br>8,793 | £        | £<br>144 |
| Subscription Tickets    | <br>901        | 887        | 14       | -        |
| Parcels and Dogs        | <br>483        | 418        | 65       | 7-1      |
| Hire of Steamers        | <br>20         | 360        | -        | 340      |
| Merchandize             | <br>1,352      | 1,259      | 93       |          |
| Live Stock              | <br>23         | IO         | 13       | -        |
| Miscellaneous Receipts  | <br>154        | I44        | IO       | -        |
|                         | 11,582         | 11,871     | 195      | 484      |
| Decrease for Half-year  | <br>-          | -          |          | 289      |

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

The Receipts are £288 12s. 8d. under the corresponding period, the decrease being more than accounted for by the exceptional item of £350 received from the Blackwater Steam Navigation Co. for the hire of the steamer "Glenbrook" in 1895. The Working Expenses are £775 128. 2d. under the corresponding period, the decrease being largely due to special expenditure in 1895, in addition to economies effected in the present Half-year. The Balance to the credit of the Revenue Account amounts to £4,392 188. 11d. After making provision for Interest and Preference Dividends, and placing £450 to the credit of the Rolling Stock Renewal Account, and £700 to the credit of the Steamers' Renewal Account, your Directors recommend payment of a Dividend on the Ordinary Shares at the rate of 3 per cent. per annum, being Six Shillings per Share, payable free of Income Tax on 1st March, carrying forward to the next Account £659 os. 10d., as against £642 5s. 2d. in the corresponding period.

The Capital powers authorised for the Crosshaven Extension are shown in the Statement of Capital—Account No. I. A Special Meeting of the Shareholders will be convened at an early date for the purpose of creating and sanctioning the issue of the necessary Capital.

The Director who retires by rotation is Stanley Harrington, Esq., J.P., who, being eligible, offers himself for re-election.

The Shareholders will be asked to appoint two Auditors in the place of Thomas Exham, Esq., the retiring Auditor, who does not offer himself for re-election, and D. M'Carthy Mahony, Esq., who has resigned.

> JOSEPH H. CARROLL, CHAIRMAN. RICHARD J. COPINGER, SECRETARY.

P AN O M P C AILWAY R A AG Ø S A A AND BLACKROCK CORK,

| HALF-YEAR ENDING   | 31 s T                             | DECEMBER,  |  | 1896.                          |                                     |                       |   |                      |
|--|------------------------------------|--|--|--------------------------------|-------------------------------------|-----------------------|---|----------------------|
| No.1.] Statement of Capital authorised and created by the Company. | ised and                           | created 1  | oy the (                                     | Company                        |                                     |                       |   | 5                    |
|  | Capital                            | Capital authorised.  | Capit  | Capital created or sanctioned. | anctioned.                          |                       | Balance.  |                      |
| Acts of Parliament, or Certificates of the Board of Trade.         | Shares.                            | Debenture<br>Stock.  | l. Shares.                                   | B. Debenture<br>Stock.         | Total.                              | Shares.               | Loans or<br>Debenture<br>Stock.                 | Total.               |
| 9 & 10 Victoria, 16th July, 1846                                   | 130,000 4<br>2,000 25,000 25,000 3 | 43,330         173,330           8,600         34,600           2,000         2,000           2,000         2,000           36,660         146,660 | 30 118,340<br>000 2,000<br>000 26,000<br>000 | (0 43,330<br>00 8,600<br>2,000 | 161,670<br>2,000<br>34,600<br>2,000 | 11,660<br><br>110,000 | { Cancelled by Act of<br>1881<br>36,660 146,660 | by Act of<br>146.660 |
| otal   | 268,000                            | 90,590 358,5   | 358,590 146,340                              | 10 53,930                      | 200,270                             | 110,000               | 36,660  | 146,660              |
| [No. 2.] Statement of Share Capital created, showing               | ated, sho                          | wing the   | proport                                      | the proportion received.       | ived.                               |                       |   |                      |
| Description.   | Amount crea                        | Amount created. Amount received. Calls in Arrear. Amount uncalled.   | sceived. Call                                | s in Arrear.                   | mount uncall                        |                       | Amount unissued.                                | ued.                 |
| Five per Cent. Preference Shares                                   | 2,000<br>26,000<br>118,340         | 2,<br>20,<br>118,  | £<br>000<br>340                              | € : : :                        | લ્ય : : :                           |                       | £<br>6,000                                      |                      |
| Total  | 146,340                            | 140,340  | 40   |                                |                                     |                       | 6,000   |                      |

|  | tock. Total raised by               | Total Debenture Stoc | £         €           45,130         45,330           45,130         45,330 |          | £53,930   | 8,600  | Cr.             | Amount Received<br>during Half-year,<br>ending 31st Dec.,<br>1896. | s.         d.         g.         s.         d.            1140,340         0         0         0            45,180         0         0         0            1,832         8         3   | 187,502 8 3<br>7,042 2 4 | 194,544 10 7 |   |      |              |  |               | TOTAL.  | ed.                  | 7.                               | £ s. d.<br>146,660 0 0<br>6,000 0 0  | 0 000 0 |
|--|-------------------------------------|----------------------|---|----------|---|--|-----------------|--|---|--------------------------|--------------|---|------|--------------|--|---------------|---|----------------------|----------------------------------|--|---------|
|  | Debenture Si                        | At 44 per<br>Cent.   | £<br>2,500<br>2,500   | :        |   |  | 0               |  | କ୍ଷ   |                          |              | 1896.                                   |      |              | ts.<br>Ballast.<br>2                         |               | In Subsequent<br>Half-years.                      | Not yet ascertained  | per No.                          | ::   |         |
|  | Raised by issue of Debenture Stock. | At 44 per<br>Cent.   | ھ<br>300<br>300   | :        | No. 1.  | :  |                 | Amount Received<br>to<br>30th June, 1896.                          | <ul> <li>£ s. d.</li> <li>140,340 0 0</li> <li>45,130 0 0</li> <li>1,832 8 3</li> </ul>   | 187,502 8 3              |              | ecember                                 |      |              | WAGGONS.<br>Covered<br>Goods.<br>2<br>2<br>2 | ţ.            | -   |                      | ure, as p                        | ::   |         |
| COCK.  | Rai                                 | At 4 per<br>Cent.    | £<br>42,330<br>42,330   |          | Statement   |  | Account.        | Ar 30t   | : : : :   | :                        | -            | lg 31st D                               |      |              | Class<br>brakes.                             | Account.      | During the Half-year<br>ending<br>30th June, 1897 | Not yet ascertained. | Expenditure, as                  | ::   |         |
| Denture a                                      | I LOANS.                            | Total.               | £<br>200<br>200   | :        | created, as per   | :  | Capital A       |  | No 2,<br>No 3,<br>r Account No.   | :                        |              | ear, endir                              |      | lg Stock.    | First Class, and E                           | on Capital    | During 30t  | Not ye               |                                  | ::   |         |
|  | RAISED BY LOANS                     | At 4 per Cent.       | ی<br>200<br>200   |          | ital  | 31st December, 1896                          | Expenditure on  |  | Br RECEIPTS   | Balance                  |              | re, for Half-year, ending 31st December | Nil. | n of Working | LOCOMOTIVE.<br>Engines.<br>3                 | Expenditure o |   |                      | Assets available to meet further | sount No. 1  |         |
| Capital raised by Logins and Dependence Sciock |                                     |                      | ::  | :        | y Debenture Stock, in<br>   | g Powers at 31st Decer                       | Receipts and Ex | TOTAL.   | <ul> <li>\$ s. d.</li> <li>\$ s. d.</li> <li>\$ s. d.</li> <li>\$ s.</li> <li>\$ s.<td></td><td>194,544 10 7</td><td>Capital Expenditure,</td><td>1</td><td>Return</td><td></td><td>of further</td><td></td><td></td><td>other Assets avai</td><td>created or sanctioned, per Account No.</td><td></td></li></ul> |                          | 194,544 10 7 | Capital Expenditure,                    | 1    | Return       |  | of further    |   |                      | other Assets avai                | created or sanctioned, per Account No.   |         |
| Cal  |                                     |                      | Existing at 30th June, 1896<br>,, at 31st Dec., 1896                        | Increase | d by Loans, and l<br>by Debenture Sto   | Balance, being available Borrowing Powers at | I               | Amount expended<br>during Half-year<br>ending 31st Dec.,<br>1896.  | ಶ<br>ಜ        <br>ಇ   |                          | 1            | Details of Ca                           |      |              | the 30th June, 1896<br>the 31st Dec., 1896   | Estimate      |   |                      | Powers and ot                    | ut not yet created<br>No. 2  |         |
|  |                                     |                      | Exis  |          | Total amount authorised to be raised by Loans, and by Debenture<br>Total amount raised by Loans, and by Debenture Stock, as above | Balance, being a                             | Dr.             | Amount<br>Expended to<br>30th June, 1896                           | <ul> <li>\$ 3. d.</li> <li>\$ 141,815</li> <li>\$ 2</li> <li>\$ 14,811</li> <li>\$ 485</li> <li>\$ 23,432</li> <li>\$ 6</li> </ul>  |                          | 194,544 10 7 |   |      |              | Stock on th<br>Do. on th                     |               |   |                      | Capital Po                       | pital authorized, b<br>ued, per Account 1  |         |
| No. 3.J  |                                     |                      |   |          | Total amount aut<br>Total amount rai  |  | [No. 4.]        |  | TO EXFENDITURE<br>On Lines open<br>for Traffic<br>Working Stock<br>Special Items<br>Steam Vessels   |                          |              | [No. 5.]                                |      | [No. 6.]     |  | [No. 7.]      |   |                      | [No. 8.]                         | Share and Loan Capital authorized, but not yet crea<br>Share Capital unissued, per Account No. 2 |         |

|                  | 1   | d.  |  |  | 10                         | =      |  | 00  | 2      |  |
|------------------|---|---|--|--|----------------------------|--------|--|-----|--------|--|
|                  |   | s.  |  |  |                            | 4      |  | 0   | 5      |  |
|                  | 1896  | <u>ब</u> र  |  |  | 1,352 6<br>1,352 6<br>23 0 | 11,428 |  | 154 | 11,582 |  |
|                  | Dec.,   | d.  |  | 0 2 0  | <u> </u>                   | 1      | 404  |     | Ξ      |  |
| ÷                | 31st  | s. d  |  |  |                            |        | 10   |     |        |  |
| Cr.              | Iding   | <i>ब</i> रे<br>अ  | 0  | 482 15<br>482 15<br>19 10                        |                            |        | 150<br>1   |     |        |  |
|                  | ear er  |   |  | <del>م</del> ر                                   | 1                          |        |  | 1   | -      |  |
|                  | Half-year ending 31st Dec., 1896                                      | 8. d.<br>9 7<br>11 2<br>12 1<br>1 8   | 14 6<br>17 3<br>0 3                              |  |                            |        |  |     |        |  |
|                  | щ   |   | 8,622 1<br>26 1<br>901                           | 10-  |                            |        |  |     |        |  |
| 12               | _   |   | 8,6  |  | :                          |        | : : :  |     | _      |  |
| 111              |   | 21,612<br>45,865<br>44,048<br>113,873   | 225,398  | Parcels and Dogs                                 | Merchandize                |        | Rents<br>Transfer Fees<br>Miscellaneous Receipts |     |        |  |
|                  |   | 21<br>45<br>113   | 225  |  |                            |        | - ap   |     |        |  |
|                  | ts.   | ary .   | 225,398<br>Fickets                               | ::   |                            |        | ceipt  |     |        |  |
|                  | Receipts.   | riz.:-<br>)rdins<br>teturr  | Tick   | Dogs   |                            |        | es   |     |        |  |
|                  | Rec   | ers,<br>lass<br>lass<br>ass<br>lass   | Fares  | and  | undiz                      |        | aneo   |     |        |  |
|                  |   | Passengers, viz.:   | Excess Fares                                     | reels<br>re of                                   | Merchandize                |        | Rents<br>Transfer Fees<br>Miscellaneous          |     |        |  |
| unt              |   | By Passengers, viz.:<br>" First Class Ordinal<br>" Third Class ",<br>" First Class Return<br>" Third Class Return | " Ex   | " Parcels and Dogs …<br>" Hire of Steamers …     | ., M.,.                    |        | " Tr<br>" M                                      |     |        |  |
| Revenue Account. | ng<br>15.   |   |  |  | 1                          | 1      |  | 1   | Γ      |  |
| 0 A              | r endi  | £<br>827<br>243<br>733<br>957   | 60<br>87<br>87                                   | 680<br>418<br>360                                | 158                        | 27     | <b>13</b> 9<br>2                                 | 144 | 112    |  |
| nae              | f-yeal<br>t Dec   | $\frac{\bar{x}}{827}$<br>827<br>2,733<br>2,733<br>3,957   | 8,760<br>33<br>887                               | 9,680<br>418<br>360                              | 10,458<br>1,259<br>10      | 11,727 |  | 17  | 11,871 |  |
| 30V(             | Half-year ending Half-year ending<br>31st Dec., 1896 31st Dec., 1895. |   |  |  |                            | 1      |  |     | -      |  |
| H                | endir, 1896   | s. d.<br>6 10   | 1 7<br>8 10<br>9 0                               | 8 1<br>19 1<br>18 5                              | 6 8<br>11<br>1             |        |  |     | 10     |  |
|                  | -year<br>Dec  | £ 8.<br>367 14<br>920 6   |  | 324<br>50 1<br>4,087 1                           | 7,189 6<br>4,392 18        |        |  |     | 582    |  |
|                  | Half<br>31st  |   |  |  | 4,8                        |        |  |     | 11,582 |  |
| 100              |   | See<br>Abstract A.  |  |  | mt                         |        |  |     |        |  |
|                  |   | e<br>bstra  | 66<br>66<br>61                                   | · · · ·  | Accou                      |        |  |     |        |  |
|                  | °   | } Se  | L8,  | : :  | aue A                      |        |  |     |        |  |
|                  | Expenditure.  | aintenance of Way, Works,<br>and Stations   | gon Kepaırs,                                     | abstract F.                                      | Net Revenue Account        |        |  |     |        |  |
|                  | ndi   | y, W.   | d no   | bstr   | Net                        |        |  |     |        |  |
|                  | x pe  | f Wa<br>unt H   | N agg<br>es.<br>es.                              |  | d to                       |        |  |     |        |  |
|                  | A   | tions<br>tions<br>ve Pe   | pens<br>pens<br>harg                             | Tax.   | arrie                      |        |  |     |        |  |
| ÷                |   | d Sta<br>ense<br>moti   | ic En  | s and<br>s<br>n Ve                               | nce C                      |        |  |     |        |  |
| Dr.              |   | To Maintenance of Way, Works, See<br>and Stations   | Carriage and Waggon Kepairs,<br>Traffic Expenses | Rates and Taxes<br>Rents<br>Steam Vessels, see a | " Balance Carried to       |        |  |     |        |  |
|                  | 06  | To  | 55<br>55   | 2 2 2  | 53                         |        |  |     | _      |  |
| -                | endin.<br>1895.   |   |  | ~ ~ ~ ~  | 10.00                      |        |  |     |        |  |
| [No. 3.]         | Half-year ending<br>31st Dec., 1895.                                  | £ 624<br>647<br>944   | 94<br>952<br>357<br>357                          | 267<br>39<br>4,038                               | 7,965<br>3,906             |        |  |     | 11,871 |  |
| 5                | Half-   |   |  |  |                            |        |  |     | -      |  |

| t. Cr.               | By Balance brought from last Half-year's Account       Half-year ending         By Balance brought from last Half-year's Account       1,896         Less Dividends declared 25th August, 1896       1,941       14       0         , Dividend on Investments        9       13       4         , Profit on Investment of portion of Steamers        9       13       4 | , Balance Revenue Account No. 9 4,392 18 11<br>4,950 3 2 | Half-year ending 31st           Rate per cent         \$ s. d.            5         50         0           4         400         0         0           3         1775         2         0                          |
|----------------------|---|--|--|
| Net Revenue Account. | Half-year ending<br>31st Dec., 1896         Half-year ending<br>31st Dec., 1895.           £ s. d.         8 st Dec., 1895.           £ s. d.         8 st Dec., 1895.           2 15 10         8 st 6           700 0         330           450 0         9           45         45   | 2,066 0 4 3,906<br>2,884 2 10<br>4,950 3 2 4,281         | Proposed Appropriation of Balance Available for Dividend.<br>available for Dividend, as per Account No. 10 22,000<br>Cent. Preference Shares 22,000<br>Cent. (Irredeemable) Preference Shares 220,000<br>by Shares |
| A                    | Debenture Loans   | :  | Proposed Appropriation of Balan<br>Balance available for Dividend, as per Account No. 10<br>44 per Cent. Preference Shares<br>4 per Cent. (Irredeemable) Preference Shares<br>0rdinary Shares                      |
| Dr.                  | To Interest on Mortg<br>". Interest on Debentin<br>". Interest on Bankin<br>". Renewal Fund for<br>". ". ", "   | ", Balance available for Dividend<br>[See No. 13.]       | ending 81st Dec., 1895<br>& s. d. 2,625 s. d.<br>50 0 0<br>33 4 0<br>1,983 3 6   |
| [No. 10.]            | Half-year ending<br>31st Dec., 1805.<br>&<br>909<br>43<br>700   | 1,656<br>2,625<br>4,281                                  | [No. 11.]<br>Half-year<br>Rate per cent<br>5<br>4<br>4<br>5<br>4<br>4<br>2<br>3<br>1,1,2   |

£659 0 10

Balance to next Half-year

07

642 5

and the second

| Half-year ending                    | 31st Dec., '95              | <b>A</b> .                               |   | nce of Way<br>s, &c.  | 9,                    |                 |                      |                   | ar endi<br>ec., 189 |                          |                        |
|-------------------------------------|-----------------------------|--|---|---|-----------------------|-----------------|----------------------|-------------------|---------------------|--------------------------|------------------------|
| £2333                               | £<br>25<br>84<br>170<br>647 | Maint<br>Repai<br>nals<br>Repai<br>Suspe | tenance & I<br>manent<br>Wages .<br>Superannu<br>Materials<br>rs of Road<br>, & Works<br>rs of Statio<br>nse Accoun<br>.ES MAINT. | Renewal of<br>Way:<br>nation<br>s, Bridges,<br>ns and Build<br>tt | <br>Sig-<br><br>lings |                 | 8.<br>11<br>14<br>19 | d.<br>9<br>0<br>0 | 25<br>177<br>133    | s.<br>0<br>4<br>15<br>14 | d.<br>0<br>9<br>0<br>8 |
|                                     | 1,271                       |  | Tota  | ıl  |                       |                 |                      |                   | 367                 | 14                       | 5                      |
| Half-year ending 3                  | 1st Dec., 95                | B. L                                     | ocomoti   | ve Powe   | ər.                   |                 |                      |                   | r endi<br>c., 189   |                          |                        |
| £<br>265<br>33                      | £<br>146                    | Wage                                     | ING EXPER   | vses :—<br>l with the w<br>otive Engin                            |                       | £<br>274<br>19  | s.<br><br>6<br>12    | d.<br>10<br>6     |                     | s.<br>12                 | d.<br>6                |
| 283<br>25<br>50                     | 656                         | Coal<br>Water<br>Oil, T<br>REPAT         | allow, and<br>IRS AND RI  | other Stores  | ····                  | 346<br>25<br>51 | 11<br>0<br>8         | 10<br>0<br>5      | 716                 | 19                       | 7                      |
| 121<br>132                          | 253                         | Wag                                      | erials  | • •••   | ••••                  | 124<br>58       | <b>2</b><br>9        | 6                 | 182                 | 12                       | 5                      |
|                                     | 1,055<br>111<br>944         | Less ]                                   | propn. of S   | alaries chgd.   | to d                  | other           | De                   | pts.              | 1043<br>122<br>920  | 4<br>17<br>6             | 6<br>8<br>10           |
| Half-year ending 3                  | 1st Dec., 95                |  | C. Repa   | airs & Ren  | ewals                 |                 |                      |                   |                     |                          |                        |
| 43<br>39                            | 82                          | Wag                                      | AGES :—<br>res<br>erials  | ·   |                       | 104<br>46       | 31s<br>16            |                   | 151                 |                          | 2                      |
|                                     | 12                          | Propn.                                   | of Salaries   | from Loco d   | ept.                  |                 | •••                  |                   |                     | 14                       | 5                      |
| TT. 16 marsh 1                      | 94                          | 1  |   | Total   |                       |                 |                      |                   | 169                 | 1                        | 7                      |
| Half-year ending<br>31st Dec., 1895 | D.                          | Tr                                       | affic Ex  | penses.   |                       |                 |                      | Ha<br>31          | lf-year<br>st Dec   | end., 18                 | ing<br>96              |
| £<br>648<br>109<br>17<br>171<br>7   | Clothing                    | ting, W                                  | ater, and G   | eneral Stor<br>sing and Tic                                       | es                    |                 | •••                  |                   | 627                 | 3<br>4<br>0<br>10        | d. 4 3 5 5 5 5         |
|                                     |                             |  |   |   |                       |                 |                      | -                 |                     |                          | -                      |

| Half-year ending<br>31st Dec., 1896. | d   | 2   | - 1 10 | 1                      | 94000000  | 1=      |
|--------------------------------------|---|---|--------|------------------------|---|---------|
| ar en c., 1                          | 8 50 1 a a a 8.   | c   | 18     | -                      | 100 100 22 28°.<br>188 188 188 188  | 10      |
| Half-year ending<br>31st Dec., 1896. | £<br>,336<br>,336<br>,336<br>,336<br>,909<br>,828<br>,828<br>,65<br>,433  | Å   | 4,087  |                        | £<br>7,042<br>1982<br>1,500<br>1,505<br>1,77<br>1,730<br>1,572<br>1,572   | £13.092 |
| Ha<br>31s                            | <u>ب</u><br>1,336<br>39<br>909<br>828<br>65<br>433<br>433<br>3,612  |   | 4 0,4  |                        |   | £13     |
|                                      |   | 69 49   | 1      |                        | No.   |         |
|                                      |   | 0 3   |        |                        |   |         |
|                                      |   | t.£105  |        |                        | Acco  |         |
|                                      |   | pt. £   |        | Cr.                    | Rund  |         |
| els.                                 |   | o. de   |        | 0                      | of, as  |         |
| Vessels.                             | &c  | Loc   |        |                        | ereof,  |         |
|                                      | ws, &co   | Char  |        |                        | nt nt<br>nt<br>rs Re<br>  |         |
| Steam                                | Cre<br><br>d. M<br>Jang   | ries f  |        |                        | Deb<br>ccou<br>amei<br>amei<br>y  |         |
| Ste                                  | es to<br>n<br>s an<br>Exp   | Salar<br>Gene   |        |                        | ce at<br>n' A<br>Ste<br>ste<br>unts<br>ilwa   |         |
|                                      | Salaries, Wages to Crews, &c.<br>Superannation<br>Coal and Stores<br>Repairs (Wages and Materials)<br>Repairs at Piers, Gangways, &c.<br>Miscellaneous Expenses | Proportion of Salaries from Loco. dept. £105<br>Proportion of General Charges 370 |        |                        | By Capital Account-Balance at Debit thereof, as per Account No. 4,<br>, Cash at Bankers-Curren' Account<br>, Livestiments-Portion of Steamers Renewal Fund<br>, Envestments-Portion of Steamers Renewal Fund<br>, Cash at Stations, &c State<br>, General Stores -Stock on hands<br>, Sundry outstanding Accounts |         |
|                                      | es, V<br>ann ann (<br>rs (V<br>rs ai<br>llane   | rtior   |        |                        | Stoc OC   |         |
| E.                                   | alari<br>oal a<br>epai<br>fisce   | ropo  |        | et.                    | ount<br>kers<br>ions<br>es -<br>Exte  |         |
|                                      | N N N N N N N N N N N N N N N N N N N   | <u><u> </u></u>   | -      | hee                    | Acc<br>Bar<br>Staf<br>Staf<br>Staf<br>Stor<br>outs<br>outs  |         |
| 1895                                 | TH 00 00 TH 10 00   |   |        | 0                      | Capital Account—Ba<br>Cash at Bankers—Cu<br>De<br>Investments—Portions, &c.<br>Cash at Stations, &c.<br>General Stores—Stock<br>Sundry outstanding A<br>Crosshaven Extension  |         |
| Dec.,                                | £<br>1,334<br>1,038<br>1,038<br>174<br>355<br>3,563   | 99<br>376   | 4,038  | anc                    | Case<br>Case<br>Ger<br>Cro  |         |
| Half-year ending<br>31st Dec., 1895. |   | 1.6.1.1   |        | Bal                    | By  |         |
|                                      | 0.0000040   | 104   | 10     | General Balance Sheet. |   |         |
| Half-year ending<br>31st Dec., 1896. | s.<br>0<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>5  | 99  | 0      | ner                    | 10 10 10 10 d.  | 2 11    |
| f-yea                                | 100<br>20<br>20<br>39<br>39<br>52<br>52<br>10<br>10   | 743 370   | 873    | Ge                     | 8.<br>1123 150 8.<br>1041 123 8.  | 1 10    |
| Hal<br>31st                          |   |   |        |                        | t<br>2,884<br>246<br>2461<br>1,261<br>1,261<br>1,787<br>1,450   | 213.092 |
|                                      |   | :   |        |                        | ount<br>2<br>1<br>1<br>1  | 213.    |
|                                      |   |   |        |                        | Acco  |         |
|                                      |   | :   |        |                        | as per<br>for   |         |
|                                      |   | 52  |        |                        | f, as   |         |
| 808                                  |   | amer  |        |                        | ereof   |         |
| har                                  | · · · · · · · · · · · · · · · · · · ·   | Stee  |        |                        | dit th<br>  |         |
| 1 0                                  | s   | ed to   |        |                        | Credit thereof, as per Account<br>ed and provided for ?<br>   |         |
| General Charges.                     | Directors   | Less proportion charged to Steamers   |        |                        |   |         |
| Hen                                  | es<br>Exp<br>raph   | on el   |        | Dr.                    | unt, Balance a<br>ure Stock accr<br>ure Stock accr<br>and Interest  |         |
| 0                                    | pens<br>ng<br>eous<br>leleg   | ortic   |        |                        | t, Bal<br>Stoe<br>Inter<br>count<br>count<br>inter<br>fling   |         |
|                                      | tors<br>tors<br>Ex<br>Ex<br>rtisii<br>rance<br>rance  | prop  |        |                        | sound<br>sound<br>sound<br>sound<br>sound<br>Rol  |         |
| E                                    | Directors<br>Auditors<br>Salaries<br>Office Expenses<br>Advertising<br>Insurance<br>Miscellaneous I<br>Electric Telegri   | Less  |        |                        | Acc<br>eben<br>ands<br>and<br>and<br>for  |         |
|                                      |   | 1   | 1      |                        | To Net Revenue Account, Balance at<br>No. 10<br>Interest on Debenture Stock accru<br>Unpaid Dividends and Interest<br>Sundry outstanding Accounts<br>Reserve Fund<br>Reserve Fund<br>Renewal Fund for Steamers  |         |
| Half-year ending<br>31st Dec., 1895. |   | 0.00  |        | 3.]                    | Net Revenue<br>No. JO<br>Interest on D<br>Unpaid Divide<br>Sundry ontsta<br>Reserve Fund<br>Renewal Fund<br>Na "  |         |
| L'S                                  | 100<br>20<br>34<br>34<br>34<br>34<br>34<br>34<br>34<br>34<br>34<br>34<br>34<br>34<br>34   | 733 376   | 357    | [No. 13.]              | Net<br>nter<br>nter<br>und<br>und<br>ceser<br>ceser   |         |
| De                                   |   |   |        |                        |   |         |

| [No. 14.]  | Intro  | age Stat   |  | nding 31st De   | ec., 1896.  |
|--|--|--|--|---|---|
| Half-year ending<br>31st Dec., 1895.   |  | Miles<br>Authorised.   | Miles<br>Constructed.  | Miles to be<br>Constructed.   | Miles Worked<br>by Engines.   |
| 61 Miles.  | Line owned by Company }  | 161 Miles.   | 61 Miles.  | 93 Miles.   | 61 Miles.   |
| [No. 15.]  | Statemen   | t of Tra   | in Milea   | lge.  |   |
| Half-year ending<br>31st Dec., 1895.   |  |  |  |   | Half-year ending<br>31st Dec., 1896   |
| 36,214<br>291  | Passenger Trains<br>Extra Miles  |  |  |   | 36,5 <b>36</b><br>492   |
| 36,505   | Total  |  |  |   | 37,028  |
| I hereby<br>Buildings, and   | ificate respecti<br>certify that the wh<br>d other Works, have   | ng the l<br>ole of the C<br>, during th  | Permane<br>Company's F   | Permanent V   | &c.   |
| I hereby<br>Buildings, and<br>good working   | ificate respecti   | ng the l<br>ole of the C<br>, during th  | Permane<br>Company's F<br>e past Half  | nt Way,<br>Permanent V  | &c.<br>Vay, Stations,<br>naintained in  |
| I hereby<br>Buildings, and<br>good working<br>28th Jan<br>C<br>I hereby<br>Waggons Ma                                | ificate respecti<br>certify that the wh<br>d other Works, have<br>condition and repai<br>mary, 1897.<br>ertificate respective<br>certify that the whol<br>achinery, Tools, and<br>at Half-year, been man<br>C. E. ELV          | ng the f<br>ole of the C<br>a, during th<br>ir.<br>ecting th<br>le of the C<br>the Marine<br>intained in p | Permane<br>Company's F<br>e past Half<br>R. '<br>ne Rollin<br>ompany's P<br>E Engines as<br>good workin                | nt Way,<br>Permanent V<br>Lyear, been 1<br>T. PERRY,<br>ng Stock<br>Plant, Engin<br>nd Steam V<br>g order and | &cc.<br>Way, Stations,<br>naintained in<br>Engineer.<br>ess, Carriages,<br>essels, have.                    |
| I hereby<br>Buildings, and<br>good working<br>28th Jan<br>28th Jan<br>C<br>I hereby<br>Waggons, Ma<br>during the pas | ificate respecti<br>eertify that the wh<br>d other Works, have<br>condition and repai<br>uary, 1897.<br>ertificate respec-<br>certify that the whol<br>achinery, Tools, and<br>at Half-year, been ma<br>C. E. ELV<br>ry, 1897. | ng the f<br>ole of the C<br>a, during th<br>ir.<br>ecting th<br>le of the C<br>the Marine<br>intained in p | Permane<br>Company's F<br>e past Half<br>R. '<br>ne Rollin<br>ompany's P<br>E Engines a:<br>good workin<br>omotive and | nt Way,<br>Permanent V<br>Lyear, been 1<br>T. PERRY,<br>ng Stock<br>Plant, Engin<br>nd Steam V<br>g order and | &c.<br>Vay, Stations,<br>maintained in<br><i>Engineer</i> .<br>ess, Carriages,<br>ressels, have,<br>repair. |

Cork, 6th February, 1897.

# LIST OF STEAM VESSELS

OWNED AND WORKED BY THE COMPANY.

| Name.            |           |       | Tonnage | НР. |
|------------------|-----------|-------|---------|-----|
| ALBERT           | •••       | • • • | 93      | 50  |
| GLENBROOK        |           | •••   | 96      | 50  |
| MONKSTOWN        |           |       | 109     | 50  |
| ROSTELLAN (Goods | & Passeng | gers) | 64      | 17  |
| QUEENSTOWN       | 33        |       | 85      | 17  |

Corke Macroom Direct Railway. Secretary's Office. Cork 18

Cork, Blackrock, and Passage Railway COMPANY.

# 

Notice is hereby given, that the next Half-yearly Ordinary General Meeting of the Shareholders of the above Company will be held in the Board Room at the Terminus, Albert Street, Cork, on TUESDAY, the 23rd day of February, 1897, at TWO 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 the 10th to the 23rd day of February, 1897, both days inclusive.

By Order of the Board,

RICHARD J. COPINGER, Secretary.

Albert Street Terminus, Cork, 19th January, 1897.

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

With the Secretary's Compliments

Cork and Macroom Direct Railway Company.

# REPORT OF THE DIRECTORS

AND

# STATEMENT OF ACCOUNTS,

SIX MONTHS ENDED 31st DEC., 1896,

FOR

TO BE SUBMITTED TO THE

67th Half-Yearly General Meeting of the Shareholders,

TO BE HELD AT THE

COMPANY'S OFFICES, CAPWELL, CORK,

ON

THURSDAY, the 11th FEBRUARY, 1897,

AT THE HOUR OF ONE O'CLOCK, P.M.

# Cork & Macroom Direct Railway Co.

# DIRECTORS.

SIR JOHN ARNOTT, BART., D.L., Woodlands, Cork, Chairman M. FLAVIN, Esq., Ald., J.P., Sunday's Well, Cork, Deputy Chairman CAPT. RICHARD TONSON RYE, D.L., Rye Court, County Cork. CHARLES RAYCROFT, Esq., J.P., Gurteenroe House, Macroom RICHARD J. BARRY, Esq., H.C., Dyke Parade, Cork. WILLIAM H. SHAW, Esq., J.P., Kilnap, Cork. EDMUND J. JULIAN, Esq., Ald., Tivoli, Cork

# REPORT.

Your Directors herewith submit their Report and Statement of Accounts for the half-year ended 31st December, 1896.

As compared with the corresponding period of 1895, the Gross Receipts show an increase of  $\pounds$  151, and the Working Expenses a decrease of  $\pounds$  472.

The Expenditure on Capital Account includes a sum of  $\pounds 904$ , being the cost of Two New Third Class Bogie Carriages, which have been added to the Rolling Stock during the half-year.

It has been decided to provide a Roof for the Passenger Platform at Capwell Station.

After paying Interest on Debenture Stock, and all other items chargeable to the half-year, there remains a balance of  $\pounds 2,376$  9s. 11d., out of which your Directors recommend the payment of the usual Dividend on the Preference Shares of the Company, at the rate of Five per Cent. per Annum ( $\pounds 1,103$  15s. od.), and they also recommend a Dividend at the rate of Two and a-half per Cent. per Annum, free of Income Tax, on the Ordinary Shares of the Company ( $\pounds 1,150$  12s. 6d.), placing  $\pounds 250$  to a Renewal Fund for Rolling Stock, and carrying forward a balance of  $\pounds 122$  2s. 5d. to next Account.

The Directors retiring by rotation are—Charles Raycroft, Esq, J.P., and Richard J. Barry, Esq., H.C, who are eligible, and offer themselves for re-election.

The Auditor retiring by rotation, Henry Coppinger, Esq., offers himself for re-election.

Annexed are the Reports and Certificates of your Engineer and Locomotive Engineer.

JOHN ARNOTT, Chairman. FREDERICK L. LYSTER, Secretary.

# Engineer's Report.

The Chairman and Directors, Cork & Macroom Direct Railway.

#### GENTLEMEN,

During the past six months the Permanent Way, Stations, and Works have been maintained in good order. A New Crane was erected in Cork Yard; several alterations in Permanent Way were carried out; a Roof over the Passenger Platform is being erected at Cork Station; two Culverts have been re-built; the Rock-cuttings near Macroom widened.

There were 286 Sleepers, 2,000 Fang Bolts, and 1,160 Sole Plates used during the half-year.

I am, Gentlemen, Your obedient Servant, R. T. PERRY, Engineer. COMPANY

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CORK

DECEMBER 31sr, 1896

ED

ENDI

ALF-YEAR

# Locomotive Engineer's Report.

The Chairman and Directors, Cork & Macroom Direct Railway.

GENFLEMEN,

I beg to report the Engines, Carriages, and Wagons have been maintained in good working order for the past half-year.

ENGINE NO. 1—Axle-boxes lined, new bearing-brasses fitted, connecting rod-brasses and eccentric straps refitted, pistons and valves examined, injectors repaired, new leading-springs. No 2—Fire-box repaired, connecting rod-brasses refitted, pistons and valves examined. No. 3—Wheels turned, axle-boxes lined, new bearing-brasses fitted, cylinders faced, new slide-valves fitted, pistons examined, springs repaired, connecting rod-brasses refitted, cocks and safety-valves ground. No. 4—Fire-box repaired, pistons and valves examined, two new eccentric liners fitted, connecting rod-brasses refitted, springs repaired.

CARRIAGES—Four carriages lifted and brasses examined, four pair of wheels turned, four new tyres put on, three carriages and one van repaired and varnished, and five carriages had continuous step-boards put on, two new Third Class Bogie Carriages (seven compartments each) added to the Rolling Stock.

WAGONS—Fourteen wagons repaired, two of which received new axle-boxes and brasses; eight, flooring and sheeting renewed, six sets of springs repaired, buffers, drawgear, and brakes repaired; four wagons painted and oil-cloth covers put on.

> Your obedient Servant, MAURICE JOSEPH REEN, Locomotive Engineer.

| No. 1-Statement of Capital authorised and created by the Company  | ul autho      | rised al            | ad crea           | ted by        | the Co                        | mpany             |         |          |        |
|---|---------------|---------------------|-------------------|---------------|-------------------------------|-------------------|---------|----------|--------|
| Ands of Davliannard ou Cradification of the Decod of Weell.   | Cap           | Capital authorised. | d.                | Capital c     | Capital created or sanctioned | ctioned.          |         | Balance. |        |
| AUS OF A ALMANICHT OF VERTICARCE OF MIC DOM/U OF A FAUS.  | Shares.       | Loans.              | Total.            | Shares.       | Loans.                        | Total.            | Shares. | Loans.   | lotal  |
| Company's Act, 24 & 25 Vic., Seas. 1861 £120.000<br>Definet-concelled by Act 31 & 32 Vic. Seas. 1868 44.150 | ब्ध           | લ્સ                 | <b>a</b> 3        | अ             | ବ୍ୟ                           | ्                 | 93      | 3        | 8      |
|   | 75,850 44,150 | 40,000<br>10,000    | 115,850<br>54,150 | 75,850 44,150 | 40,000<br>10,000              | 115,850<br>54,150 | : :     | ::       | 41     |
| Company's Act, 40 & 41 Vic., Sess. 1877 £21,000<br>Deduct-cancelled by Act, 52 & 53 Vic., Sess. 1889 4,800  | 16 900        | 000                 | 99 200            | 16 900        | 000 2                         | 93 900            |         |          |        |
| Company's Act, 52 & 53 Vic., Sess. 1889<br>Company's Act, 52 & 53 Vic., Sess. 1889 (Ballyrourney Extension) |               | 15,000              | 20,000            |               | 15,000                        | 15,000            | :::     | 20,000   | 20,000 |
| Section 3   |               | 7,168               | 7,168             |               | 7,168                         | 7,168             | :       |          | :      |
| Total   | 136,200       | 99,168              | 235,368           | 136,200       | 79,168                        | 215,368           |         | 20,000   | 20,00  |
| No. 2-Statement of Share Capital created, showing the proportion received.                                  | apital cr     | eated, s            | howing            | the pro       | portion                       | receive           | d.      |          |        |

| Desi                             | cription. |   |   |     |   |   | 4  | MIOULU CLEACEU. | AMUVILLEUGIVEU. | Calls III A |
|----------------------------------|-----------|---|---|-----|---|---|----|-----------------|-----------------|-------------|
| Ordinary Shares                  | :         | : | : | :   |   | : | :  | \$ 75,830       | £<br>75,850     | ब्ध :       |
| Five per Cent. Preference Shares |           | : |   |     |   | • | :. | 44,150          | 44,150          |             |
| Ordinary Shares-New Issue        | ••••      |   | : | ••• | : |   | •  | 16,200          | 16,190          | 10          |
| Total                            |           |   |   |     |   |   |    | 136 200         | 136 190         | 01          |

No.3-Capital raised by Debenture Stock.

|   |               |                    | DEBENTURE STOCK | DEBENTURE STOCK       |
|---|---------------|--------------------|-----------------|-----------------------|
|   |               |                    |                 | At 4 per cent.        |
| Existing at 30th June, 1896<br>Ditto at 31st December, 1896   | ::            | ::                 | • •<br>• •      | £<br>73,030<br>73,030 |
| In  | Increase      |                    | •               | :                     |
| Fotal amount authorised to be raised by Loans and Debenture Stock, in respect of Capital created, as per statement No. 1<br>Total amount raised by Debenture Stock as above | al created, a | as per statement ] | No. 1           | £<br>79,168<br>73,030 |
| Balance being available borrowing powers at 31st Dec, 1896  |               |                    |                 | 6,138                 |

|  |   | 100   | 0.0                      | -                     | 0   | 40               | -            |
|--|---|---|--------------------------|-----------------------|---|------------------|--------------|
| Cr.  |   | .00   | 500                      |                       | 7,089 0 10  | 314              | 218.011 17 6 |
| 6  | TOTAL.  | 000   | 588                      |                       | 39  |                  | 17           |
|  | T(  | £<br>136,190<br>73,030  | 10                       |                       | 7,08  | 216,922<br>1,089 | 8.01         |
|  |   | 13(   | -                        |                       | -   | 21(              | 218          |
| -  | Amount received<br>during Half year<br>Dec. 31st, 1896. | ی م.<br>  |                          |                       |   |                  |              |
| -  | Amount Received<br>to<br>June 30th 1896.                | s. d.   | 800<br>800               |                       | 7,089 0 10  | 8 8              |              |
| unt.   | Amoui   | £ 136,190   | 25                       |                       | 7,08  | 216,922 3        |              |
| Acco   |   | :   | : :                      |                       | , being   | :                |              |
| No. 4-Receipts and Expenditure on Capital Account. | 2.  |   |                          |                       | Transferred from Net Revenue Account, being<br>balance at credit thereof, 31st Dec., 1888 | :                |              |
| 1 Ca]  |   | 2<br>20mt   |                          |                       | enue A of, 31   | :                |              |
| re or  | 10  | nt No.  |                          |                       | et Rev<br>t there   | :                |              |
| ditu   | 14  | Accourt   | Deber                    |                       | rom N<br>credit   | Balance          | -            |
| rpen   |   | Der J   | Sold                     |                       | erred ince at   | B                |              |
| d Es   |   | s. d. BY RECEIPTS:<br>Shares, per Account No. 2<br>Deharthire Stool nor Account No. 3 | Land Sold                |                       | Transf<br>bala  |                  |              |
| an a   |   | d. E  |                          |                       |   | -                | 9            |
| pts  | 1   | â   | 14                       | 13                    |   |                  | 17           |
| cei  | TOTAL.  |   | 129                      | 10                    |   |                  | 11           |
| -Re  |   | ्र  | 166,671 14 10            | 26,310 13<br>25,029 9 |   |                  | 218,011 17 6 |
| . 4-   | led<br>ar<br>6  |   | 1                        |                       |   |                  |              |
| No   | Amount Expended<br>during Halt-year<br>Dec. 31st, 1896  | s. d.   | 2                        | 5 0<br>0 0            |   |                  | 2 2          |
|  | ng H<br>31s   | କ୍ଷ   | 74 2                     |                       |   |                  | 4            |
|  | Amou<br>durii<br>Dec                                    |   | 2                        | 26<br>904             |   |                  | 1.004 7 7    |
|  | to<br>896.  | d.  | 60                       | -1-                   |   |                  |              |
|  | Amount<br>xpended<br>e 30th, 18                         | â   | 1 12                     | 00 60                 |   |                  | 6 1          |
|  | Amount<br>Expended to<br>June 30th, 1896.               | <u>م</u>  | 166,597 12               | 26,284 24,125         |   |                  | 217,007 9 11 |
|  |   | RE  | 1<br>ion                 | ::                    | _   |                  | 63           |
|  |   | TO EXPENDITURE<br>ON LINE :   | Line<br>On CorkExtension | 00                    |   |                  |              |
| r.   |   | EXPENDITI<br>ON LINE:   | Line<br>On Cork Ext      | Line<br>orking St     |   |                  |              |
| Dr.  |   | Tol   | Lin<br>On                | Wor                   |   |                  |              |
|  |   |   |                          |                       |   |                  |              |

| No.5-Details of Capital Expenditure, for Half-year ended 31st Dec., 1896. | Ire, for | Half-ye | ar end | ed 31st | : Dec., | 1896.   |
|---|----------|---------|--------|---------|---------|---------|
| Plans, &c., for Roofing Capwell Station                                   | :        |         |        |         |         | £26 5 0 |
| New Crane   |          |         |        |         |         | 58 1 3  |
|   |          |         |        | •••     |         | 7 10 0  |
| New Loft in Goods Store at Capwell  |          |         |        |         |         | 8 11 4  |
| Rolling Stock-Two New Third Class Bogie Carriages                         | ages     |         |        |         |         | 904 0 0 |

| £1,004 7 7 |   |   |   |   |   |
|------------|---|---|---|---|---|
| 904 0 0    | : | : |   | : | Rolling Stock-Two New Third Class Bogie Carriages |
| 8 11 4     |   |   | : |   | New Loft in Goods Store at Capwell                |
| 7 10 0     |   | ł |   |   | Saw Benches                                       |
| 58 1 3     |   | : |   |   | Crane   |
| #20 9 0    |   |   |   |   |   |

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|-------------|--|------------------------------------|----------|
|             | Total  |                                    | 11       |
| 2           | 2nd Class Third Class. Third Class Luggage and Total Goods Wagons Ballast Timber Goods and Brake Parcel Yans | co co                              | 11       |
| MERCHANDISE | Timber   | 00 00                              | 11       |
| MER         | Ballast  | 00 00                              | I.I.     |
|             | agons  | open<br>20<br>20                   | 11       |
|             | Goods W  | 65<br>65                           |          |
|             | Total  | 16<br>18                           | 02       |
|             | Luggage and<br>Parcel Vana   | 1                                  | 11       |
|             | Third Class<br>and Brake   | 11                                 | 11       |
| G.          | Third Class.   | 8                                  | ∞        |
| COACHING.   | 2nd Class<br>and Brake   | 1                                  | 1.1      |
|             | id Class   | ee eo                              | 11       |
|             | 1st & 2nd 21<br>Class.   | 11                                 |          |
|             | First Class. 1   | ରା ରହ                              | 11       |
| LOCOMOTIVE. | Engines  | 4                                  | 11       |
|             |  | June 30th, 1896<br>Dec. 31st, 1896 | Increase |

| N                       | o. 7-Estimate | of further | Expendit | ure on | No. 7-Estimate of further Expenditure on Capital Account | lt.                          |         |
|-------------------------|---------------|------------|----------|--------|--|------------------------------|---------|
|                         |               |            |          |        | FURT   | FURTHER EXPENDITURI          | URE.    |
|                         |               |            |          |        | During the Half-year<br>ending<br>June 30th, 1897        | In subsequent<br>Half-years. | TOTAL.  |
|                         |               |            |          |        | £ s. d.  | £ 8. d.                      | £ s. d. |
| Roofing Capwell Station |               |            | •••      |        | 545 0 0  |                              | 545 0 0 |

Roofing Capwell Station

No. 8-Capital Powers and other Assets available to meet further Expenditure, as per No. 7. Loan Capital authorised, but not reised (No. 3) ... ... ... ... ... ... 26,138 0 0

|                |   | _       |                    |              |                                    |  | _                        |  |                                  |                                       |
|----------------|---|---------|--------------------|--------------|------------------------------------|--|--------------------------|--|----------------------------------|---------------------------------------|
|                |   |         | Cr.                |              | 96                                 | d.   | 0                        | 5-                                     | ∞ ¢                              | 010                                   |
|                |   |         | 0                  |              | t, 18                              | w  | 6                        |  | 4                                | 11 11 10 10                           |
|                |   |         |                    | 1            | . 318                              | ब्स  | 3,560                    |  | 485                              | 8,609<br>6,86                         |
|                |   |         |                    |              | Half-year ended Dec. 31st, 1896    |  | 1                        |  |                                  | M 00                                  |
| 00             | 50  | 12      |                    |              | ende                               |  | 0                        | 9996                                   | 11                               |                                       |
| 00             | 0   | 2       |                    |              | year                               |  |                          | 6 12<br>5 10<br>5 15                   | 6 13                             | 2 3                                   |
| 10             |   | 200     |                    |              | Half-                              | 286<br>286<br>2,570<br>3<br>15<br>100  | 50                       | 396<br>25<br>7<br>5                    | 3,836                            | h. 1                                  |
| 01 10          | £6,148<br>1,089                                   | £5,058  |                    |              | -                                  |  | 10                       |  |                                  | ets.                                  |
|                |   |         |                    | , m          |                                    | 3,597<br>10,199<br>69,721  | 83,517                   |  |                                  | ", Special and Miscellaneous Ruccipto |
| 1              | :   | :       |                    | ipts         |                                    | 100  | 00                       |  |                                  | as R                                  |
|                |   |         |                    | Receipts.    |                                    |  |                          |  |                                  | neol                                  |
| : : ·          |   |         |                    | B            |                                    | ckets  |                          |  |                                  | cella                                 |
| • •            | :   | :       |                    |              |                                    | 1 001  |                          |  | . a                              | Mis                                   |
|                |   |         |                    |              |                                    | Passengers-<br>First Class<br>Second<br>Third<br>Military<br>Excess Fares<br>Subscription Tickets  |                          | Gs                                     | ". Merchandize<br>". Live Stock… | ", Special and M                      |
| : :            |   |         |                    |              |                                    | By Passengers-<br>,, First Class<br>,, Second ,,<br>,, Third ,,<br>,, Military<br>,, Excess Fare   | a                        | Parcels<br>Horses<br>Carriages<br>Dors | rcha<br>e Sto                    | cial<br>nsfe                          |
| • •            | :   | :       |                    |              |                                    | Passel<br>First (<br>Second<br>Third<br>Milita<br>Excess<br>Subscr   | Mails                    | ", Parce                               | Mei                              | Spe                                   |
|                |   |         |                    |              |                                    | By   | : :                      |  |                                  |                                       |
| : :            | :   |         | t.                 |              | Half-year ended<br>Dec. 31st, 1895 |  | 3,462                    |  | 520                              | 8,471                                 |
|                |   |         | anc                |              | slst,                              | 2<br>5<br>5<br>5<br>2<br>5<br>2<br>2<br>0<br>8<br>8<br>2<br>0<br>8<br>8<br>9<br>8  | 50                       | 422<br>36<br>6                         | 643<br>846<br>4                  | F 00                                  |
|                |   |         | CCC                |              | lalf-y                             | <u>ب</u><br>266<br>545<br>2,528<br>2,528<br>20<br>20<br>98   |                          | 4                                      | 3,643                            |                                       |
| : :            |   | :       | 9-Revenue Account. | -            | -                                  |  | 0 ° ° ° °                | 12                                     |                                  | 0                                     |
|                |   |         | nu                 |              | Half-year ended<br>Dec. 31st, 1896 |  | 9<br>9<br>3              | -                                      |                                  | 4                                     |
|                |   |         | өле                |              | -year<br>. 31s                     |  | 275 1<br>275             | 80                                     |                                  |                                       |
| : :            |   | :       | -B                 |              | Half                               | £<br>1,180<br>1,024<br>297<br>1,544  | 50 0                     | 4,728                                  |                                  | 3,974                                 |
|                | ~   |         | 9                  |              |                                    | ADCBA  | 4 : : :                  |  |                                  | :                                     |
| 2              | Capital Expenditure over Receipts at date (No. 4) |         | No.                |              |                                    | stra.  |                          |  |                                  |                                       |
| · · · ·        | N)  | :       |                    |              |                                    | e ab   | :::                      |  |                                  | :                                     |
|                | date  |         |                    |              |                                    | ,&c.se   | • 00 •                   |  |                                  | int                                   |
| 2)             | s at  | nce     |                    |              |                                    | )ns,6  | goods                    |  |                                  | (CC01                                 |
| (No            | eipt  | Balance |                    | ure          |                                    | Static<br>   | 38 of (                  |  |                                  | ue A                                  |
| in arrear (No. | Rec   |         |                    | Expenditure. |                                    | ks, S  | &c.                      |  |                                  | Net <sup>5</sup> Revenue Account      |
| in arrear      | OVEL  |         |                    | nen          |                                    | Wor]   | ge &                     |  |                                  | t Ro                                  |
| 00             | ure   | . 1     |                    | IXI          |                                    | ay,<br>er<br>agge  | ama                      |  |                                  | No                                    |
| », calls       | ndit  |         | •                  | H            |                                    | of W<br>Pow<br>d W   | s, E<br>n, D<br>axes     |  |                                  | ed t                                  |
| 12             | Expe  |         |                    |              |                                    | ive<br>ive   | arge<br>satic            |  |                                  | carri                                 |
| are            | ital  |         |                    |              |                                    | inde<br>inde   | Ch<br>Ch<br>Ch<br>S an   |  |                                  | nce                                   |
| Share          | Cap   |         |                    |              |                                    | To Maintenance of Way, Works, Stations, &c. see abstractA<br>,, Locomotive Power B<br>,, Carriages and Waggons D<br>, Truffic Expenses D | , Compensation, Damage & |  |                                  | " Balance carried to                  |
|                |   |         |                    |              |                                    | To   | 33                       |  |                                  | 33                                    |
|                |   |         |                    |              | Half-year ended<br>Dec. 31st, 1895 |  |                          | 4                                      |                                  |                                       |
|                |   |         |                    |              | ear e                              |  | 282                      | 5,200                                  |                                  | 3,351                                 |
|                |   |         | Dr.                |              | alf-yeec. 3.                       | 1, 1,  |                          | າບ                                     |                                  | 3                                     |
| -              |   |         |                    | 20           | ΞÂ                                 |  |                          | 1                                      |                                  |                                       |

| Half-vear ended i |   |         | 1 11-16        | 1.1.1                |                                 |  |           |                                    | Cr.                 |
|-------------------|---|---------|----------------|----------------------|---------------------------------|--|-----------|------------------------------------|---------------------|
| Dec. 31st, 1895   |   |         | Dec. 31s       | ar ended<br>st, 1896 | Dec. 31st, 1896 Dec. 31st, 1895 |  |           | Half-year ended<br>Dec. 31st, 1896 | ar ende<br>st, 1896 |
| £<br>1,421        | To Interest on Debenture Stock                |         | 1,460 12 0.    | £ s. d.              | <del>ل</del> ا<br>10            | By Balance brought from last Half-year's Account | s Account | £<br>111                           | s. d.               |
| :                 | " Interest on Banking Balances                |         |                | :                    | ,                               |  |           |                                    |                     |
|                   | " Renewal Fund for Rolling Stock              | :       | 250 0 0        | 0 0                  | -                               | " Interest on Banking Balances                   | :         | -                                  | 1 13 8              |
| 2,028             | " Balance available for Dividend (see No. 13) | No. 13) | <br>2,376 9 11 | 9 11                 | 3,351                           | " Balance Revenue Account No. 9                  | :         | 3,974 4 0                          | 4 0                 |
| -1                |   |         |                |                      |                                 |  |           |                                    |                     |
| 3,449             |   |         | 4.087          | 11                   | 4.087 1 11 3.449                |  |           | 4.087 1 11                         |                     |

8,702 8 7

8,551

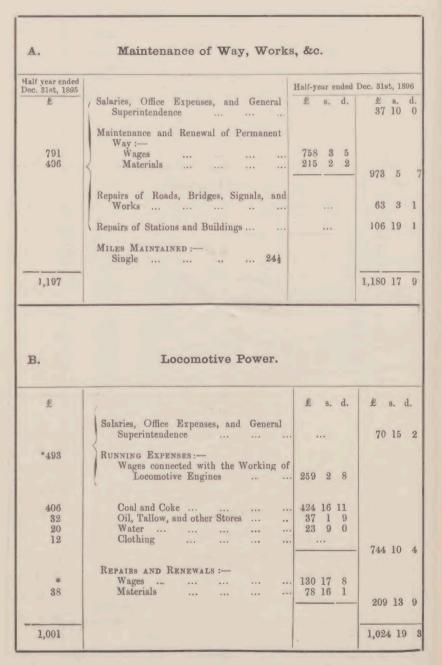
8,702 8 7

8,551

# No. 11-Proposed Appropriation of Balance Available for Dividend.

| _          |     | _              | _   | _       | _     | _          |
|------------|-----|----------------|---|---------|-------|------------|
|            | d.  | 11             |   |         | 9     | 12 6       |
|            | ŝ   | 6              |   |         | ~     | 6          |
|            | e)  | 2,376          |   |         | 2,254 | 199 9      |
|            | d.  |                | 0   | 9       | T     |            |
|            | 30  |                | 15  | 12      |       |            |
|            | କ୍ଷ |                | 1,103   | 1,150   | -     |            |
|            |     | ÷              | :   | :       | 1     |            |
|            |     | ÷              |   | :       |       |            |
|            |     |                |   |         |       |            |
|            |     | :              | :   |         |       |            |
|            |     |                | :   |         |       | L'vear     |
|            |     |                | ••••  | ::      |       | nevt. Hal  |
|            |     |                |   |         |       | Balance to |
|            |     |                | per annum   | 3.3     |       | Bals       |
|            |     |                | ber cent. per al                                  | 5.5     |       |            |
|            |     |                | rate of 5 p                                       | 24      |       |            |
|            |     |                | at the 1  |         |       |            |
|            | C P | . 10           | Shares  | -       |       |            |
|            |     | ount No        | Five per Cent. Preference Shares at the rate of 5 | •••     |       |            |
|            |     | DI ACC         | ent. Pro  | nares   |       |            |
|            |     | Dalance Irom A | ive per Ce  | c yranu |       |            |
|            | d d | Da             | AIN O   | OLG     |       |            |
| 31st, 1895 | 3   | . 0706         | 1,104   | 00      | 94    | 34         |
| Dec. 31st  | 0.0 | 6.2            | 1,1   |         | 1,794 | 2          |
| -          |     |                | -   |         | -     | -          |

# No. 12-ABSTRACTS.



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

| 0 D.                 | noing and Danamala of Camiana and W   |                |
|----------------------|---|----------------|
| Half-year ended      | pairs and Renewals of Carriages and Waggo   |                |
| Dec. 31st, 1895<br>£ | Salaries, Office Expenses, and General & s. d.  | L s. d.        |
| 2                    | Superintendence   | 34 13 4        |
|                      | CARRIAGES :   |                |
| 337<br>348           | Wages 103 12 3<br>Materials 54 6 3  |                |
| 156                  | Suspense Account  | 120 10 0       |
|                      | WAGONS :  | 157 18 6       |
|                      | Wages            82         16         0           Materials             21         15         11 |                |
|                      |   | 104 11 11      |
| 841                  |   | 297 3 9        |
| D.                   | Traffic Expenses.   |                |
| £                    |   | £ s. d.        |
| 1,264                | Salaries and Wages  | 1,215 1 6      |
| 105                  | Fuel, Lighting, and General Stores  | 118 6 8        |
| 66                   | ( Advertising   | 70 11 0        |
| 00                   | Printing, Stationery, and Tickets   | 70 0 8         |
|                      | Wagon Covers and Ropes  | 6 7 11         |
| 16                   | Miscellaneous Expenses  | 25 7 8         |
| 37                   | Clothing  | 39 0 8         |
| 1,488                |   | 1,544 16 1     |
| E.                   | General Charges.  |                |
| £                    |   | £ s. d.        |
| 100                  | Directors   | 100 0 0        |
| 10                   | Auditors  | 10 0 0         |
| 170                  | Salaries  | 162 10 0       |
| 8                    | Office Expenses, Stamps, &c   | 10 13 2        |
| 11                   | Advertising & Stationery  | 16 3 2         |
| 6                    | Railway Clearing House Expenses   | 7 14 5         |
| 38                   | Telegraph Expenses  | 38 9 3         |
|                      | Miscellaneous Expenses  | <b>4 1</b> 4 l |
| 46                   | Insurance   | 38 10 9        |
| 389                  |   | 388 14 10      |
|                      |   |                |

| Cr.                           | Balance of Capital, per Account No. 4  |                           | Miles         Miles Vonstructurg,         Miles Worked           Authorised.         Constructed.         by Engines.           24 ½         24 ½         24 ½ |   |   | MARTIN FLAVIN, DEPUTY CHAIRMAN.<br>GEO. B. MORGAN, Accountant. | Vay.<br>rks, have, during the past Half-year, been maintained in good  | R. T. PERRY, Engineer. | c.<br>ig the past Half-year, been maintained in good working   | MAURICE J. REEN, Locomotive Engineer. |
|-------------------------------|--|---------------------------|--|---|---|--|--|------------------------|--|---------------------------------------|
| Dr. 13-General Balance Sheet. | <ul> <li>10 Net Reveuue Account Balance at Credit thereof, as per Account \$ </li> <li>22,876 9 11 </li> <li>No. 10 </li> <li>Unpaid Dividends and Interest </li> <li>Unpaid Dividends and Interest </li> <li>Sundry Outstanding Accounts </li> <li>Renewal Fund for Rolling Stock </li> <li>Renewal Fund for Rolling Stock </li> <li>Renewal Fund for 12 12 12 </li> <li>Renewal Fund for Rolling Stock </li> </ul> | No. 14-Mileage Statement. | Half-year ended     141f-year ended       31st Dec., 1805        244        244  | :<br>No. 15-Statement of Train Mileage. | all year cuted       31st Dec., 1895       38,004       Passenger, Goods, and Cattle Trains |  | 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 | 21st January, 1897.    | I hereby Cartify that the whole of the Company's Plant, Engines, Carriages, Waggons, &c., have, during the past Half-year, | 21st January, 1897.                   |

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 *lowa fide* due thereon, after charging the Revenue of the Half-year with all Expenses which ought, in our judgment, to be paid thereout. EDWARD HARDING HENRY COPPINGER } AUDITORS. 25th January, 1897.

# Cork & Macroom Direct Railway Co.

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, 11th February, 1897, at the hour of ONE o'clock in the afternoon precisely, for the purpose of receiving the Directors' Report, and a Statement of the Company's Accounts made up to the 31st Dec., 1896, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 29th January to the 11th February, both days inclusive.

BY ORDER,

FREDERICK L. LYSTER, SECRETARY.

Company's Offices, Capwell, Cork, 21st Jan., 1897.

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 ... 11th FEBRUARY. DIVIDENDS PAYABLE ... 1st MARCH.

PURCELL AND COMPANY, PRINTERS, CORK.

CORK AND MUSKERRY LIGHT RAILWAY COMPANY LIMITED.

# **REPORT OF DIRECTORS**

# STATEMENT OF ACCOUNTS

AND

For Six Months ended 31st December, 1896,

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

Nineteenth Half-Yearly General Meeting

TO BE HELD AT THE

Offices of the Company, Western Road Terminus, Cork.

On TUESDAY, 23rd February, 1897,

At 12.30 o'clock, p.m.

# DIRECTORS

#### Chairman.

R. BARTER, Esq., J.P.
Sir G. St. J. COLTHURST, Bart., D.L.
J. S. COLLINS, Esq., J.P.
M. HEALY, Esq., J.P.
M. AHERN, Esq.

#### BARONIAL DIRECTORS.

H. I. YOUNG, Esq., J.P. Cork.
K. U. F. TOWNSEND, Esq., J.P. Barretts.
ALBERT BEAMISH, Esq, J.P. East Muskerry.

**Solicitors.** Messrs. BOURKE and McCARTIE.

> Engineer. W. H. HILL, JUN.

# General Manage:. J. B. WILSON.

Secretary. T. O'CONNOR.

Offices. WESTERN ROAD TERMINUS, CORK

# REPORT OF THE DIRECTORS

For Half-year ended 31st December, 1896.

Table showing the Increase and Decrease in the traffic for half-years ended

31st December, 1895 and 1896 :--

| Description of Traffic                       | Half-year<br>ended<br>31st Dec., 1895. | Half-year<br>ended<br>31st Dec., 1896. | Increase. | Decrease.           |
|--|--|--|-----------|---------------------|
| Number of Passengers                         | 171,737                                | 166,161                                |           | 5,576               |
| Passengers<br>Parcels, Horses, and           | £ s. d.<br>3,406 10 4                  | £ s. d.<br>3,309 4 8                   | £ 8. d.   | £ s. d<br>97 5 8    |
| Carriages<br>Merchandise<br>Live Stock       | 206 5 1<br>789 15 7<br>221 8 4         | 215 14 11<br>786 15 11<br>211 14 8     | 9910      | 2 19 8<br>9 13 8    |
| Periodical Tickets<br>Miscellaneous Receipts | 97 18 7<br>46 2 5                      | 90 5 II<br>57 6 3                      | II 3 10   | 7 12 8              |
| Total  | 4,768 0 4                              | 4,671 2 4                              | 20 13 8   | 117 11 8<br>20 13 8 |
| Decrease for Half-year                       |  |  |           | 96 I8 O             |

Your Directors beg to submit herewith the Audited Statement of Accounts for the Half-year ended 31st December, 1896.

Comparing the Receipts with those of the corresponding period of 1895, we find generally the traffic normal except passengers, which shows a decline of  $\pounds 97$ , this falling off being almost equally divided between First and Third Class.

The Gross Expenditure shows a slight diminution of  $\pounds 5$  as compared with 1895, although considerable outlay had to be incurred with one Locomotive in refitting the boiler with a new fire-box and tubes. After paying all expenses, we carry  $\pounds 689$  18s. 6d. to Net Revenue as against  $\pounds 785$  15s. 11d. for same period last year.

One Director, Sir G. St. J. Colthurst, Bart., retires by rotation, he is eligible, and offers himself for re-election.

Mr. J. W. Harold, Auditor, retires by rotation, and offers himself for re-election.

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

RICHARD BARTER, Chairman. T. O'CONNOR Secretary.

Western Road Terminus, Cork, 26th January, 1897.

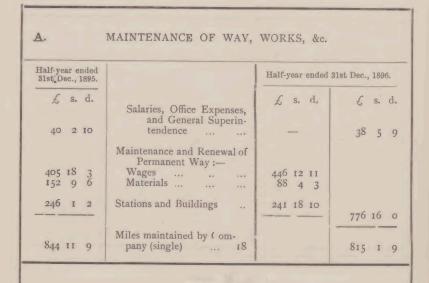
| CORK       AND       MUSKERRY       LIGHT       RAILWAY       COMPANY       LIMITED         STATEMENT       OF       AC00UNTS       for       Half-year       ending       31st       December, 1890.         No.       1 STATEMENT       OF       CAPITAL       AUTHORISED       BY       THE       COMPANY.         No.       1 STATEMENT       OF       CAPITAL       AUTHORISED       BY       THE       COMPANY.         No.       1 STATEMENT       OF       CAPITAL       AUTHORISED       BY       THE       COMPANY.         Guaranteed       Capital authorised by Privy Council |
|--|
|--|

| Er.  | AL.  | 5 IO 0  | 9 7        |  |  |
|--|--|---|------------|--|--|
| -  | TOTAL  | £ s.<br>75,000 0<br>2,685 19<br>5 10  | 7 9 193.77 |  |  |
|  | Amount Received Amount Received<br>up to a during half-year<br>30th June 1896. 31st Dec., 1896 | & s. d.<br>Nil.   |            | JEMBER, 1896.  |  |
| L ACCOUNT.   | Amount Received<br>up to<br>30th June 1896.  | Lares & s. d.<br>75,000 0 0<br>2,685 19 7<br>   |            | IDED 31st DEC  | ,h d.<br>∂   |
| No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |  | $\mathcal{L}$ s. d. By RECEIPTS—<br>$\mathcal{L}$ b. Guaranteed Shares<br>$\mathcal{L}$ s. $\mathcal{L}$ s.<br>$\mathcal{L}$ s. |            | No. 5DETAILS OF CAPITAL EXPENDITURE FOR HALF-VEAR ENDED 31st DECEMBER, 1896. |  |
| ENDI   |  | d.  | 7          | E FO   |  |
| ND EXP   | TOTAL  | .b s. д.<br>77,691 9 7  | 77,691 9   | NDITUR   | idge   |
| -RECEIPTS A  | A mount Expended<br>up to<br>31st Dec., 1896.  | يد م.<br>ا  |            | APITAL EXPE  | Land Purchase<br>Permanent Way<br>Buildings-New Bridge |
| No. 4  | Amount Expended Amount Expended up to a 1896.  | for £ s. d.<br>77,691 9 7   |            | ETAILS OF C  | Lat<br>Per   |
| Ar.  |  | To EXPENDITURE :<br>On Lines open for<br>Traffic  |            | No. 5.—L   |  |

00

... 689 18 ... 1,185 1

#### No. 12.-ABSTRACTS.



| В.  | LOCOMOTIVE POV   | WER.   |  |
|---|--|--|--|
| £ s. d.<br>36 13 4  | Salaries, Offices Expenses,<br>and General Superin-<br>tendence  | £ s. d.<br>—   | £ s. d.<br>36 13 4                     |
| 292 6 2<br>457 8 4<br>12 18 9<br>44 17 2<br>102 8 3<br>189 18 8<br>1,136 10 8 | RUNNING EXPENSES :         Wages connected with working of Locomotive Engines         Coal and Coke         Water         Oil, Tallow, and other Stores         Stores         REPAIRS AND RENEWALS:         Wages         Materials | 305 2 II<br>484 3 5<br>II 6 3<br>55 I3 2<br>I25 I0 6<br>209 II I | 856 5 9<br><u>335 I 7</u><br>I,228 0 8 |

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

#### C. REPAIRS & RENEWALS OF CARRIAGES & WAGONS. Half-year ended 31st Dec., 1895. Half-year ended 31st Dec., 1896. £ s. d. 72 16 5 £ s. d. 77 I2 4 £ s. d. CARRIAGES-Wages ... .. 181 8 11 140 5 3 Materials ... 217 17 7 WAGONS-22 10 4 Wages . 35 0 2 Materials 61 19 8 105 19 4 96 19 10 382 15 0 314 17 5 D. TRAFFIC EXPENSES. £ s. d. £ s. d. Salaries and Wages ... 727 17 9 810 17 7 88 I 7 Fuel, Lighting, Water, and General Stores 105 4 10 83 6 6 Printing, Stationery, and Tickets ... ... 91 2 5 Wagon Covers and Ropes ... ... 8 18 11 I 2 6 Clothing ... ... ... ... Advertising ... ... ... ... Miscellaneous ... ... ... 13 8 6 16 12 6 25 2 0 3 3 5 29 18 9 2 4 2 957 0 2 1050 I 3 GENERAL CHARGES. E. £ s. d. 87 3 0 £ s. d. 90 6 0 Directors ... Salaries ... ... III I3 4 Salaries ... ... ... Auditor and Arbitrator ... ... Office Expenses and Stamps ... ... County Surveyor ... ... Travelling Charges ... ... Insurance ... ... Advertising ... ... Telephone Expenses ... ... III I3 4 .. 23 10 0 23 10 0 13 0 2 13 13 10 990 990 ----28 2 0 36 13 9 I 13 0 18 5 0 I I2 O 18 5 0 292 14 6 305 3 11

| Cr.                              | L         s. d.           5         10         0           959         0         4           1,185         1         6           89         16         10           247         10         4  | 2,920 3 9 | Miles worked<br>by Engines.<br>18   | Half-year ended<br>31st Dec., 1896<br>44,408   |
|----------------------------------|---|-----------|---|--|
| Dr. No. 13GENERAL BALANCE SHEET. | To Interest on Guaranteed Capital, to 31st Dec., 1896 <sup>2</sup> / <sub>875</sub> 0 0 <sup>1,875</sup> 0 0 <sup>1,806</sup> <sup>1,875</sup> 0 1 <sup>1,806</sup> <sup>1,875</sup> 0 0 <sup>1,806</sup> <sup>1,875</sup> 0 0 <sup>1,875</sup> 0 0 <sup>1,875</sup> 0 0 <sup>1,806</sup> <sup>1,875</sup> 0 1 <sup>1,806</sup> <sup>1,875</sup> 0 0 <sup>1,806</sup> <sup>1,875</sup> 0 0 <sup>1,806</sup> <sup>1,875</sup> <sup>1,906</sup> <sup>1,875</sup> <sup>1,906</sup> <sup>1,875</sup> <sup>1,806</sup> <sup>1,875</sup> <sup>1,806</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,806</sup> <sup>1,875</sup> <sup>1,806</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,975</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,875</sup> <sup>1,896</sup> <sup>1,186</sup> <sup>1,186</sup> <sup>1,896</sup> <sup>1,875</sup> | 2,920 3 9 | No. 14,MILEAGE STATEMENT.       No. 14,MILEAGE STATEMENT.       No. 14,MILEAGE STATEMENT.       Miles to be       Miles to be | Half year ended     No. 15.—STATEMENT OF TRAIN MILEAGE.       Half year ended     B       31st Dec., 1895     Mixed Fassenger and Goods Train       45,377     Mixed Fassenger and Goods Train |

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.

W. H. HILL, JUN., Engineer.

20th January, 1897.

Company

O'CONNOR, Secretary and Accountant of the

E

#### 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 Manayer.

20th January, 1897.

#### 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.

18th January, 1897.

# Cork & Muskerry Light Kailway Company LIMITED.

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 TUESDAY, the 23rd February, 1897, at 12.30 o'clock, p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the Half-year ended 31st December, 1896; and for transacting the other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 9th to the 23rd February, 1897, both days inclusive.

By order of the Board,

T. O'CONNOR, Secretary.

WESTERN ROAD TERMINUS, Cork, 26th January, 1897.

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 egistered in the Company's Books is that to which this Report is now forwarded.

HALF-YEARLY MEETING DIVIDEND PAYABLE 23rd February, 1897. 23rd March, 1897.

PURCELL AND COMPANY PRINTERS, CORK

# DERRY CENTRAL RAILWAY.

DE THE DIRECTORS AND ENGINEER, And Statement of Accounts, And Statement of Accounts, For Half-year ending 31st Dec., 1896 To be submitted to the proprietors at FORTY THIRD MALF. YEARLY GENERAL MEETING To be held at the COMPANY'S OFFICES, Coleraine. On Thursday, the 25th day of February 1897.

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

\_\_\_\_\_\_\_\_

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

## DIRECTORS' REPORT.

-----

#### LIST OF DIRECTORS.

CHAIRMAN: THE RIGHT HONORABLE Sir H. HERVEY BRUCE, Bart., Downhill, Londonderry DEPUTY CHAIRMAN:

Col. H. S. B. BRUCE, Ballyscullion House, Castledawson

- John B. Gunning Moore, Esq., (appointed by the Belfast and Northern Counties Railway Co.,) Loymount, Cookstown
- Captain A. M. Armstrong, (Appointed by the Grand Jury of Londonderry,) Culmore House, Kilrea.

John Huey, Esq., J.P., Cloonavin, Coleraine.

C. M. Holland, Esq., Bryn y Grôg, Wrexham.

Col. J. J. Clark, Largantogher, Maghera.

NOTICE IS HEREBY GIVEN, THAT THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held at the OFFICES of the COMPANY, (next door to Clothworkers Arms Hotel, COLERAINE, on THURSDAY, the 25th day of FEBRUARY) 1897, at the hour of TWELVE o'clock, noon, to transact the ordinary business of the Company.

-3000-

The Transfer Books will be closed from the 9th till the 25th day of Feby., both days inclusive.

(By Order),

FRED. DAWSON Secretary.

**OFFICES**:

Coleraine, 8th Feb., 1897.

Statement of Receipts for the Half-year ended 31st December 1896, compared with the corresponding period of 1895 —:

|  | 1895.   | 1896              | 5.   | Increase       | .   De   | crease.        |
|--|---|-------------------|------|----------------|----------|----------------|
| Passengers (P'cls &c.) No.<br>Goods and Minerals,<br>Live Stock<br>Rents and Transfer Fees<br>Mails, | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | 2,105<br>146<br>7 | 9 3  | 127 II<br>0 I7 | 10       | 5 17<br>8 12 1 |
|  | £6,421 13 0   | £6,065            | 12 5 |                | · £ 35   | 6 0            |
| Gross Receipts,<br>Less 70 per cent paid B. &<br>for working,  | & N. C. Ry.<br>€4,240                                 | <br>19 3          |      | r              | £6,065 I | 2 5            |
| Materials for Permanent  | Way, 150  | 16 5              |      |                |          |                |
| Carriage on same,  | 18  | I4 4              | 4410 | 10 0           | 1,655    | 2 5            |
| General Charges,   |   |                   |      |                | 139 1    | 4 3            |
| Balance to Net Revenue   | Account,  |                   |      | •• ;           | £1,515   | 8 2            |

Your Directors beg to report that Passenger traffic shows a decrease of £452 28 10d, attributable partly to the inclement weather during the summer months, but also to the unsatisfactory Train Service on the Line.

Goods traffic has increased £201 7s 3d, while Coal traffic is down £73 15s 5d. and Live Stock, £18 12s 11d.

Charles M. Holland, Esq., Director, and H. Alfred Mann Esq., Auditor, retire by rotation, but offer themselves for re-election.

> H. Hervey BRUCE, Chairman FRED. DAWSON, Secretary.

Coleraine, 8th Feb., 1897.

| No. 1STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE CO. | CAPITAL AUTHORISED     CAPITAL AUTHORISED     CAPITAL ORBATED OR SANCTIONED.     BALANCE       Shares     Loans     Total     Shares     Loans     Totals       Shares     Loans     Total     Shares     Loans     Totals       By Derry Central Railway Act, 1875     £220,000 £100,000 £220,000     £220,000     £320,000     £320,000 |  | APITAL CREATED, SHEWING THE PROPORTION REC | Description. Amount Created Amount Rec d. Calls in Arrears, Am't uncall'd Am't Unissued | A or Preferred Shares (of $\xi$ Io each) $\xi$ s d $\xi$ s | Received for Forfeited Shares $\vdots$ $f^{220,000}$ $\circ$ $f^{120,340}$ $\circ$ $\circ$ $f^{29,660}$ $\circ$ $\circ$ Received for Forfeited Shares $\cdots$ $\vdots$ $f^{10}$ $5$ $\circ$ $\vdots$ $f^{20,340}$ $\circ$ $\circ$ $f^{20,660}$ $\circ$ $\circ$ $\circ$ $f^{20,660}$ $\circ$ | * N.B.—Interest at 5 per cent. on this $\pounds_{15,000}$ is guaranteed by the Worshipful Companies of Mercers and Ironmongers.<br>The Guarantee on $\pounds_{2,110}$ of the latter Company has lately been redeemed. |  | No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STOCK. | Raised by Loans at 1 per cent. Total raised by Loan and Debenture Stock. | $\xi$ sd $\xi$ sdExisting at 30th June, 1896, $100,000$ 0031st December 1896 $100,000$ 0 | Total amount authorised to be raised by Loans and by Debenture Stock in respect of Capital : | Created, as per Statement No. 1, $\ldots$ $\ldots$ $\ldots$ $\xi_{100,000}$ |
|---|---|--|--|---|--|--|---|--|---|--|--|--|---|
|---|---|--|--|---|--|--|---|--|---|--|--|--|---|

|   |   | 1  |   |           |            | L           |   | -  |  |
|---|---|--|---|-----------|------------|-------------|---|--|--|
|   | CR.   | Total to<br>31st Dec.,<br>1896             | 5950<br>0000  |           | 5 6 3      | 4 II 3      | ., 189(   |  | uent   |
|   |   | 1. 42                                      | £ 5<br>120,759 5<br>100,000 0   | 5.2       | 185        | £220,944 II | r DEC   | .TN  | In<br>Subsequent                             |
|   | IT.   | Amount<br>received<br>during<br>half-year  | f s q   |           |            |             | CD 315  | ACCOU                                      | ear  |
|   | COUN  |  | 5 0   | 7         | 1074       |             | ENDE  | AL A                                       | Half-y                                       |
|   | No 4. RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT. | Amount<br>received to<br>30th June<br>1896 |   |           |            |             | No. 5DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31ST DEC., 1896<br>NIL. | OF FURTHER EXPENDITURE OF CAPITAL ACCOUNT. | During the Half-year<br>ended 30th June 1897 |
|   | CAPIT   |  |   |           | nce        |             | ALF-Y   | C OF                                       | Du   |
|   | EONC  |  | BY RECEIPTS<br>Shares & Stock per $\frac{\xi}{a/c}$ . No. 2.<br>By loan from Bd. of works, as per $a/c$ No 3 $100000$ |           | By Balance |             | OR H.   | ITURI                                      |  |
|   | LUR   |  | d Sh<br>3 By<br>wor   |           |            | 3           | E F   | END  |  |
|   | ENDI  | Total to<br>31st Dec.,<br>1896.            | s<br>944 II   |           |            | £220,944 II | DITURH  | R EXP                                      |  |
|   | EXH   |  |   | <u>n.</u> |            | £220,       | PEN   | THEI                                       |  |
|   | L AND   | Amount<br>expended<br>during<br>half-year  | ђ   |           |            |             | L EX  | FUR  |  |
|   | CEIPT   | Amount<br>xpended to<br>30th June<br>1896  | 3 q   |           |            |             | PITA  | E OF                                       |  |
|   | 4. RE   | Amount<br>Expended to<br>30th June<br>1896 | £ 5<br>220944 II  |           |            |             | DF CA   | No. 7ESTIMATE                              |  |
| ſ | No  |  | Line.   | 106       |            |             | ILS (   | -ES1                                       |  |
|   |   |  | To Expenditure on Line.   |           |            |             | DETA  | No. 7.                                     |  |
|   | DR.   |  | Expendi   |           |            |             | . 5   |  |  |
|   |   | 647  | To  |           |            |             | No  |  |  |

Half-years. Not Ascertained. Not Ascertained.

No. 8.—Capital Powers and Other Assets Available to Meet Further Expenditure, as per Account, No. 7.

|  |   | as put m                                | as per mecount, inv. /.                 | ./  |                              |   |
|--|---|---|---|---|------------------------------|---|
| Capital crea<br>Less Balanc              | Capital created and not yet received, as per Account No. 2<br>Less Balance at Debit of Capital, as per Account No. 4, | count No. 2<br>nt No. 4,                | ::                                      |   |                              | £99,660 0 0<br>185 6 3                  |
|  |   |   |   |   | £63                          | £99,474 13 9                            |
|  |   | No. 9Re                                 | No. 9Revenue Account.                   | ount.   |                              |   |
| Half-year<br>ended<br>31st Dec.,<br>1895 | Expenditure.  | Half-year<br>ended<br>31st Dec,<br>7896 | Half-year<br>ended<br>31st Dec,<br>1895 | Receipts.                                       |                              | Half-year<br>ended<br>31st Dec,<br>1896 |
| f s q                                    | To Working the line, paid<br>Refeet and Northarn Counties   | f s g                                   | £ s d                                   | By Passengers- No.<br>1st Class 210             | £ s d 28 16 104              |   |
| 4,490 16 2<br>239 2 10                   | Railway Company,<br>Renewals for Permanent Way,   | 4240 19 3<br>169 10 9                   | 59 I 62<br>572 I6 4                     | 13  | 46 18 6 <u>3</u><br>521 12 9 |   |
|  |   |   | I I<br>13<br>15                         | 1st Class return, 1291<br>2nd 2592<br>3rd 81253 | 229 13 11<br>2,490 19 04     |   |
| 141 0 10                                 | ", Genl. Charges, see abstract F.<br>", Balance carried to Net Rev-   | 139 14 3                                | 31 19 92                                | Excess rares, «c.,                              | 24 II 10 <sup>5</sup>        |   |
| I,550 I3 2                               | enue Account,   | I515 8 2                                | £3899 6 10                              | Total P'gers 99,176                             | £3447 4 0                    |   |
|  |   |   | 222 16 0                                | Parcels, horses, carri-<br>ages, dogs,          | 209 I 6                      |   |
|  |   |   | 150 0 0<br>1684 1 8                     | Mails,<br>Goods, 14,140 tons                    | 150 0 0<br>1885 8 11         | 3800 5 0                                |
|  |   |   | 293 15 9<br>165 8 7                     | Minerals, 2,312<br>Cattle,                      | 220 0 4<br>146 15 8          | 2252 4 11                               |
|  |   |   | 0 10 0<br>5 14 2                        | Transfer Fees<br>Rents,                         | 0 IO 0<br>6 I2 0             | 7 2 0                                   |
|  |   |   |   |   |                              |   |
| £6421 13 0                               |   | £6,065 12 5                             | £6421 13 0                              |   |                              | £6065 12                                |

2.

| CR                         | Half-year<br>ended<br>31st Dec.<br>1896<br>1,515<br>8<br>26,243 I II<br>$\overline{k}$<br>27,758 IO I     | lf-yea<br>ended<br>it Dec<br>1896.<br>s |   |
|----------------------------|---|---|---|
|                            | By Balance from Revenue Account, No. 9,   | :                                       |   |
|                            | venue Acco  | :                                       | 11111111  |
| OUNT.                      | e from Re   |   | ******  |
| UE ACC                     | By Balance frc  | I Charge                                |   |
| No. 10NET REVENUE ACCOUNT. | Half-year<br>ended<br>31st Dec.,<br>1896<br>£ s d<br>25,758 to 1<br>2000 0 0                              | Abstract of General Charges.            | (Terrary 1)   |
| NET                        | 2 5 s   | tract of                                | <br>de,<br><br><br>   |
| No. 10.                    | Vorks for 6   | Abs                                     | <br>ard of Tra,<br>nd Jury,<br>ig Permane<br>   |
| DR.                        | To Balance at 30th June 1896<br>Interest on Loan from Board of Works for 6<br>months, to 31st Dec., 1896, | E.,<br>Secretary's Salary,              | Postage, Printing, Stationery, &c.,<br>Expenses, Arbitrator appointed by Board of Trade,<br>Expenses, Arbitrator appointed by Board of Trade,<br>, Auditors for Half-year,<br>Insurance of Stations against Fire<br>Income Tax, |

| CR.                               | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | nties Railway Company 2,572 6 0<br>count No. 4, 185 6 3                                      | £ 30,874 12 6 |                          | Ri, Miles Miles worked by Constructed. Engines. | 294 Worked by B. N. C.<br>Railway Company | H. Hervey Bruce, Chairman of the Company<br>Fred Dawson. Accountant of the Company. | the financial condition of the Company.<br>Mann,   | /ray, / AUDITORS.                       | Stations, Buildings, and other works, have<br>epair.<br>James Barton, Engineer.  |
|-----------------------------------|--|--|---------------|--------------------------|---|---|---|--|---|--|
| DR. No. 13-GENERAL BALANCE SHEET. | To Subscriptions, 523 10 0 By Net Revenue Account, 523 10 0 Cash at Bankers, 27,758 10 1 Postmaster General, 27,758 10 1 Mercers' Company, Mercers' Company, Ironmonger's Company, | ", Belfast and Northern Counties Railway Company<br>,, Capital Balance as per Account No. 4, | f 30.874 12 6 | No. 14MILEAGE STATEMENT. | Miles<br>Authorized.                            | Miles owned by the Company,               |   | We hereby certify that the above Half-yearly accounts contain a full and true statement of the financial condition of the Company. | COLERAINE, 4th FEB., 1897. Thomas Wray, | CERTIFICATE RESPECTING THE PERMANENT WAY, &C.<br>I hereby certify that the whole of the Derry Central Railway Company's Permanent Way, Stations, Buildings, and other works, have<br>during the Half-year ended 31st Dec., 1896, been maintained in good working condition and repair.<br>DUNDALK, FEB., 1897. |

Jublin & Kingstown Bailway Company.

X

#### **REPORT OF DIRECTORS**

AND

#### STATEMENT OF ACCOUNTS,

FÓB

HALF-YEAR ENDED 31st AUGUST, 1896.

TO BE SUBMITTED TO THE PROPRIETORS AT

#### THE ONE HUNDRED AND FIRST HALF-YEARLY GENERAL MEETING,

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

TO BE HELD AT

No. 35 WESTLAND ROW, DUBLIN,

ON FRIDAY, 25th SEPTEMBER, 1896,

AT TWELVE O'CLOCK, NOON.

Printed by CHABLES W. GIBBS, 18 Wicklow Street, Dublin.

#### DUBLIN AND KINGSTOWN RAILWAY COMPANY.

#### Dublin, 10th September, 1896.

The Half-yearly General Meeting of the Proprietors will be held at the Company's Office, No. 35 WESTLAND Row, in the City of Dublin, on Friday, 25th instant, at 12 o'clock, noon, to receive a Report and Statement of Accounts for the six months ended 31st August, 1896, and to transact other business.

By order of the Directors,

JOSEPH B. PIM, Secretary.

The Transfer Books will be closed on and after Monday, 14th inst., until the day of meeting.

#### Directors.

John Jameson, Chairman. William Hone. Joshua J. Pim. Richard Pim. William Robertson. Graves S. Warren.

#### Jublin and Kingstown Bailway Company.

#### DIRECTORS' REPORT.

In the Statement of Accounts now before you, the balance available for Dividend—including a surplus of £2,090 8s. 8d. carried from the previous account—amounts to £18,292 6s. 8d. Out of this sum the Board now declares, for the Half-Year ended 31st August last, a Dividend on the Capital Stock of the Company at the rate of  $9\frac{1}{2}$  per cent. per annum, less Income Tax, after which a balance of £2,221 10s. will remain to be brought to next account.

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

Signed on behalf of the Board of Directors,

JOHN JAMESON,

Chairman.

35 Westland Row, Dublin. 10th September, 1896.

|   |                     | Total. | 3                                      | 40,000                       |            | 40,000  |
|---|---------------------|--------|--|------------------------------|------------|---------|
|   | BALANCE.            | Loans. | 4                                      | 40,000<br>Contingent.        |            | 40,000  |
| ΥΥ.   |                     | Stock. | 4                                      | 1                            |            | I       |
| STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. | B,                  | Total. | 3                                      | 420,000                      |            | 420,000 |
| ATED BY T   | CAPITAL CREATED.    | Loans. | 48                                     | 70,000                       |            | 70,000  |
| AND CRE.  | CA                  | Stock. | 48                                     | 350,000                      |            | 350,000 |
| UTHORIZEL   | ZED.                | Total. | 9                                      | 460,000                      |            | 460,000 |
| CAPITAL A   | CAPITAL AUTHORIZED. | Loans. | F                                      | 70,000                       | Contingent | 110,000 |
| EMENT OF  | CAPI                | Stock. | G.                                     | 350,000                      |            | 350,000 |
| NO. 1. STATI  | ACTS OF PARLIAMENT. |        | By 23rd Vic. cap. 62, Capital consoli- | dated, reduced, and declared |            |         |

COMPANY

N AND KINGSTOWN RAILWAY COL Line Leased to dublin, wicklow, and wexford railway company, HALF-YEAR ENDED 31st AUGUST, 1896.

DUBLIN

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

| Amount<br>Cancelled. | લ્ય                                      |         |
|----------------------|--|---------|
| Amount<br>Uncalled.  | عو ا                                     |         |
| Calls<br>in Arrear.  | <b>दन्न</b>                              |         |
| Amount<br>Received.  | £<br>350,000                             | 350.000 |
| Created.             | £<br>350,000                             | 350,000 |
| D'ESCRIPTIOX,        | General Capital Stock, all issued at par |         |

No. 3.

CAPITAL RAISED BY LOANS, AND DEBENTURE STOCK.

|   | RAISED BY LOAN.  | RAISED BY DEBENTURE STOCK.                         | TOTAL RAISED BY LOAN AND<br>DEBENTURE STOCK. |
|---|--|--|--|
| Existing at 29th February, 1896   | At 4 per cent. £300  | At 3 <sup>1</sup> / <sub>2</sub> per cent. £61,000 | £61,300                                      |
| ,, 31st August, 1896  | ". £300 outstanding<br>(Interest thereon ceased on<br>1st September, 1888) | £61,000  | £61,300                                      |
| Increase  |  | 11   | 11   |
| Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created<br>Total Amount raised by Loans, as above £61,000<br>£61,000 | nd by Debenture Stock in respect o   | of Capital created<br>£61,000                      | £110,000<br>£61,300                          |
| Balance, being available borrowing powers ( $\pounds40,000$ under certain contingencies) 31st August, 1896  | 00 under certain contingencies) 315  | st August, 1896                                    | £48,700                                      |
| No. 4. Dr. Receipte   | RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.                               | AL ACCOUNT. Cr.                                    |  |

| 1  |  |             |
|--|--|-------------|
| 100  | 5200 · J   | E           |
| Total.   | <i>E</i> s. d. 350,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 418,553 7 7 |
| Amount<br>Received during<br>Half-year.          | ي<br>ب<br>ب<br>ب<br>ب                                    |             |
| Amount<br>eceived to<br>1 February,<br>1896.     | £ s. d.<br>350,000 0 0<br>61,300 0 0<br>old 406 5 0<br>  | 418,553 7 7 |
| Amount Total. Total. 2941                        | By Receipts  |             |
| Total.   | £ 8, d.<br>418,553 7 7                                   | 418,553 7 7 |
| Ex]  | ی<br>۶  <br>۲  | 1           |
| Amount<br>Expended to<br>29th February,<br>1896. | £ s. d.<br>tor<br>418,553 7 7                            | 418,553 7 7 |
|  | To Expenditure<br>On Lines open for<br>Traffic           |             |

| 1896.       |      | 14         |
|-------------|------|------------|
| r AUGUST,   |      | Y          |
| STS         |      |            |
| ENDED       |      | TOCK.      |
| R HALF-YEAR | Nil. | VORKING S1 |
| FOR         | 4    | OF V       |
| LYPENDITURE |      | RETURN     |
| UAPITAL     |      |            |
| OF          |      |            |
| TRITE       |      |            |
|             |      | 6.         |
| .ONT        |      | No.        |
|             |      |            |

| ETURN OF WORKING STOCK. | Dublin, Wicklow, and Wexford Railway Company. |   |
|-------------------------|---|---|
| NO. 6. KI               | Refer to Lessees-The                          |   |
|                         |   | 1 |

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.

|  | -   |   |
|--|---|---|
|  | 8. d  |   |
|  | £ 8, d<br>48,700 0 0                                    |   |
|  | 1   |   |
| ENDITURE.  | :   |   |
| EXF  | - 10  |   |
| FURTHER  | :   |   |
| MEET   |   |   |
| TO   |   |   |
| UAPITAL FOWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPE |   |   |
| ASSETS   | _   |   |
| OTHER  | et receiv   |   |
| AND  | not y   |   |
| FOWERS   | oan Capital authorized or created, but not yet received |   |
| APITAL   | ed or cre   |   |
|  | authorize   |   |
| Ó  | pital   | ( |
| TNO. Q.  | Loan Ca   |   |
|  |   |   |

|                     | Half-year<br>ended<br>31st Augnst, 1896.                    | £ 6. d.<br>18,000 0 0<br>3 11 6  | 18,003 11 6            |
|---------------------|---|--|------------------------|
| Cr.                 | RECEIPTS.   | By Rent received from Dublin,<br>Wicklow, and Wexford Railway<br>Company, to 1st July, 1896<br>, Special and Miscellaneous Re-<br>ceipts |                        |
| ACCOUNT.            | Half-year<br>ended<br>31st August, 1896. 31st August, 1895. | £ s. d.<br>18,000 0 0<br>6 5 0   | 18,003 11 6 18,006 5 0 |
| LUL KEVENUE ACCOUNT | Half-year<br>ended<br>31st August, 1896.                    | <ul> <li>&amp; s. d.</li> <li>266 2 0</li> <li>581 10 3</li> <li>17,155 19 3</li> </ul>  | 18,003 11 6            |
|                     | EXPENDITURE.  | To General Charges<br>Income Tax<br>Balance, carried to Net Revenue<br>Account   |                        |
| INO. R.             | Half-year<br>ended<br>31st August, 1895.                    | <ul> <li>£ s. d.</li> <li>276 14 1</li> <li>594 4 0</li> <li>17,135 6 11</li> </ul>  | 18,006 5 0             |

#### - 3 3 0 Half-year ended 31st August, 1896. d. $\begin{array}{c} 2,090 & 8 \\ 17,155 & 19 \\ 77 & 17 \end{array}$ 19,324 5 20 42 By Balance brought from last half-year's Account ... ... ... do. Revenue Account, No. 9 ,, Banker's & General Interest Acct. RECEIPTS. VENUE ACCOUNT. -Half-year ended 31st August, 1 19,108 6 4 G 0 Blst August, 1896. £ 8. 1,031 18 18,292 6 19,324 5 :: To Interest on Debenture Stock ,, Balance available for dividend EXPENDITURE. No. d. 9 -Half-year ended 31st August, 1895. £ s. 1,031 18 18,076 2 -19,108

| lalf-year ended<br>st August, 1895. |   |    | Half-year ended<br>31st August, 1896.                |
|-------------------------------------|---|----|--|
|                                     | Balance available for Dividend, as per Account No. 10 Ordinary Stock (being at the rate of 9½ per cent. per annum, less Income Tax, at 8d.) | :: | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
|                                     | Balance to next Half-year   | :  | 2,221 10 0   |

| Abstracts. | C-Repairs and Renewals of Carriages and Wagons.<br>D-Traffic Expenses. | Do not apply. |
|------------|--|---------------|
| No. 12.    | A-Maintenance of Way and Works.<br>B-Locomotive Power.                 |               |

| Half-year<br>ended<br>31st August,<br>1896.  | 6 2 0<br>6 2 0<br>6 2 0  | 266 2 0  |                                | £ s. d.<br>47 2 7<br>00 0 0  |
|--|--|----------|--------------------------------|--|
| H <sub>8</sub>                               | 1001   | 26       | 1                              | 6,8  |
| E-GENERAL CHARGES.                           | $ \begin{array}{ccccccc} \text{Direction} & \dots & $  | 266      | Dr. General Balance Sheet. Cr. | £s.d.By Capital Account No. 4 Dr. Balance18,29268Cash on Deposit at Interest |
| Half-year<br>ended<br>31st Augrast,<br>1895, | £         8.         d.         Direction           100         0         0         Secretary           71         15         4         Office Exp           4         18         9         Miscellane | 276 14 1 | No. 13.                        | To Net Revenue Account, Balance at Credit thereof,<br>as per Account No. 10  |
|  |  |          |                                |  |

Miles worked by Engines, 111 Miles constructing or to be constructed. 111 Miles constructed. -The Dublin, Wicklow, and Wexford Railway Company. 9 | | 9 Miles authorized. 9 | | TRAIN MILEAGE. 9 : OF STATEMENT Refer to Lessee 1 I I I Lines owned by the Company, Lines worked, ... ... Lines rented, ... ... Total, 15. No.

MILEAGE STATEMENT.

No. 14.

Signed,

JOHN JAMESON, Chairman

JOSEPH B. PIM, Secretary.

1

REPORT OF DIRECTORS

Dublin, Wicklow, and Wexford Railway Company.

# STATEMENT OF ACCOUNTS

AND

SUBMITTED TO THE PROPRIETORS

TO BE

AT THE

ONE HUNDRED AND FIRST

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

COMPANY'S OFFICES, WESTLAND-ROW TERMINUS,

DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON MONDAY, THE 22nd DAY OF FEBRUARY, 1897.

Dublin, Wicklow, and Werford Railway Company

ONE HUNDRED & FIRST ORDINARY GENERAL MEETING,

AND

#### EXTRAORDINARY & SPECIAL GENERAL MEETING,

#### Directors:

(3) FREDERIC W. PIM, Esq., Chairman.

(1) BRINDLEY HONE, Esq.

(1) JOHN LOUIS SCALLAN, Esq.

(1) EDWARD KENRICK BUNBURY-TIGHE. Esq., D.L., J.P.

(2) LIEUT.-COL. JAMES STUART TIGHE, D.L., J.P.

(2) WILLIAM WATSON, Esq., J.P.

(3) SIR PERCY RAYMOND GRACE, BART., D.L., J.P.

(3) JAMES MURPHY, Esq.

The figures denote the order of retirement in each year-Those marked No. 1 retire in February, 1897. Those marked No. 2 retire in February, 1898. Those marked No. 3 retire in February, 1899. 22nd FEBRUARY, 1897.

NOTICE is hereby Given that the next Half-yearly Ordinary General Meeting of the Shareholders in this Company will be held at the Company's Offices, Westland-row Terminus, Westland-row, Dublin, on Monday, the 22nd day of February, 1897, at Twelve o'Clock, Noon, for the purpose of receiving a Report and Statement of Accounts from the Directors, and for transacting the business of the General Meeting.

And Notice is further Given that immediately after the termination of the ordinary business of the Half-yearly Meeting, an Extraordinary Meeting of the Shareholders of the said Company, including the holders of Preference and Ordinary Stocks of the general undertaking of the Company, will be held at the same place for the purpose of sanctioning the creation and issue of an instalment of £25,000 of Debenture Stock on the security of the general undertaking of the Company under the provisions of the Dublin, Wicklow, and Wexford Railway, and City of Dublin Junction Railways Act, 1894.

And Notice is further hereby Given that after the termination of the said Extraordinary Meeting, a Special General Meeting of the Proprietors of the said Company will be held at the same place, when the following Bills now before Parliament will be submitted for the consideration and approval or otherwise of the Proprietors of the said Company, viz. :--

1. "A Bill to enable the Dublin, Wicklow, and Wexford Railway Company to construct New Railways, Widenings, and other works, to confer further powers with reference to the general undertaking of the Company, and with reference to the separate undertaking of the City of Dublin Junction Railways, to enable the Company to sell or lease a portion of the Ballywilliam Branch of their Railway to the Great Southern and Western Railway Company, and for other purposes."

2. "A Bill to enable the Dublin, Wicklow, and Wexford Railway Company to construct Railways between New Ross and Waterford, in the Counties of Kilkenny and Waterford and a Branch Railway in the County of Wexford, and for other purposes."

> F. W. PIM, Chairman. E. M. COWAN, Secretary.

SECRETART'S OFFICE, WESTLAND-ROW TERMINUS, DUBLIN, 25th January, 1897.

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

Bublin. Micklow, and Mexford Bailway.

#### DIRECTORS' REPORT.

#### COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS.

| e   | Half-year ended<br>31st Dec., 1896                   |                            | Increase | Decrease                           |  |  |
|---|--|----------------------------|----------|------------------------------------|--|--|
| PASSENGERS.<br>Subscribers<br>Ordinary Passengers   | 1 10 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1             | 10,187 1 0                 | £ s. d.  | £ s. d.<br>1,746 3 0<br>12,626 7 6 |  |  |
| Total Passengers  | 80,716 2 101   | 95,088 13 4 <del>]</del>   |          | 14,372 10 6                        |  |  |
| GOODS, &c.<br>Ordinary Goods<br>Coals<br>Minerals<br>Parcels, &c<br>Cattle<br>Horses, Carriages and<br>Dogs | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |                            |          | 833 6 0<br>160 7 3<br>214 2 8      |  |  |
| Total Goods. &c   | 41,209 10 11   | 40,850 6 11                | 359 4 0  |                                    |  |  |
| Total Goods, Passen-<br>gers, &c.<br>Mails  | 121,925 13 0<br>7,145 0 0                            | 185,938 19 6<br>7,212 10 0 | - 1      | 14,013 6 6<br>67 10 0              |  |  |
| Total Traffic Receipts 1  | 129,070 13 0 1                                       | 143,151 9 6                | - 1      | 4,080 16 6                         |  |  |

#### COMPARATIVE TABLE OF REVENUE EXPENDITURE.

|   |                        |             |                      |      | _   |            |      | -    |          |
|---|------------------------|-------------|----------------------|------|-----|------------|------|------|----------|
| EXPENDITURE.                                    | Half-yea<br>31st Decr. | ended, 1896 | Half-yes<br>31st Dec |      |     | Inc        | crea | se   | Decrease |
| Maintenance of Way, )                           |                        | . d.        |                      |      |     |            |      | d.   | £ s. d.  |
| Works and Stations                              | 18,946 1               | .6 5        | 13,182               | 7    | 11  | 5,764      | 8    | 6    | -        |
| Bridge Renewals                                 | 1,165                  | 5 6         | 590                  | 0    | 0   | 575        | 5    | 6    | -        |
| Kingstown Line Re-<br>newal Reserve A/c         | 1.766 1                | 6 41        | 0                    | _    |     | 1,766      | 16   | 41/2 | -        |
| Locomotive Power                                | 19,723                 | 3 8         | 18,831               | 13   | 10  | 891        | 6    | 10   | _        |
| Engine Renewals                                 | 4,150                  |             | -                    | - 5  |     | 4,150      | 0    | 0    | _        |
| Tools and Machinery<br>Carriage and Waggon      | 415 2                  | 2 8         |                      |      |     | 415        | 2    | 8    |          |
| Repairs   | 5,177 1                | 2 1         | 4,527                | 0    | 1   | 650        | 12   | 0    | -        |
| Traffic Expenses                                | 21,429                 | 8.0         | 19,991               | 12 1 | 11  | 1,437      | 15   | 1    | -        |
| General Charges                                 | 6,383 9                |             |                      | 91   |     | <b>560</b> |      | 5 I  | _        |
| Law Charges                                     | 681 13                 |             | 373                  |      | 7   | 308        | 6    | 5    | - 1      |
| Parliamentary Expenses<br>Compensation (Losses) | 536 16                 |             | 565                  | ~    | 3   |            |      |      | 28 9 6   |
| Do. (Personal)                                  | 239 10<br>380 16       |             |                      |      | 8   | 20         | 16   | 11   | -        |
| Rates and Taxes                                 | 5,467 7                |             | 873<br>5,530         |      | 0   |            |      |      | 492 7 0  |
| Rents   | 659 14                 |             | 524                  |      | 0   | 135        | 2    | 2    | 63       |
| Total   | 87,123 11              | 101         | 71.031               | 3    | 8 1 | 6,092      | 8    | 21   |          |

6

There has been a very serious loss in Passenger Traffic, chiefly in Second Class, in which the falling-off was 471,911 in numbers, and £8,509 12s. 10d. in receipts; and to a less extent in Third Class, in which the falling-off was 329,827 in number, and £3,367 12s. in money, whilst Season Tickets have brought in £1,746 3s. less than in the corresponding half of 1895.

This great falling-off has been chiefly due to the opposition of the Electric Tramway, parallel to your line from Haddington-road to Dalkey, and running at almost railway speed, notwithstanding the Board of Trade regulation, by which the maximum speed on any part of the Line should not exceed *eight* miles an hour.

The loss thus occasioned has been much augmented by the almost continuously wet and inclement weather which prevailed during the last three months of the half-year. Altogether the Passenger Receipts were  $\pm 14,372$  10s. 6d. less than those of the corresponding half of 1895, and  $\pm 12,008$  12s. 2d. less than those of 1894.

As a first step towards meeting the difficulty thus created, the Season Ticket rates have been generally revised, and in many cases much reduced, especially those for Ladies and Youths. The Tickets have at the same time been made available for corresponding Stations on both branches of the Line, and the conditions on which they are issued have been simplified.

During the short time which has elapsed since this change came into operation there has been an appreciable increase in the number of Season Tickets issued, and in the receipts therefrom.

Considerable reductions have also been made in the Fares on the Kingstown and Dalkey section.

On the other hand, the issue of Book Tickets has been suspended.

It is too soon yet to judge of the effect of these changes, but there is no doubt that they have already increased the number of Passengers in the Suburban Trains.

Parcels continue to show a satisfactory increase.

The falling-off of £833 6s. in Mineral Traffic is due to the fact that in the latter half of 1895 a large quantity of materials were carried over the Line from the Arklow Quarries, and elsewhere, for use in the re-construction of the Tramway Lines.

Altogether the falling-off in Receipts amounted to £14,080 16s. 6d.

The Working Expenses, including the special provision for

Engine Renewals and Relaying of Permanent Way, explained in a subsequent paragraph, show an increase of  $\pm 16,092$  8s. 2d., of which the details are shown in the several Abstracts.

The increase in the Maintenance of Way, Works, and Stations was £8,106 10s. 4d. This includes, besides other exceptional items, a considerable expenditure on improved Water Supply, and on the re-building of Merrion Station, as well as the balance of the Bridge Renewals Suspense Account, £575 5s. 6d., which is thus finally cleared off. This Account is also swelled by the expense of re-laying with new and much heavier rails a part of the Kingstown Line.

Heavy extra expenditure has been also incurred in maintaining the sea-banks of the Railway, both between Killiney and Bray, and in the neighbourhood of Greystones and Kilcool. The expectations of the Engineer as to the permanent character of the defensive works constructed between Killiney and Bray, have unfortunately not been realized, the severe storms of October last, combined with an exceptionally high spring-tide, having destroyed a large part of the piling put in during the spring and summer for the protection of the cliff at Shanganagh. The construction of more permanent works for the protection of the Railway in these exposed places, with a view of preventing this recurring expenditure, is receiving the most anxious consideration of the Directors.

The actual cost of Locomotive Power was £1,306 9s. 6d. in excess of that for the corresponding half of 1895. Two new Engines, to replace two old ones worn out, were contracted for in April last, at a cost of £5,150, and are to be delivered during the current half-year. To meet this outlay, a sum of £1,000 was set aside in the half-year ended in June last, leaving £4,150 still to be provided for. To clear off this liability, the Directors have further transferred the whole of this amount to Engine Renewals Account.

In order fully to provide for the Debenture Interest accrued up to 31st December, an additional sum of £4,515 9s. 0d. has been transferred from Revenue to Interest Account. After making this transfer, and that of £4,150 to Engine Renewals Account, as already referred to, and after payment of Interest on Debenture Stock to 5th October last, and of the Rent of the Kingstown Line, and the Guaranteed Interest to the City of Dublin Junction Railways, and after setting aside £1,766 16s. 4d. to meet the cost of renewals of Permanent Way on the Kingstown Line during the current Half-year, there remains a balance of £6,000 to be applied to the payment of the Dividend on the Six per Cent. Cumulative Stocks. In adopting the course thus indicated in the present state of the affairs of the Company, the Directors are confident that they are pursuing the policy which will ultimately be the best for the interests of all classes of Shareholders, and most calculated to promote a speedy recovery from the present depression.

The Capital Expenditure during the Half-year consisted of the following items :---

#### WAY AND WORKS.

| Interlocking and Block Signalling, Final | Amount | <br>£326  | 3  | 6 |
|--|--------|-----------|----|---|
| New Station, Ranelagh, Balance           |        | <br>1,048 | 4  | 6 |
| Refreshment Saloon, Westland-row         |        | <br>545   | 11 | 9 |
| Store and Hay Pressing Shed, Rathnew     |        | <br>785   | 0  | 0 |
| New Goods Store, Chapel                  |        | <br>108   | 0  | 0 |
| Workmen's Cottages, Newcastle            |        | <br>125   | 0  | 0 |
|  |        | 00.005    | 10 |   |
|  |        | £2.937    | 19 | 9 |

Purchase of Land adjoining Harcourt-street Station 2,529 10 4

#### £5,467 10 1

#### ROLLING STOCK.

| Two new Engines, Balance of Account             | £2,606 | 6  | 0 |  |
|---|--------|----|---|--|
|   | 1,676  | 0  | 0 |  |
| Two new First Class Carriages, built in Works   | 730    | 10 | 9 |  |
| Six new Second Class Carriages and Fourteen new |        |    |   |  |
| Third Class Carriages purchased, Balance of     |        |    |   |  |
| Account   | 4,533  | 0  | 0 |  |
|   | £9,545 | 16 | 9 |  |

These items substantially complete all expenditure on Capital Account for which engagements have been entered into, or which are at present in contemplation on the existing system of the Company.

The Balance at debit of Capital Account now stands at  $\pounds 61,073$  12s. 4d. To reduce this, and in order to bring the Bank overdraft within reasonable limits, it will be absolutely necessary to issue the remaining  $\pounds 50,000$  of Debenture Stock, authorized by the Act of 1894. As that Act provides that this Stock can only be created in two separate instalments of  $\pounds 25,000$  each, an Extraordinary Meeting will be held at the conclusion of the Ordinary General Meeting, at which your sanction will be asked to the creation of  $\pounds 25,000$  of Four per Cent. Debenture Stock, leaving the remaining  $\pounds 25,000$  to be dealt with at a future meeting.

At a Special Meeting, to be held after the conclusion of the Extraordinary Meeting, two Bills, now pending in Parliament, will be presented for the sanction of the Shareholders.

The first Bill, called the "Shillelagh, Newtownbarry, and Scarawalsh Connecting Railway, General Powers, and City of Dublin Junction Railways Bill," revives a project which in 1885 received the sanction of the Privy Council as a "Light Railway," but which was afterwards allowed to drop. This Company then undertook to work the Line, if made, for 50 per cent. of the receipts. Much pressure has been put on the Directors, from the locality, to take up and construct this Line; and as Parliamentary powers are needed for other purposes, the Directors deemed it desirable to promote a Bill with this and other objects. The Line will run for a considerable distance through Lord Fitzwilliam's estate, as well as through a portion of that of Mr. E. K. Bunbury-Tighe, both of whom have generously offered to give their interest in the land taken, to the Company, free of charge.

Amongst the "General Powers" sought by the Bill are the following :---

Power to transfer to the Great Southern and Western Company the small portion of Line between Palace Junction and the Great Southern and Western Company's Station at Ballywilliam, which is now worked as a separate branch by this Company. An agreement with the Great Southern and Western Company has been provisionally entered into for this transfer, and for a considerable improvement of the working arrangements between the two systems. In order to facilitate this, power is also sought to construct a short piece of Line to improve the Macmine Junction.

The Great Southern and Western Company having purchased the Drumcondra Link Line, which is to connect their system directly with your Amiens-street Junction Station, powers are sought in the Bill for the enlargement and improvement of the Junction, which the Great Southern and Western connection may render necessary. The cost of any such alterations, if required, will be a matter for arrangement with the Great Southern and Western Company.

Powers are further sought for the diversion of portions of the Line, in the neighbourhood of Shanganagh, and on the south side of Bray, with a view to the more effectual protection of those portions of the Line from the inroads of the sea, and also for some minor improvements at Bray, including the widening of some of the Bridges there, which are very much needed for the accommodation of traffic.

The Capital authorized by the Shareholders of the City of Dublin Junction Railways, having proved inadequate, and a further amount being now absolutely necessary for the improvement and completion of the Junction Station at Amiens-street, the present unfinished state of which greatly hampers the exchange of traffic with the Great Northern Line, power is sought for the creation of an additional  $\pounds 25,000$  of Debenture Stock, chargeable on the separate undertaking.

Representations having been made to the Directors by several persons and firms interested in Electric Equipment of Railways, to the effect that greatly increased facilities for Suburban Passenger Traffic, together with much economy in working, could be obtained by the substitution of Electric haulage for Steam, the Directors, in order that no time should be lost, in case these representations should prove, on examination, to be well founded, inserted in the Bill clauses to sanction an Electric Installation between Dublin and Kingstown and Bray. Up to the present time the information obtained by the Directors is so incomplete, that they have not sufficient *data* on which to form a conclusive opinion. As far as their examination has yet gone, the Directors have not seen reason to expect such economy in working as would justify the large capital expenditure required. Should the adoption of electricity be finally decided against, the capital powers sought in the Bill in connection therewith will, of course, be dropped.

The Second Bill, The New Ross and Waterford Extension Bill, proposes to restore to the Company the Powers obtained in 1878 for the completion of the system, by the extension of the New Ross Branch to Waterford. It is proposed to construct the Line as a Separate Joint Undertaking, and Clauses have been inserted enabling the Waterford, Limerick, and Western Railway Company, and the Fishguard and Rosslare Railways and Harbours Company, to subscribe to it as a Separate Undertaking. The Directors of the Waterford, Limerick, and Western Company, have assented to the introduction of these clauses, and have expressed themselves as friendly towards the undertaking. The Fishguard and Rosslare Company, on the other hand, are themselves promoting an opposing Line direct from Rosslare to Waterford. It is hoped, however, that they will ultimately see it to be their interest to join in the Dublin, Wicklow, and Wexford Company's undertaking, rather than embark in a costly and unprofitable competition.

The Directors believe that the passing of these Bills will be of material advantage to the Company; considering it of much importance that in the present state of affairs when the suburban traffic has been so severely affected by the local competition of the Electric Tramway, the Company should retain in its own control the business at the other end of the Line, and should not allow the Southern Traffic to be diverted into other channels. No step, however, will be taken committing the Company to any outlay of Capital under the provisions of either Bill, without bringing the matter again before the Shareholders for their consideration.

Lieut.-Col. Tighe having found himself, to the great regret of the other Directors, compelled by ill health to retire, in December last, from the Chairmanship of the Board, whilst retaining his seat as a Director, Mr. Frederic W. Pim was elected by the Directors, Chairman in his stead.

Of the Directors, Mr. Brindley Hone, Mr. John L. Scallan, and Mr. E. K. Bunbury Tighe retire by rotation, and offer themselves for re-election.

Mr. William Robertson, one of your Auditors, also retires by rotation, and offers himself for re-election.

FREDERIC W. PIM, Chairman. E. M. COWAN, Secretary.

WESTLAND-ROW, 11th February, 1897.

# DUBLIN, WICKLOW, AND WEXFORD RAILWAY, 31ST DECEMBER, 1896.

EC. No. 1.

|                               | T                          |  | 0 0          | 1  |
|-------------------------------|----------------------------|--|--------------|--|
|                               | Total                      |  | 50,000       |  |
| NCE                           | us                         | <i>1</i> 0   | 0 0          |  |
| BALANCE                       | Loans                      |  | 20.000       |  |
|                               | Stock and<br>Shares        | र<br>।।।।।।।।।।।   | 1            | OF STOCK AND SHARE CAPTAL CEPANDD STRATING MADE D. |
| -                             | Ī                          | ۵۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰  |              |  |
| JAPITAL CREATED OR SANCTIONED | Total                      | £         666,656         206,666         206,606         200,000         200  |              | T  |
| OR SAI                        | 2                          | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | -            | 2.2.2.1  |
| CREATED                       | Loans                      | $\begin{array}{c} {}^{\mathcal{L}}_{106,666} \\ {}^{\mathcal{L}}_{0666} \\ {}^{\mathcal{L}}_{0666} \\ {}^{\mathcal{L}}_{060} \\ {}^{\mathcal{L}}_{000} \\$ | 768,232 13   | CITOT  |
| APITAL (                      | Stock and<br>Shares        | 10000000000000000000000000000000000000   | 0 0          | C C C C C C C C C C C C C C C C C C C              |
| 0                             | Stoci                      | 500,000<br>200,000<br>1445,000<br>150,000<br>150,000<br>150,000<br>150,000<br>190,000<br>100,000   | 1,815,000    | AT. Cp   |
|                               | I                          | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 3 4          | TTT  |
| ED                            | Total                      | £         666,666         566         566,000         133,300         133,300         133,300         200,000  | 2,633.232 13 | ARE C.   |
| HORIZ                         | -                          |  |              | SH   |
| CAPITAL AUTHORIZED            | Loans                      | 166,66<br>66,666<br>66,666<br>66,666<br>33,900<br>33,900<br>50,000<br>50,000<br>50,000<br>100,000<br>100,000<br>100,000<br>100,000<br>100,000<br>100,000   | 818,232 13   | CK AND   |
| CAP.                          | bu                         | 00000000 0 0<br>00000000 0 0   | 0 0          | STOC   |
|                               | Stock and<br>Shares        | 500,000<br>200,000<br>200,000<br>145,000<br>150,000<br>150,000<br>150,000<br>100,000<br>100,000  | 1,815,000    | NT OF  |
|                               | 0                          | :::::::::::::::::::::::::::::::::::::::  | -            | EME  |
| ACT8 OF PARLIAMENT,           | Deal 1 10 Deal and 10 same | 1-14th & 15th Yie, Cap 108-1851<br>2-30th & 21st Yie, Cap 29-187<br>3-20th & 21st Yie, Cap, 29-187<br>3-20th & 27th Yie, Cap, 29-187<br>5-20th & 27th Yie, Cap, 29-1864<br>7-20th & 27th Yie, Cap, 29-1864<br>7-20th & 20th Yie, Cap, 29-1864<br>7-20th & 20th Yie, Cap, 29-1864<br>7-20th & 20th Yie, Cap, 29-1875<br>1395h & 20th Yie, Cap, 29-1875<br>149th Yie, Cap, 13-186<br>149th Yie, Cap, 13-189<br>1446 Yie, Cap, 13-189<br>13-57th & 58th Yie, Cap, 90-1894<br>3-57th & 58th Yie, Cap, 90-1894  | Total        | No. 2STATEMENT                                     |

| Amount             | Unissued                                      | 44,850 0 0 0  | 44,850 0 0    |
|--------------------|---|---|---------------|
| Amount             | Darmania                                      | ଟ<br>ଝ<br>ୟା  |               |
| Calls in<br>Arrear |   | ઇ<br>જ  | 1             |
| Amount<br>Received | 6 × 3   | 700,150 0 0<br>200,000 0 0<br>150,000 0 0<br>150,000 0 0<br>155,000 0 0<br>1250,000 0 0   | 1,770,150 0 0 |
| Amount<br>Created  | f. a di                                       | 745,000 0 0<br>300,000 0 0<br>155,000 0 0<br>155,000 0 0<br>155,000 0 0<br>150,000 0 0<br>150,000 0 0   | 1,815,000 0 0 |
|                    |   |   | :             |
|                    |   |   | l'otaj        |
|                    |   | ::::::  | To            |
| I'rescription      | Ordinary Storik. Acts 1851 1262 1270 and 1000 | Five per card, Preference Show, Act 187<br>Five per card, Preference Show, Act 187<br>Five per card, Preference Stock, Act 1889 and 1860<br>Five per card, Preference Stock, Act 1888 and 1860<br>Five per card, Preference Stock, Act 1875<br>Four and shall per card, Preference Stock, Act 1875<br>Four per cent, Preference Stock, Act 1877 |               |

44,850 0 0

14

44 0

818,232 13 723,226 13 95,006 0

ment No.

bated as per Str.

of

ks in 1

ns and

Total Amount authorized to be rais Total amount raised by Debenture

£ 723,226 723,226

.00

£ 8. d 370,812 0 370,812 0

£ 8. d. 257,984 13 4 257,984 13 4

£ 94,430 94,430

1896

Existing at 30th June, 1896 Existing at 31st December,

Increase

11

11

11

11

Total raised by Debenture Stocks

At 4 per Cent.

At 41 per Cent.

At 44 per Cent.

RAISED BY ISSUE OF DEBENTURE STOCKS

|   |   |  | _              |             |
|---|---|--|----------------|-------------|
| Cr.   | Total   | £ 8. d.<br>1,770,150 0 0<br>723,226 13 4<br>13,030 0 0   | 2,506,406 13 4 | 61,073 12 4 |
|   | Amount<br>Received during<br>Half-year          | 8<br>      8.<br>d.  |                | 1           |
| OUNT.   | Amount<br>Received to<br>30th June, 1896        | £ 8. d.<br>1,770,150 0 0<br>723,226 13 4<br>13,020 0 0   | 2,506,406 13 4 | I           |
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   | By Receipts-<br>By Receipts-<br>Shares and Stocks, per Account No. 2<br>Debenture Stocks, as per Account<br>No. 3<br>$\therefore$ $\therefore$ $\vdots$ | 123.           | Balance     |
| PTS AND E.  | Total   | $\begin{array}{c} \pounds & f_{1} \\ 2.266,991 & 4 \\ 300,489 & 0 \\ 9 \end{array}$  |                |             |
| 4Recei  | Expended to<br>Beth June, 1896 during Half-year | £ 8. d.<br>5,467 10 1<br>9,545 16 9  | Z              |             |
| No.   | Amount<br>Expended to<br>30th June, 1896        | 2.201,523 14 10<br>200,943 4 0   |                |             |
|   |   |  |                |             |
| Dr.   |   | To Expenditure<br>On Lines open for Traffic<br>On Working Stock  |                |             |

2,567,480 5 8

00 20 2,567,480

6 10 15,013

2,552,466 18 10

# -CAPITAL RAISED BY DEBENTURE STOCKS. No. 3.-

# No. 5.—Details of Capital Expenditure for Half-year ending 31st December, 1896.

| Lines open for Traffic-                |            |            |       | £     | 8 d. | £ s. d.        |
|--|------------|------------|-------|-------|------|----------------|
| Interlocking and Block Signalling      |            |            |       | 326   | 3 6  | 1180000        |
| New Station at Ranelagh                |            |            |       | 1,048 | 4 6  | 10.0           |
| Refreshment Saloon, Westland-row       |            |            |       | 545 ] | 1 9  |                |
| Hay Pressing Shed at Rathnew           |            |            |       | 785   | 0 0  |                |
| New Goods Store at Chapel              |            |            |       | 108   | 0 0  |                |
| Workmen's Cottages at Newcastle        |            |            |       | 125   | 0 0  | Loop La Martin |
|  |            |            | -     |       |      | 2,937 19 9     |
| rchase of Land at Harcourt-street      |            |            |       |       |      | 2,529 10 4     |
| orking Stock-                          |            |            |       |       |      | a)0 20 1       |
| 2 New Engines, last Report (balance o  | of Accoun  | t)         |       | 2.606 | 6 0  | 1              |
| 6 Second Class & 14 Third Class Carri  | ages, last | Report (ba | lance |       |      |                |
| of Account)                            |            |            |       | 4 533 | 0 0  |                |
| 4 New Passenger Brake Vans             | 6          |            |       | 1.676 | 0 0  | Della Contra   |
| 2 New First Class Carriages built at W | orks       |            |       | 730   | 0 0  |                |
|  |            |            |       | 100 . | .0 0 | 9.545 16 9     |
|  |            |            |       |       |      | 0,030 10 3     |
| Total                                  |            |            |       |       |      | 75 010 0 34    |
| LOUDE                                  | * *        |            |       |       |      | 15,013 6 10    |

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

|   |          | COMO     | -             | COACHING     |             |                                     |                                 |               |                             |             | MERCHANDISE and<br>MINERAL |                 |       |                       |                          |               |                 |                 |                   |            |
|---|----------|----------|---------------|--------------|-------------|-------------------------------------|---------------------------------|---------------|-----------------------------|-------------|----------------------------|-----------------|-------|-----------------------|--------------------------|---------------|-----------------|-----------------|-------------------|------------|
|   | Engines  | Tenders  | First Class   | Second Class | Third Class | Composite 1st, 2nd<br>and 3rd Class | Third Class and<br>Luggage Vans | Luggage Vans  | Post Office Sorting<br>Vans | Horse Boxes | Carriage Trucks            | Gas Tank Trucks | TOTAL | Goods Waggons<br>Open | Goods Waggons<br>Covered | Timber Trucks | Mineral Waggons | Ballast Waggons | Travelling Cranes | TOTAL      |
| Stock on 30th June, 1896<br>Stock on 31st Dec., 1896<br>Increase during Half-<br>year | 58<br>58 | 27<br>27 | 46<br>48<br>2 | 73           | 60<br>60    | 12<br>12                            | 41<br>41                        | 35<br>39<br>4 | 22                          | 18          | 6                          | 22              |       | 213<br>215            | 517<br>517               | 19<br>19<br>- | 49<br>47        | 20 20           | 22                | 820<br>820 |
| Decrease during Half-<br>year   | _        | _        | _             | _            | -           | _                                   | _                               |               | _                           | _           | _                          | _               | -     | -                     | -                        | _             | 2               | -               | -                 | _          |

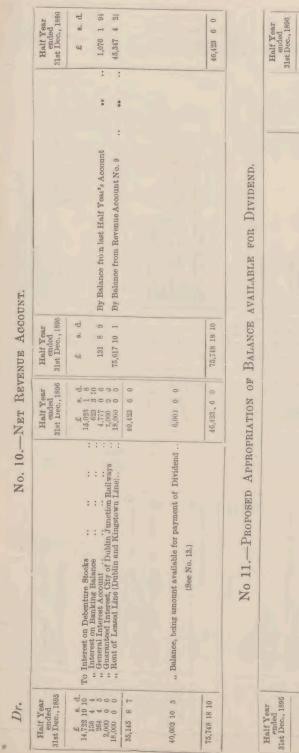
#### No. 7.-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|                           |      |          | FURTHER E:  | XPENDITURE                  |         |
|---------------------------|------|----------|---|-----------------------------|---------|
|                           |      |          | During the<br>Half-year ending<br>30th June, 1897 | In subsequent<br>Half-years | Total   |
|                           |      |          | £ s. d.   |                             | £ s. d. |
| On Lines open for Traffic | <br> | <b>.</b> |   | Unascertained               | 12: 8   |
| On Working Stock          | <br> | -        |   |                             | 1. 1.   |
|                           |      |          |   | -                           |         |

# 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>£ s. d<br>44,850 0 0<br>95,006 0 0 |
|---|--|
| Total Share and Loan Capital authorized or created, but not received<br>Less Debit Balance on Capital Account, as per Account No. 4 | <br>139,850 0 0<br>61,073 12 4         |
| Total available Capital Powers  | <br>78,782 7 8                         |

| Cr.                                     | Totals                                | 1 18  | 7,145 0 14<br>7,145 0 0<br>100,229 12 0<br>28,841 1 0<br>2,214 16 4<br>1,185 6 9<br>1,185 6 9  |
|---|---------------------------------------|---|--|
|   | Half-year<br>ended<br>31st Dec., 1896 | £         8, d.         d.           3,898         16         10           4,614         1         2           4,614         1         2           2,616         15         1           5,621         2         3           7,400         11         3           8,238         15         0           22,838         15         0           2433         7         34           25,433         7         34           414         12         0  | 22,830 9 9<br>2,837 18 11<br>3,152 12 4<br>3,101 6 4<br>1113 10 0  |
| .I.V.                                   | R.BCEIPTS.                            |   | <ul> <li>Mails</li> <li>Tokal Passengers, Parcels, &amp;c. and Mails</li> <li>Tokal Passengers, Parcels, &amp;c. and Mails</li> <li>Merchandise</li> <li>Merchandise</li> <li>Minerals</li> <li>Minerals</li> <li>Remts Receivable</li> <li>Transfer Fees</li> <li>Proportion of Traffic Receipts (City of Dublin Junction Railways)</li> <li>Pubblin Junction Railways)</li> <li>Merchandise</li> </ul>   |
| TUDDOOTT HOWHLENT                       | Half-year<br>ended<br>31st Dec., 1895 | 8.<br>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1   | 7,223         0         4           7,223         0         3         84           118,576         3         84         3         3           22,690         15         104         3         3           3,018         6         2         9         3         3           22,450         15         11         5         9         3 |
|   | Totals                                | ર્<br>જ   | 87,123 11 104<br>45,347 4 24   |
| 1 | Half-year<br>ended<br>31st Dec., 1896 | <ul> <li>£ e. d.</li> <li>18,946 16 5</li> <li>11,706 16 4</li> <li>11,706 16 4</li> <li>11,105 16 4</li> <li>11,105 15 4</li> <li>11,105 15 4</li> <li>11,105 16 4</li> <li>11,105 18 1</li> </ul>   | 11   |
|   | EXPENDITURE.                          | To Maintenance of Way, per Abstract A.<br>Works, and Stations, per Abstract A.<br>Brigerown Line Renewal Reserve Account<br>Brigeromotive Power<br>Locomotive Power<br>Locomotive Power<br>Carriage and Wagen<br>Bepris and Wagen<br>Compensation, Losses<br>Compensation, Losses<br>Parintine Expenses<br>Compensation, Losses<br>Parintine Carries<br>Compensation, Losses<br>Rates and Taxes<br>Rates and Machinery  | Balance to Net Revenue Account   |
|   | Half-year<br>ended<br>3 st Dec., 1895 | £ s. d.<br>13,182 7 11<br>13,182 7 11<br>13,182 16 10<br>14,534 0 1<br>19,91 211<br>5,932 6 17<br>373 6 7<br>373 6 7<br>373 6 7<br>373 6 7<br>373 6 7<br>373 18 0<br>5530 18 0<br>5500 18 0<br>5000 18 0<br>50000 18 0<br>5000 18 0<br>5000 18 0<br>5000 18 0<br>5000 18 0<br>5000 10000 1000 100 | 71.001 3 8<br>75.017 10 1<br>15.017 10 1   |



17

£ 8. d. 6,000 0 0 6,000 0 Nil 6,000 Nil ... d. £ 8. Balance to next Half Year £300,000 at 6 per cent. 360,000 at 5 per cent. 150,000 at 5 per cent. 150,000 at 5 per cent. 150,000 at 4 per cent. 120,000 at 4 per cent. 700,150 at ble for Dividend, as per Account No. 10 ... 2. Act, 1857 ... ... 1898 and 1800 ... ... 1896 ... ... 1897 ... ... 1897 ... ... 1897 ... ... 1897 ... ... £ 8. d 40,603 10 3 33.776 10 0 6,827 0 3

0

:

| ES AND WAGGONS.                       |                                       | Su- £ s. d. £ s. d.<br>106 5 7             | 1,696 15 5<br>1,683 10 11 3 330 6 4                  |             | Su 106 5 7   | 932 14 8<br>651 19 11 1.584 14 7 |              | 5,177 12 1     | Trift Van          | and rear<br>ended<br>31st Dec., 1896  | £ 8.               | 2 969 13                               |   |  |   |   |  | ·····   | ······   |
|---------------------------------------|---------------------------------------|--|--|-------------|--|----------------------------------|--------------|----------------|--------------------|---------------------------------------|--------------------|--|---|--|---|---|--|---|--|
| REPAIRS AND RENEWALS OF CARRIAGES AND | CA RREAGES :                          | Hee Expenses, and General<br>ence          | Wages  | WAGGOWS :   | Salaries, Office Expenses, and General<br>perintendence                            | Wages                            |              | Total          | TRAFFIC L'XPENSES. |                                       | Salaries and Wages | Dual Timbeine Wataw and Conoral Staraa | Fuel, Lighting, Water and General Stores<br>Cooking<br>Printing, Stationery and Tickets<br>Horses, Harness, Vans, and Provender | Fuel, Lighting, Water and General Stores<br>Clothing, Stationery and Tickets<br>Printing, Stationery and Tickets<br>Hores, Harness, Vars, and Provender<br>Waggen Lovers, Ropess &<br>Miscellaneous Expenses | Puel, Lighting, Water and General Stores<br>Cothing, Stationery and Trickets<br>Harses, Harnes, Vara, and Provender<br>Waggen Gover, Roye, &c<br>Miscellancous Expenses<br>Joint Station Expenses<br>GensterA. CHARGES. | Fuel, Lighting, Water and General Stores<br>Prinking, Stationery and Trickets<br>Hores, Harnese, Yaras, and Provender<br>Wagen Overs, Ropes, &c<br>Missellancous Expenses               | Fuel. Lighting, Water and General Stores<br>Prinking, Stationery and Tickets<br>Hores, Harnese Varis, and Provender<br>Wagen Govers, Ropes, &c<br>Missellancous Expenses   | Fuel, Lighthins, Water and General Stores<br>Prinkins, Stationery and Trickets<br>Hores, Harnese Yash, and Provender<br>Waggen Uovers, Ropes, &c<br>Missellancous Expenses<br>Joint Station Expenses<br>GENERALI CHANGES.<br>GENERALI CHANGES.<br>GENERALI CHANGES.<br>Directors<br>Auditors<br>Auditors<br>Directors<br>Office Expenses  | Puel, Lighting, Water and General Stores<br>Clothing<br>Prinking, Stationery and Tickets<br>Hores, Harpes, Vars, and Provender<br>Wagen Uovers, Ropes, and Provender<br>Wagen Lovers, Ropes, and Provender<br>Miscellancous Expenses<br>Joint Station Expenses<br>GENERAL CHANGES.<br>GENERAL CHANGES.<br>Buretors<br>Directors<br>Directors<br>Chelerary, Accountant and Clerks<br>Pre Insurance  |
| O                                     | Half Year<br>ended<br>31st Dec., 1895 | £ 8. d.<br>79 6 0                          | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 2,874 12 7  | 79 6 0   | 861 13 4<br>632 2 2              | 1,493 15 6   | 4,527 0 1      | D                  | Half Year<br>ended<br>31st Dec., 1895 | 8. d<br>18 6       | 0 0                                    | 0 0<br>1 10<br>17 57<br>17 57   | 1 10<br>1 10<br>117 5<br>17 5<br>117 5<br>116 4<br>10 8<br>12 7<br>12 7  | (1012) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 2001 0 0<br>801 1 0<br>801 5 7<br>1,675 17 5<br>1,875 17 5<br>1,97 0 8<br>0 12 7<br>19,001 12 11<br>E<br>Half Year  | 2001 0 0<br>801 5 7<br>101 10<br>901 5 7<br>1051 7 5<br>1051 7 5<br>107 10 8<br>101 0 8<br>109,901 12 11<br>E<br>Half Year<br>Half Year<br>815 12 11<br>131 10 8<br>131 10 8<br>101 10 12 11<br>102 10 12 11<br>103 10 12 11<br>103 10 12 11<br>103 10 12 11<br>104 10 12 11<br>104 10 12 11<br>105 10 12 11<br>105 10 12 11<br>106 10 12 11<br>107 10 12 11<br>108 10 10 10 10 10 10 10 10 10 10 10 10 10 |   |  |
|                                       | Half Year<br>ended<br>31st Dec., 1896 |  |  | -           | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                               | 16                               | 21,878 18 31 |                |                    |                                       |                    |  | Half Year<br>ended<br>31st Dec., 1896   | Hi<br>31st   | Hi<br>31st  | Ha 31st   | Ht<br>31st   | Hi 318t   | Hi 3186  |
| &co.                                  |                                       | £ 8. d.                                    | e a 696 a  | 4,669 10 10 |  |                                  |              |                |                    |                                       |                    |  | I   | <del>ب</del> ه<br>ع. ط   | £ 8.135 16  | £ s.<br>5,046 7<br>8,135 16<br>775 19   | 2 8 8.<br>5,046 7<br>8,135 10<br>208 15<br>775 19  | £ 8.<br>5 046 7<br>5 046 7<br>208 15<br>775 19<br>775 19<br>775 19<br>8 135 0<br>775 19<br>775 19<br>8 105 8  | 2  |
| MAINTENANCE OF WAY, WORKS, &          |                                       | Salaries, Office Expenses, and General Su- | Maintenance and Renewal of Permanent<br>Way-         | wages       | Reparts of Roads, Bridges, Signals, and Works<br>Repairs of Stations and Buildings | Bridge Renewals                  | Total        | Three Lines 13 | : :                | Total 144                             | LOCOMOTIVE POWER.  |  |   | Salaules, Office Expenses, a<br>perintendence<br>RUNALIA   | Salaries, Office Expenses, and General<br>Bentlendence and General<br>Destruction and the second office<br>Wases connected with the working<br>Coontrolive Engines  | Salaries, Offloe Expenses, and General<br>Salaries, Offloe Expenses, and General<br>RUNKING Expenses<br>Wates connected with the working<br>Coonnected With the working<br>Coonand Coke | Salaries, Office Expenses, and General<br>Salaries, Office Expenses, and General<br><br>RURENTOREXPERSES<br>Wates connected with the working<br>Cool and Coke<br><br><br>Oil, Tallow, and other Stores   | Refarmed to the second of the second of the second of the second | Salaries, Office Expenses, and General Si<br>perintendence<br>RUWXING EXPERSES.<br>  |
|                                       | Half Year<br>ended<br>31st Dec., 1395 | £ 8 d.                                     | 30   | 13          | 5,804 11 10<br>2,001 5 6<br>1,713 0 10   | 0                                | 13,772 7 11  |                |                    |                                       |                    |  | uf Year<br>anded<br>Dec., 1895  | lf Year<br>mded<br>Dec., 1895<br>E s. d.<br>158 12 0.  | If Year<br>mded<br>Dec., 1895<br>5 8. d.<br>58 12 0<br>033 0 9<br>054 0 2   | uf Year<br>anded<br>Dec., 1895<br>£ 8, d.<br>158 12 0<br>158 12 0<br>933 0 9<br>934 0 2<br>934 0 2<br>218 17 11<br>749 13 10  | Half Year<br>anded<br>11st Dec., 1895<br>£ 8, d.<br>158 12 d.<br>158 12 0<br>7,964 0<br>7,964 0<br>7,964 17 11<br>749 13 10<br>13,855 12 8   | Tail Year           f. Dec., 1805           £ Dec., 1805           £ s. d.           138 13 0           1,993 0           4,993 0           7,994 0           7,994 0           7,994 13 10           3,855 12 8           3,855 12 4           3,756 7 7   | Talf Year           t Dec.           t Dec. |

18

#### No. 13.—GENERAL BALANCE.

Dr.

HALF-YEAR ENDED 31st DECEMBER, 1896.

Cr.

| <ul> <li>Io Net Revenue Account, Balance<br/>at Credit thereof, as per<br/>Account No. 10</li></ul> | £ 8. d.<br>6,000 0 0<br>1,415 16 8<br>0,161 13 5<br>46,998 4 10<br>1,013 0 114<br>4418 8 2<br>14,655 10 1<br>18,000 0 0<br>2,500 0 0<br>5,150 0 0<br>1,766 16 44 | By Cash on hands | £ e. d.<br>146 12 0<br>31,937 1 1<br>1,946 14 8<br>4,359 10 3<br>4,996 4 6<br>2,019 15 8<br>61,073 12 4 |
|---|--|------------------|---|
|   | £106,479 10 6  |                  | £105,479 10 6   |

#### 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>City of Dublin Junction Railways<br>Lines leased or rented | <br>M. F. Y.<br>136 6 0<br>1 2 33<br>6 0 0 | M. F. Y.<br>136 6 0<br>1 2 33<br>6 0 0 | м. <b>F</b> . ¥.<br>—<br>—                        | M. F. Y.<br>136 6 0<br>1 2 33<br>6 0 0 |  |  |
| Total  | <br>144 0 33                               | 144 0 33                               | -   | 144 0 33                               |  |  |
| Lines worked<br>Foreign Lines worked over  | <br>Ξ                                      | E                                      | -=-   | =                                      |  |  |
| Total  | <br>144 0 33                               | 144 0 33                               |   | 144 0 33                               |  |  |

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

| Half-year ended<br>31st Dec., 1895 |  | - | -  |       | -   |    | Half-year ended<br>31st Dec., 1896 |
|------------------------------------|--|---|----|-------|-----|----|------------------------------------|
| 537,848<br>117,902                 | Passenger Trains<br>Goods and Mineral Trains |   | :: | ::    | ··· | :: | 546,375<br>116,094                 |
| 655,750                            |  |   |    | Total |     |    | 662,469                            |

FREDERIC W. PIM, Chairman of Company. THOMAS DOWNING, Accountant of Company.

#### CERTIFICATE RESPECTING THE PERMANENT WAY.

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

> THOMAS B. GRIERSON, Chief Engineer, Permanent Way, Loco and Carriage Depts.

4th February, 1897.

#### 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.

> THOMAS B. GRIERSON, Chief Engineer, Permanent Way, Loco and Carriage Depts.

4th February, 1897.

We do hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the balance available for Dividend 18 *bonâ fide* due thereon, after charging the Revenue of the half-year with all the expenses, which, in our judgment, ought to be paid thereout.

WILLIAM ROBERTSON, Auditors.

6th February, 1897.

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

#### NINETEENTH HALF-YEARLY

# STATEMENT OF ACCOUNTS,

HALF-YEAR ENDING 31st DECEMBER, 1896.

DUBLIN: BROWNE AND NOLAN, LTD., PRINTERS NASSAU.STREET, 1897.

#### Members of Joint Committee.

FREDERIC W. PIM, Esq. Dublin, Wicklow, LT. COLONEL JAMES STUART TIGHE, D.L., J.P. and Wexford Railway BRINDLEY HONE, ESQ. Company. SIR PERCY RAYMOND GRACE, BART., D.L., J.P. WILLIAM WATSON, ESQ., J.P. City of Dublin Steam EDWARD WATSON, ESQ. Packet Company. GEORGE KINAHAN, ESQ. LUCIUS O. HUTTON, Esq., J.P. Great Northern (of Ireland) JAMES GRAY, ESQ., J.P. Railway Company.

IN PARLIAMENT.--SESSION 1897.

#### Dublin, Wicklow, and Wexford Railway.

#### SHILLELAGH, NEWTOWNBARRY, AND SCARAWALSH CONNECTING RAILWAYS, GENERAL POWERS, AND CITY OF DUBLIN JUNCTION RAILWAYS.

NoTICE is hereby given that a separate Special General Meeting of the Proprietors of the separate undertaking of the Dublin, Wicklow, and Wexford Railway Company, called the City of Dublin Junction Railways, will be held at the Westland-row Terminus of the Dublin, Wicklow, and Wexford Railway, Westland-row, Dublin, on Tuesday, the 23rd day of February, 1897, at Two o'Clock, afternoon, when the following Bill, now before Parliament, will be submitted for the consideration and approval of the said Proprietors of the City of Dublin Junction Railways, viz.:—

> "A Bill to enable the Dublin, Wicklow, and Wexford Railway Co. to construct New Railways, Widenings, and other Works; to confer further powers with reference to the general undertaking of the Company, and with reference to the separate undertaking of the City of Dublin Junction Railways; to enable the Company to sell or lease a portion of the Ballywilliam Branch of their Railway to the Great Southern and Western Railway Co.; and for other purposes."

> > F. W. PIM, Chairman.E. M. COWAN, Secretary.

SECRETARY'S OFFICE, WESTLAND-ROW TERMINUS, WESTLAND-ROW, DUBLIN, 29th January, 1897.

Cotal ŝ BALANCI Loans COMPANY. and Stock 42 THE 0 0 Total BΥ CREATED 0 0 OR 0 0 Loans CREATED AND 0 0 CAPITAL d. 0 0 AUTHORIZED 300,000 Stock 0 0 0 0 0 0 **Fotal** 125,000 CAPITAL 0 0 0 AUTHORI ÷ 0 0 0 125,000 OF 25.000 42 CAPITAL STATEMENT 0 0 0 300,000 Stock 000 0.0 1 ale i No. Total 182—1884 188—1887 90—1894 Cap. Cap. PAI OF Vic., 48 51 58 323 -57

1896.

DECEMBER,

31 ST

RAILWAY,

WEXFORD

AND

WICKLOW

DUBLIN,

RAILWAYS

JUNCTION

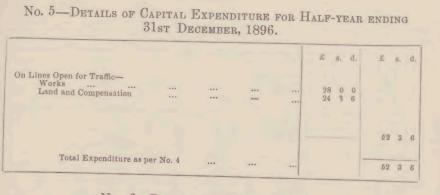
DUBLIN

OF

CITY

Amount 10 111 RECEIVED Amount Uncalled 111 THE PROPORTION in Calls Arrea 1 111 -000 0 ount 000 0 25,000 50,000 25,000 300,000 Am SHOWING 000 0 unt 000 0 SHARE CAPITAL CREATED, 25,000 50,000 25,000 300,000 Amo ... Total ::: AND STOCK ::: Stock, Act 1887 ... Preference Stock, Act 1887 ... Guaranteed Stock, Act 1884 and 1887 2-STATEMENT OF DESCRIPTI No. unteed cent. ] cent. ara, per per Ungu Four Four

|   |  |  |                     | Total                                       | s. d.<br>0 0 0<br>13 10   | 13 1          | 3 0 5          |
|---|--|--|---------------------|---|---|---------------|----------------|
|   |  |  | CR.                 | To  | £ 8.<br>300,000 0<br>100,000 0<br>1,307 13  | 401,307       | 18,545 419,853 |
|   | 0 0<br>0 0<br>0 0<br>0 0                                       | 25,000 0 0<br>00,000 0 0<br>25,000 0 0   | 2                   | Amount<br>Received<br>during<br>Half-year   | 8<br>8<br>1   | 1             | :              |
|   | 100,000<br>  |  |                     | Amount<br>Received to<br>30th June,<br>1896 | £ 8. d.<br>300,000 0 0<br>100,000 0 0<br>1.307 13 10  | 401,307 13 10 | :              |
| RE STOCKS   | 11   | s per Statemen   | ON CAPITAL ACCOUNT. | 1   | mt No. 3<br>of Surplus  |               | :              |
| DEBENTUR  |  | pital created as<br><br>December, 1890   | N CAPITAL           |   | Receipts-<br>Stocks, per Account No. 2<br>benture Stock as per Accou<br>nount received for Sale<br>Lands, &c. |               | Balance        |
| QNA SNA   | URE STOCK.   | n respect of Cap   | EXPENDITURE OF      |   | By Receipts-<br>Stocks, per<br>Debenture Stoc<br>Amount receiv<br>Lands, &c.                                  |               |                |
| ED BY LO  | PER CENT. DEBENTURE  | enture Stocks i<br><br>de Börrowing F  | AND EXPEN           | Total                                       | £ 8. d.<br>419,853 0 5  |               | 419,858 0 5    |
| No. 3-CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS. | FOUR PER CE  | raised by Loans & Debenture Stocks in respect of Capital created as<br>ure Stocks, as above<br>Balance, being available Borrowing Powers at 31st December, 1896  |                     | Amount<br>Expended<br>during<br>Half-year   | £ 8, d.<br>52 3 6   |               | 19             |
| Io. 3-CAI   |  | ed to be raised<br>y Debenture St<br>Balanc  | No. 4-RECEIPTS      | Amount<br>Expended to<br>30th June,<br>1896 | £ 8. d.   |               |                |
| 4   | Existing at 30th June, 1896<br>Existing at 31st December, 1896 | Total amount authorized to be raised by Looms & Debenturc Stocks in respect of Capital created as per Statement No. 1<br>Total amount raised by Debenture Stocks, as above<br>Balance, being available Borrowing Powers at 31st Docember, 1896 |                     |   |   | 5             |                |
|   |  | HH   | $D_{ m R}$          | 1   | To Expenditure-<br>On Lines open for Traffic  |               |                |



5

No. 6-RETURN OF WORKING STOCK.

[NIL]

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

|                                 | FURTHER F  | XPENDITURE                  |         |  |
|---------------------------------|--|-----------------------------|---------|--|
|                                 | During the<br>Half-year<br>ending<br>30th June, 1897 | In subsequent<br>Half-years | Total   |  |
|                                 | £ s. d.  | £ s. d.                     | £ s. d. |  |
| Works in course of Construction | • Unascertained                                      | Unascertained               | -       |  |
|                                 | -  |                             | -       |  |

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

|   |     | Bali | ance | 6,454  | 13 | 5  |  |
|---|-----|------|------|--------|----|----|--|
| Less Debit Balance to Capital Account, as per No. 4     |     |      | 005  | 18,545 | 6  | 7  |  |
| Loan Capital authorized, but not received, as per No. 3 | *** | •••  |      | 25,000 | 0  | 0  |  |
| Loan Consisted and and a                                |     |      | -    | £      | 8. | d. |  |

| CR.                    | Totals                                 | £ 8. d.   | 1,434 9 2  | 1,511 9 9<br>158 16 3<br>1,070 9 1  | 2,740 15 1                                | 01 11 666          | 01 11 777             |                     | 1 21 020 | 3,358 19 0 |
|------------------------|--|---|--|---|---|--------------------|-----------------------|---------------------|----------|------------|
|                        | Half-year<br>ended<br>31st Dec., 1896  | £ 8. d.<br>31 5 4<br>45 15 3<br>45 15 3<br>186 1 2<br>188 1 2<br>158 15 24<br>153 17 64<br>233 310  | 868 10 11<br>290 18 9<br>5 10 9<br>DD 50 9 0                         |   |   | 179 1 6<br>43 10 4 |                       | 394 7 1<br>1 5 0    |          |            |
| JNT.                   | RECEIPTS                               | By Su<br>"Toi<br>", Oro   | , do. 2nd ,, 71,380<br>, do. 3rd ,, 138,152<br>, Soldiers and Police | Total Ordinary Passengers, &c. 300,030<br>,, Parcels, Horses, Carriages, &c | Total Passengers, Parcels, &c., and Mails | " Merchandise      | Total Merchandise, &c | ", Rents Receivable |          |            |
| NO. 9-REVENUE ACCOUNT. | Half-year<br>ended<br>31st Dec., 1895  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 397 14 0<br>277 2 0 <sup>1/2</sup><br>3 2 7<br>31 1 4<br>1,606 13 11 | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                       | 3,049 4 9                                 | 129 14 4<br>23 5 7 | 152 19 11             | 538 8 5<br>2 17 6   | 541 5 11 | 3,743 10 7 |
| A-REVE                 | Totals                                 | 88<br>8   | 1,631 2 1<br>1,827 16 11   |   |   |                    |                       |                     |          | 3,355 19 0 |
| TNO.                   | Half-year<br>ended<br>3) st Dec., 1896 | £ s. d.<br>24 15 6<br>812 7 7<br>8 12 9<br>1,185 6 9  | 11   |   |   |                    |                       |                     |          |            |
|                        | EXPENDITURE                            | To General Charges<br>,, Rates and Taxes<br>,, Rents<br>,, D. W. & W. Ry. Co. 40%, Traffic Receipts | Total Working Expenses   |   |   |                    |                       |                     |          |            |
| -M.U.                  | Half-year<br>ended<br>31st Dec., 1895  | £ 3, d.<br>22 0 4<br>1,250 17 10  | 1,551 18 11<br>2,191 11 8  | 2   |   |                    |                       |                     |          | 3,743 10 7 |

6

| i de                                  |   |                                       |  |                                       | 1                                     |
|---------------------------------------|---|---------------------------------------|--|---------------------------------------|---------------------------------------|
| DR.                                   | No 1  | No 10NET REVENUE ACCOUNT.             | EVENUE AC  | COUNT.                                | CR.                                   |
| Half-year<br>ended<br>31st Dec., 1895 |   | Half-year<br>ended<br>31st Dec , 1896 | Half-year<br>ended<br>31st Dec ,1856 81st Dec.,185a  |                                       | Half-year<br>ended<br>31st Dec., 1896 |
| £ 3, d.                               |   | £ s. d.                               | £ s. d.  |                                       | £ 8. d.                               |
| 9,113 6 6<br>4,500 0 0<br>1.990 0 0   | To Debit Balance from last Half-Year's Account<br>,, Interest on Guaranteed Stock | 9,781 2 104<br>4,500 0 0              | 2,191 11 8   | By Balance from Revenue Account No. 9 | 1,827 16 11                           |
| 583 0 6                               | " Interest on Banking Balances on Capital Accounts                                | 2,000 0 0<br>575 9 8                  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | ", Guaranteed Interest :              | 2,000 0 0<br>1,500 0 0<br>1,000 0 0   |
| 10100 1                               |   |                                       | 6,691 11 8<br>9,494 15 4                             | Balance (See No. 13)                  | 6.327 16 11<br>10.528 15 74           |
| 0 / 001607                            |   | 16,856 12 65 16,186 7                 | 16,186 7 0   |                                       | 16,856 12 64                          |

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

7

(NIL.)

No. 12-ABSTRACTS.

| ided<br>ec., 1895 | GENERAL CHARGES                 | CHARGH | S |   |   |   | Half-year<br>ended<br>31st 1 ec., 1890 |
|-------------------|---------------------------------|--------|---|---|---|---|--|
| £ 8, d.           | Railway Clearing House Expenses | :      |   | : | : | : | £ 8. d.<br>24 15 6                     |

| Dr. No                                  | . 13—GENERAL BALANC   | DE. CR.  |
|---|---|--|
| To Interest accrued and provided<br>for | 4,059 10 2 ,, Capital Account<br>Debit thereo<br>,, Net Revenue | ding Accounts<br>y other Com-<br>for balance to<br>f as per No. 4<br>Account for<br>bebit thereof, |

8

#### 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 | м. <b>г</b> . т.<br>1 2 33 | м. <i>F</i> . Y.<br>1 2 33 | м. р. у.   | M. F. T.<br>1 2 33            |

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

| Half-year ended<br>31st Dec., 1895 |                           | -   |       |      | Half-year ended<br>31st Dec., 1896 |
|------------------------------------|---------------------------|-----|-------|------|------------------------------------|
| 22,298<br>900                      | Passenger Trains<br>Goods | ••• | •••   | <br> | 22,426<br>928                      |
| 23,193                             |                           |     | Total | <br> | 23,354                             |

F. W. PIM, Chairman of Company. THOMAS DOWNING, Accountant of Company.

I certify that the Half-yearly Accounts proposed to be issued contain a full and true statement of the Financial condition of the City of Dublin Junction Railways, after charging the Revenue of the Half-year with all expenses which in my judgment ought to be paid thereout.

WILLIAM ROBERTSON, Auditor.

2nd February, 1897.

Enniskillen, Bundoran, and Sligo Kailway Company.

# **REPORT OF DIRECTORS,**

AND

+1-385-1+

# STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDING 30TH SEPTEMBER, 1896,

TO BE

#### SUBMITTED TO THE PROPRIETORS

AT THE

#### SEVENTY-FIRST

# HALF-YEARLY GENERAL MEETING,

#### TO BE HELD AT THE

#### OFFICES OF THE COMPANY

No. 50 NORTH WALL, DUBLIN,

ON FRIDAY, 23RD OCTOBER, 1896.

AT ONE O'CLOCK AFTERNOON.

## DIRECTORS' REPORT.

COMPARATIVE STATEMENT of Gross Traffic Receipts for the Half-years ended 30th September, 1896 and 1895.

| Description of Traffic  | Half-year<br>ended<br>30th Sept., 1896 | Half-year<br>ended<br>30th Sept., 1895 | Increase            | Decrease             |
|-------------------------|--|--|---------------------|----------------------|
| Number of Passengers,   | 118,233                                | 117,965                                | 268                 |                      |
| Passengers,             | £ s. d.<br>5,654 7 6                   | £ s. d.<br>5,541 8 6                   | £ s. d.<br>112 19 0 | £ s. d.              |
| Parcels, Horses, &c., - | 410 0 2                                | 450 11 2                               |                     | 40 11 0              |
| Merchandise,            | 2,176 18 6                             | 2,195 15 3                             |                     | 18 16 9              |
| Live Stock,             | 285 6 10                               | 338 5 6                                | _                   | 52 18 8              |
| Mails,                  | 15 0 0                                 | 15 0 0                                 |                     | - 1                  |
| Miscellaneous Receipts  | 19 9 3                                 | 21 1 3                                 | -                   | 1 12 0               |
| Total, -                | 8,561 2 3                              | 8,562 1 8                              | 112 19 0            | 113 18 5<br>112 19 0 |
| Decrease for Half-year  | 5                                      |  | 5                   | 0 19 5               |

#### Directors :

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

> Secretary: F. E. JONES.

ENNISKILLEN, BUNDORAN, AND SLIGO RAILWAY COMPANY.

Half-year ending 30th September, 1896.

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

| -                             | in and              | and the  | -   |   |   |   |
|-------------------------------|---------------------|--|---|---|---|---|
|                               | Total               | 1  | 1   | I   | 1   | 1   |
| BALANCE                       | Loans               |  | 1   | 1   | 1   | 1   |
|                               | Shares              | 1  | I   |   |   |   |
| ANCTIONED                     | Total               | £266,600   | 133,300   | 153,453   | 3,864   | £557,217  |
| CAPITAL CREATED OR SANCTIONED | Loans               | £66,600  | 33,300  | 153,453   | 3,864   | £257,217  |
| CAPITAL CR                    | Stock and<br>Shares | £266,600 £200,000 £66,600 £266,600                           | 100,000   | 1   | 1   | £300,000  |
|                               | Total               | £266,600   | 133,300   | 153,453   | 3,864   | £300,000 £257,217 £557,217 £300,000 £257,217 £557,217 |
| CAPITAL AUTHORIZED            | Loans               | £66,600  | 33,300  | 153,453   | 3,864   | £257,217  |
| CAP                           | Stock and<br>Shares | £200,000   | 100,000   | 1   | 1   | £300,000  |
| ACT8 OF FARLIAMENT            |                     | Enniskillen and Bundoran Railway Act, 1861, £200,000 £66,600 | Enniskillen, Bundoran, and Sugo Maliway<br>Act, 1865, | Enniskillen, Bundoran, and Shgo Kaulway<br>Act, 1869, | board of 1rade Certificates under freguiation<br>of Railways Act, 1889, - |   |

NO. IL-STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| Description   |           | Amount Created      | Amount Created Amount Received Calls in Arrear | Calls in Arrear    | Amount<br>Unissued        |
|---|-----------|---------------------|--|--------------------|---------------------------|
| Ordinary £10 Shares,                                  |           | $\frac{x}{200,000}$ | £ s. d.<br>46,850 0 0                          | £ s. d.<br>850 0 0 | $\frac{\pounds}{152,300}$ |
| Preference 5 per cent Shares,                         |           | 100,000             | 100,000 0. 0                                   | -                  | -                         |
|   | TOTAL, -  | 300,000             | 146,850 0 0                                    | 850 0 0 152,300    | 152,300                   |
| No. 111 Carl'IAL RAISBD IN LOANS AND DEBENJURE STORES | LOANS AND | DEBESTUR            | E STOCK  |                    |                           |

| Existing  |                    | DEBENTURES                          | DEBRNTURE STOCK            | RE STOCK                            | Total Raisod                          |
|---|--------------------|-------------------------------------|----------------------------|-------------------------------------|---------------------------------------|
|   |                    | At 4 % cent.                        | At 3 % cent.               | At 5 % cent.                        | A VUGA ALARIBOUL                      |
| March 31st, 1896,   |                    | £ s. d.<br>88,663 0 0<br>88,663 0 0 | 153,453 0 0<br>153,453 0 0 | £ s. d.<br>10,000 0 0<br>10,000 0 0 | £ s. d.<br>252,116 0 0<br>252,116 0 0 |
| Increase,   | · · ·              | 11                                  | 11                         | 11                                  | 11                                    |
| Total Amount authorized to be raised by Debentures in respect of Capital created, as per Statement No. 1.<br>Total Amount raised by Loans and Debentures, | be raised by D.    | ebentures in res<br>s, .            | pect of Capital            | created, as per                     | 257,217 0 0<br>252,116 0 0            |
| Balance, being available borrowing powers at 30th Sentember 1896  | ulable borrowing 1 | powers at 30th S.                   | eptember, 1896.            |                                     | 5 101 0 0                             |

| Br.             | No. IV                                    |   | S AND EXPEI            | No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | ACCOUNT.   |  | Cr.  |       |
|-----------------|---|---|------------------------|--|--|--|--|-------|
|                 | Amount<br>Expended to<br>31st March, 1896 | Amount<br>Half-year<br>30th Sept., 1896 | TOTAL                  |  | Amount<br>Received to<br>31st March, 1896            | Amount<br>Half-year to<br>30th Sept., 1896 | TOTAL  | 1-    |
| TO EXPENDITURE: | £ s. d.<br>433,897 2 3                    | 44<br>88                                | £ s. d.<br>433,897 2 3 | BY RECEIPTS :                                      | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | रू<br>हर<br>स                              | ${\scriptstyle \pounds}^{{\scriptstyle \pounds}}_{{\scriptstyle 146,850}}$ 8. 0<br>252,116 0<br>8,000 0<br>733 3 | 00005 |
|                 |   |   |                        | Balance, -   | 407,699 3 0  | -  | 407,699 <b>3</b><br>26,197 19  | 00    |
|                 | 433,897 2 3                               | 1                                       | 433,897 2 3            |  |  |  | 433 897 9. 3   | 000   |

出た.

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No. V.-DETAILS OF CAPITAL EXPENDITURE For Half-year ending 31 th September, 1896.

| -i             | 1 1                            |
|----------------|--------------------------------|
| В.             |                                |
| 42             |                                |
|                |                                |
|                |                                |
|                |                                |
|                |                                |
| 9              |                                |
| -              |                                |
| 1 1 15         |                                |
| 2.3            |                                |
| 1. <b>30</b> 1 |                                |
|                |                                |
|                | CK.                            |
|                | 0                              |
|                | IS                             |
|                | 5                              |
|                |                                |
|                | RK                             |
| Ľ.             | 0                              |
| NIL.           | 2                              |
|                | 0                              |
|                | KN                             |
|                | 1.                             |
|                | No. VIRETURN OF WORKING STOCK. |
|                | 1 mil                          |
|                | -i                             |
|                | P                              |
|                | No                             |
|                |                                |
|                |                                |
|                |                                |
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|                |                                |
|                |                                |
|                |                                |
|                |                                |
|                |                                |
|                |                                |
|                |                                |

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

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

s. d. 0 0 £ 3,864 Interlocking Points and Signals, and providing Block Telegraph,

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

| $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 158,251 0 0<br>26,197 19 3 | 32,053 0 9 |
|---|----------------------------|------------|
| - 153,  | 158,                       | 132,       |
|   |                            |            |
| • •   |                            |            |
| •••   | 3                          |            |
| nent No. II.,<br>lo. III.,  | -                          |            |
| , as per staten<br>do. d  |                            |            |
| ot Received   | V                          |            |
| l or Created, but no<br>or Created, do.   | bit per Account No. IV     |            |
| Share Capital Authorized or Created, but not Received, as per statement No. II.,<br>Loan Capital Authorized or Created, do. do. do. do. do. III., | I.ess-Debit ]              |            |

|                        |  |  |  |                            |                                     | _                  | _                                      |                  |             |       |  | _ | -     |
|------------------------|--|--|--|----------------------------|-------------------------------------|--------------------|--|------------------|-------------|-------|--|---|-------|
|                        | ding<br>396                              | ď.   |  | 9                          |                                     |                    | 1                                      |                  | - 1         | •     | 3  |   | 63    |
| Er.                    | ar en<br>30, 18                          | 20   |  | 1-                         |                                     |                    | 0                                      |                  |             | 13    | σ.   |   | 62    |
|                        | Half-year ending<br>Sept. 30, 1896       | 54)<br>(14)  |  | 5,654                      |                                     |                    | 425                                    |                  | 2,462       | 8,541 | 19   |   | 8,561 |
|                        |  | <i>±</i> 8. d.<br>90 1 3<br>163 4 5<br>1.027 14 4                                    | 14 14 14   |                            | 410 0 2                             | 15 0 0             | 2,176 18 6                             | 285 6 10         |             |       |  |   |       |
| No. IXREVENUE ACCOUNT. | RECEIPTS                                 | By Passengers, No.<br>1st Class, 587<br>2nd ,, 1,615<br>3rd 19.105                   | urn,   | 118,233                    | " Parcels, Horses, and Carriages, . | " Mails,           | " Merchandise,                         | " Live Stock,    |             |       | " Miscellaneous Receipts, .                  |   |       |
| REVEN                  | Half-year<br>ending<br>Sept. 30,<br>1895 | 4  |  | 0,541                      | 121                                 | 15                 | 2,196                                  | 335              |             | 8,541 | 21   |   | 8,562 |
| 1                      | ling<br>96                               | d.<br>1  | 11   | 0                          | 2                                   | 6                  | 0                                      | 00               | 00          | 60    | 0  |   | 60    |
| IX                     | ur en c                                  | 00 00  | 12   | 0                          | 16                                  | 15                 | 0                                      | 17               | 16          | 10    | 0  |   | 2     |
| No.                    | Half-year ending<br>Sept. 30, 1896       | £<br>5,329   | 1,216 12   | 10                         | 85                                  | 25                 | 40                                     | 37               | 7.C         | 6,800 | 1,761  |   | 8,561 |
|                        | EXPENDITURE                              | To Great Northern Railway Com-<br>pany (Ireland) for Haulage and<br>Working of Line, | , Maintenance of Way, Works, and<br>Stations, see Abstract A., | " Traffic Charges, do. D., | " General Charges, do. E.,          | " Rates and Taxes, | " Rent for Enniskillen Station, &c., . | " Rents payable, | " Interest, |       | " Balance carried to Net Revenue<br>Account, |   |       |
| ۵t.                    | Half-year<br>ending<br>Sept. 30,<br>1895 | £<br>5,329   | 1,379  | 10                         | 159                                 | 55                 | 40                                     | 38               | 320         | 7,297 | 1,265  |   | 8,562 |

|  |   |             | _,   | -   | -  |   |  |
|--|---|-------------|--|---|--|---|--|
| Half-year ending<br>Sept. 30, 1896       | £ s. d.<br>1,761 0 0<br>50,086 11 7   | 51,847 11 7 |  |   |  | £ 8. d.   |  |
|  | By Balance from Revenue Account, No. IX.,<br>,, Balance                                   |             | XIPROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDENDS. | Balance available for Dividend as per No. X.—Balance not available. | No. XII.—DIVISION OF REVENUE (PER ACT, 1869),<br>For the Year ending 30th September, 1896. | IN CE-  | Balance at September 30th, 1896, £1,761 0 0  |
| Sept. 30,<br>1895                        | £<br>1,265<br>47,788  | 49,053      | BALA   | er No. X.   | EVENU<br>Septe   | BY REVENUE.   | Balan<br>Less-   |
| Haff-year ending<br>Sept. 30, 1896       | £ s. d.<br>49,824 6 5<br>2,023 5 2  | 51,847 11 7 | RIATION OF   | for Dividend as p   | -DIVISION OF REVENUE (PER A<br>For the Year ording 30th September, 1896.                   | £ s. d.<br>500 0 0  | 998 5 1  |
| ear<br>30,<br>5                          | <ul> <li>94 To Balance from last Half-year's Account,</li> <li>99 ,, Interest,</li> </ul> | 53          | No. XIPROPOSED APPROP  | Balance available   | No. XII. DIV<br>For the  | To FIRST CHARGE-<br>A Debenture Stock, five per cent. on £10,000, | To SECOND CHARGE-<br>Mortgage Bonds, four-fifths of Balance towards<br>payment of Interest on £66,000, |
| Half-year<br>ending<br>Sept. 30,<br>1895 | x 47,294 1,759  | 49,053      |  |   |  | To F1   | To SE  |

10

1,747 16

1-3 13

Less-Debit Balance at March 31st, 1896

To THIRD CHARGE-Mortgage Bonds, one-fifth of Balance towards payment of interest on £22,663,

2

1,747 16

|  | MAINTENANCE OF WAY,  | WORKS,                                   | &c.  |
|--|--|--|--|
| Half-year<br>ended<br>Sept. 30,<br>1895  |  |  | Half-year endin<br>Sept. 30, 1859  |
| £  | Maintenance and Renewal of Permanent<br>Way :  | £ 8. (                                   | l. £ s. d.   |
| 1,337 {  | Materials, .<br>Less—Old Materials, .  |  | 9<br>6<br>- 1,189 15 3   |
| $\frac{6}{36}$   | Repairs of Roads, Bridges, &c., .<br>Repairs of Stations and Buildings,  |  | 2  |
| 1,379  |  | 2  | $- \begin{array}{r} 26 \ 17 \ 8 \\ \hline 1,216 \ 12 \ 11 \end{array}$   |
|  |  |  |  |
| В.   | LOCOMOTIVE POW   | ER.                                      |  |
| Ni   | l.—Line worked by the Great Northern Rail  | way Compar                               | y (Indond)   |
|  | 2 2 mo worked by the creat Hormern Han   | way compar                               | iy (ireland).  |
| C. REI   | PAIRS AND RENEWALS OF CARR   | IAGES AN                                 | ND WAGONS  |
|  |  |  |  |
| Ni   | lLine worked by the Great Northern Rail  |  | ny (Ireland).  |
| Ni<br>D.   | I.—Line worked by the Great Northern Rail<br>TRAFFIC EXPENS  | way Compan                               | oy (Ireland).  |
|  |  | way Compan<br>ES.                        |  |
| D.<br>Half-year<br>ended   | TRAFFIC EXPENS   | way Compan<br>ES.                        | Ireland).  |
| D.<br>Half-year  | TRAFFIC EXPENS   | way Compan<br>ES.                        | Ireland).<br>Half-year endinj  |
| D.<br>Half-year<br>ended   | TRAFFIC EXPENS   | way Compan<br>ES.                        | Ireland).<br>Half-year endin<br>Sept. 30, 1896   |
| D.<br>Half-year<br>ended<br>Sept. 80,<br>1895  | TRAFFIC EXPENS   | way Compan<br>ES.<br>7 Company (         | Ireland).<br>Half-year endin<br>Sept. 30, 1896<br>£ s. d.  |
| D.<br>Half-year<br>ended<br>Sept. 30,<br>1895<br>10<br>E.<br>Half-year<br>ended                                  | TRAFFIC EXPENS<br>Line worked by the Great Northern Railway<br>Rent of Agent's House, Bundoran,  | way Compan<br>ES.<br>7 Company (         | Ireland).<br>Half-year endin<br>Sept. 30, 1896<br>£ s. d.<br>. 10 0 0  |
| D.<br>Half-year<br>ended<br>sept. 80,<br>1895<br>10<br>E.<br>Half-year<br>ended<br>Sepr. 30,<br>1896<br>5<br>114 | TRAFFIC EXPENS<br>Line worked by the Great Northern Railway<br>Rent of Agent's House, Bundoran,<br>GENERAL CHARG<br>Auditors,<br>Salaries of Secretaries and Accountant, | way Company<br>ES.<br>y Company (<br>ES. | Ireland).<br>Half-year endin<br>Sept. 30, 1896<br>£ s. d.<br>. 10 0 0<br>Half-year endin                                       |
| D.<br>Half-year<br>ended<br>Sept. 30,<br>1895<br>10<br>E.<br>Half-year<br>ended<br>Sepr. 30,<br>1895<br>5        | TRAFFIC EXPENS<br>Line worked by the Great Northern Railway<br>Rent of Agent's House, Bundoran,<br>GENERAL CHARG   | way Company<br>ES.<br>y Company (<br>ES. | Ireland).<br>Half-year endin<br>Sept. 30, 1896<br>£ s. d.<br>. 10 0 0<br>Half-year endin<br>Sept. 30, 1896<br>£ s. d.<br>5 0 0 |

No. XIII.

|                               | 1-      | ; 63                                  | 1-                             |   | 3          | 10   | 0                                   |   | 9           | 1                        | -                          |
|-------------------------------|---------|---------------------------------------|--------------------------------|---|------------|--|-------------------------------------|---|-------------|--------------------------|----------------------------|
|                               | 1       | 19                                    | 11                             |   | 10         | 16   |                                     |   |             |                          |                            |
|                               | 4       | 26,197 19 3                           | 50,086 11 7                    |   | 1,935 10 3 | 20 16 5  | 1,200 0 0                           |   | 79,440 17 6 |                          | I a ti                     |
|                               |         | 26,]                                  | 50,0                           |   | 1,0        |  | 1,2                                 |   | 79,4        |                          | Net                        |
|                               | -       |                                       |                                | 0.9   |            |  |                                     |   |             |                          | Miles Miles Witter Wonterd |
|                               |         |                                       |                                | y C   |            |  |                                     |   |             |                          | Miles                      |
|                               |         | •                                     |                                | " Amount due by Great Northern Railway Co., |            |  |                                     |   |             |                          |                            |
|                               |         | •                                     |                                | Ra  |            |  |                                     |   |             |                          |                            |
|                               |         | By Capital Account, balance at debit, | 0                              | thern                                       |            |  | " Suspense Account (Law Charges), . |   |             | 220                      | Miles                      |
|                               |         | at d                                  | " Net Revenue at Debit No. 10, | Nor   | •          |  | harg                                |   |             |                          |                            |
|                               |         | ance                                  | it N                           | eat   |            | Debts due to the Company,                        | AW C                                |   |             | 100                      |                            |
| T.                            |         | , bala                                | Deb                            | Gr  |            | Com  | t (Lis                              |   |             | -                        | Miles                      |
| IBE                           |         | ount                                  | le at                          | e by  | Ireland, . | the  | coun                                |   |             | LNE                      |                            |
| SE                            |         | Acc                                   | venu                           | np :  | d,         | le to  | e Ac                                |   |             | IWE                      |                            |
| CE                            |         | oital                                 | t Re                           | ount  | relan      | ts dt  | pense                               |   |             | ATH                      |                            |
| AN                            |         | Cal                                   | Ne                             | Am  | -          | Deb  | Sug                                 |   |             | ST                       |                            |
| H                             |         | â                                     | 66                             |   |            | :  | 66                                  |   |             | G                        |                            |
| SA                            |         | -                                     |                                |   |            |  |                                     |   |             | 76                       |                            |
| L BA                          | d.      | _                                     | _                              |   | 00         | -  |                                     | - | 9           | CAGI                     |                            |
| RAL BA                        | s. d.   | _                                     | _                              |   | _          |  |                                     | - | 17 6        | ILEAG                    |                            |
| NERAL BA                      | £ s. d. | _                                     | 36 3 4                         |   | _          |  |                                     |   | 440 17 6    | -MILEAG                  |                            |
| GENERAL BA                    |         | 18,832 2 6 ]                          | _                              | 57,024 14 10                                | _          |  | 3,543 16 2                          |   | 79,440 17 6 | VMILEAG                  |                            |
| GENERAL BA                    |         | _                                     | _                              |   | _          | he   | 3,543 16 2                          |   | 79,440 17 6 | . XVMILEAG               |                            |
| <b>IVGENERAL BA</b>           |         | _                                     | _                              |   | _          | er the   | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGE STATEMENT. |                            |
| o. XIVGENERAL BA              |         | _                                     | _                              |   | _          | under the  | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAG             |                            |
| No. XIVGENERAL BALANCE SHEET. |         | _                                     | _                              |   | _          | able under the                                   | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | _                                     | _                              |   | _          | pavable under the                                | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | _                                     | 36 3 4                         |   | _          | &c pavable under the                             | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | _                                     | 36 3 4                         |   | 4 0 8      | ds. &c. pavable under the                        | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | 18,832 2 6                            | 36 3 4                         |   | 4 0 8      | Lands, &c., payable under the                    | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | 18,832 2 6                            | 36 3 4                         | 57,024 14 10                                | 4 0 8      | for Lands. &c Davable under the                  | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | 18,832 2 6                            | 36 3 4                         | 57,024 14 10                                | 4 0 8      | bts for Lands, &c., payable under the            | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | 18,832 2 6                            | 36 3 4                         | 57,024 14 10                                | 4 0 8      | v Debts for Lands, &c., pavable under the        | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | 18,832 2 6                            | 36 3 4                         | 57,024 14 10                                | 4 0 8      | udry Debts for Lands, &c., pavable under the     | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |
| No. XIVGENERAL BA             |         | _                                     | _                              |   | _          | . Sundry Debts for Lands, &c., payable under the | 3,543 16 2                          |   | 79,440 17 6 | No. XVMILEAGI            |                            |

| 355                     |                                    | d6 miles.                                      |
|-------------------------|------------------------------------|--|
| 1                       |                                    | Mixed, 57,246 miles.                           |
| 354                     |                                    | s, Prains,                                     |
| 354                     | No. XVISTATEMENT OF TRAIN MILEAGE. | Passenger Trains,<br>Goods and Mineral Trains, |
|                         | N                                  | 4 U  |
|                         | F TRAJ                             | Sept. 30,<br>1896.                             |
| -                       | o T                                | 20   |
|                         | TEMEN                              | les.   |
| 1.4.1                   | TAJ                                | 47 mi  |
|                         | KVIS                               | } Mixed, 49,547 miles.                         |
|                         | No. 2                              | M  |
|                         |                                    | ains,  |
|                         |                                    | ral Tr   |
| ·                       |                                    | Traine   |
| by Compan               |                                    | Passenger Trains,<br>Goods and Mineral Trains, |
| Lines owned by Company, |                                    | Sept. 30,<br>1895.                             |

ALBERT BRASSEY,

#### 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-in-Chief. DUBLIN, 3rd October, 1896.

#### CERTIFICATE RESPECTING ROLLING STOCK.

Nil.-Belongs to Working Company.

#### AUDITOR'S CERTIFICATE.

WE have examined the Accounts of the Company for the Half-year ended 30th September, 1896, and hereby certify that they contain a full and true statement of the financial condition of the Company.

> N. TAPP, F.C.A., HENRY T. BIRD, F.C.A., } Auditors

4 GREAT GEORGE-STREET, WESTMINSTER, S.W., December 14th, 1896. Ennishillen, Bundoran, and Sligo Bailway Company.

#### SEVENTY-FIRST HALF-YEARLY GENERAL MEETING.

NOTICE is hereby given that the next Half-yearly General Meeting of the Proprietors of this Company will be held at the Offices of the Company, No. 50 North Wall, Dublin, on Friday, the 23rd of October, 1896, at the hour of One o'clock in the afternoon precisely, for the purpose of receiving the Report of the Directors, and Statement of Accounts for the past Half-year, and for transacting the ordinary business of the Company.

By Order,

F. E. JONES, Secretary.

DUBLIN, 9th October, 1896. Offices-50 North Wall.

# Great Northern Railway Company

(IRELAND)

# **REPORT** OF THE DIRECTORS

AND

# STATEMENT OF ACCOUNTS,

HALF-YEAR ENDED 31st DECEMBER, 1896,

FOR

TO BE SUBMITTED TO THE PROPRIETORS

AT

THE HALF-YEARLY GENERAL MEETING.

TO BE HELD AT

THE COMPANY'S OFFICES, DUBLIN,

ON

Printed by JOHN FALCONER, 58 Upper Sackville-street, Dublin.

AT TWELVE O'CLOCK NOON.

WEDNESDAY, the 17th day of FEBRUARY, 1897,

# Great Northern Railway Company

(IRELAND).

#### Directors :

JAMES GRAY, Esq., Chairman. SIR WILLIAM QUARTUS EWART, BART., Deputy-Chairman.

COLONEL BUCHANAN. WILLIAM P. CAIRNES, Esq. JOSEPH J. H. CARSON, Esq. FOSTER COATES, Esq. LUCIUS O. HUTTON, Esq.

John Jameson, Esq. James Malcolm, Esq. George Pim, Esq. C. A. W. Stewart, Esq. Fane Vernon, Esq.

NOTE.—Any Proprietor holding in his own right not less than £250 of Ordinary Stock, can, by timely written application to the Secretary, obtain a Pass over the Company's Line to enable him to attend the Halfyearly Meeting.

The Dividend Warrants will be posted on 27th February, and it is particularly requested that Proprietors will please notify to the Secretary any change in their Address before that date. Great Aorthern Railway Company (Ireland). GENERAL MEETING, at the Terminus, Dublin, 17th FEBRUARY, 1897.

Name

Address

N.B.—Each Proprietor attending the Meeting is requested previously to write his Name in full and his Address on this Slip, which he will present at the door on entering, in order that a correct list of those present may be made.

T. MORRISON, Secretary.

# REPORT OF THE DIRECTORS

OF THE

# Great Aorthern Railway Company (Ireland).

The annexed Statement of Accounts for the Half-year ended the 31st December, 1896, duly audited and verified, presents the following results :--

|  | 1896       | 1895    | Increase | 1        |
|--|------------|---------|----------|----------|
|  | 1          |         | Increase | Decrease |
| Traffic Receipts, Rents, &c., as per Account     | £          | £       | £        | £        |
|  | 423,723    | 420,417 | 3,306    |          |
| Less Working Expenses, as per Account<br>No. 9   | •• 202,453 | 202,252 | 201      | _        |
| Profit on Half-year's working                    |            | 0.5     |          |          |
|  | 221,270    | 218,165 | 3,105    | _        |
| Miscellaneous Receipts, as per Account<br>No. 10 | 2,006      | 2,207   | _        | 201      |
| Less Interest on Debenture and Guaranteed        | 223,276    | 220,372 | 2.904    |          |
| Stocks, as per Account No. 10                    | 58,851     | 58,851  | -        | -        |
|  | 164,425    | 161,521 | 2 904    | -        |
| Placed to Reserve Fund                           | 5,000      | 5,000   | -        |          |
|  | I 59.425   | 156,521 | 2,904    | -        |
| Balance from previous half-year                  | 21,230     | 20,150  | 1,080    |          |
| Available for Dividend                           | 180,655    | 176,67] | 3,984    |          |

The Directors accordingly recommend that Dividends at the following rates per annum, less Income Tax, be declared, the same to be payable on the 1st March next, viz. :--

| 4 per cent. on the Consolidated                | Four per | Cent. | Ł       | s. | d |
|--|----------|-------|---------|----|---|
| Preference Stock                               | •••      | •••   | 23,017  | 14 | C |
| $6\frac{3}{4}$ per cent. on the Ordinary Stock | •••      | • • • | 119,535 | 15 | С |

#### £142,553 9 0

Leaving a balance of £38,101 16s. 10d. to be carried to the next Account, after placing £5.000 to the Reserve Fund.

The following Table exhibits the Receipts for the past Half-year, and ulso those of the corresponding half of 1895 :---

| Description  | Half-year<br>ended<br>31st Dec., 1896                                   | Half-year<br>ended<br>31st Dec., 1895 | Increase  | Decrease  |
|--------------|---|---------------------------------------|---|---|
| Passengers   | 184,881 13 10<br>25,617 0 7<br>22,433 17 3<br>138,402 6 7<br>21,611 0 4 | 134,577 17 11<br>24,408 14 4          | £ s. d.<br>184 9 I<br>1,544 I 5<br>202 4 3<br>3,824 8 8<br>745 6 2<br>6,500 9 7 | £ s. d.<br><br>2,797 14 0<br>396 5 5<br><b>3,193 19 5</b> |
| Net Increase |   |                                       | 3,306 10 2  |   |

J The Working Expenses for the Half-year were £202,453 10s. 5d., ras compared with £202,251 18s. 11d. in the corresponding Half-year.

The expenditure on Capital Account has amounted to  $\pounds_{22,308}$  10s. 1d., details of which will be found in Account No. 5.

During the Half-year £2,800 of Ordinary Stock has been issued, and the premium thereon, amounting to £2,237 10s. Od., has been credited to Capital Account.

With the view of developing the Suburban Traffic at Dublin, a Bill has been deposited in the present Session of Parliament, seeking powers for the construction of an Electric Tramway round the Hill of Howth, in continuation of your Railway. The Bill also seeks to repeal some clauses in the Act for the making of the Dublin and Antrim Junction Railway now vested in this Company; to obtain powers for the admission of your wagons into the Cookstown markets, and for facilities for this Company's traffic, via Lisburn and Antrim in connection with the Northern Counties Railway, and for other purposes. The Bill will be submitted for your consideration at the Special Meeting.

The Clontarf and Hill of Howth Tramway Company recently made application to the Privy Conncil for an Order to authorise the construction of a Tramway from Dollymount to the Hill of Howth, which would have been in direct competition with your Railway from Dublin to Howth. Your Directors opposed the project, which was not sanctioned by the Privy Council. The Bills deposited by other Companies affecting the interests of this Company will receive the necessary attention of your Directors.

Some negotiations have taken place between your Directors and an influential Provisional Committee in connection with the extension of your Railway from Ballyroney to Newcastle, in the Co. Down. This Committee asked for the Line to be extended, subject to a grant of £20,000 being obtained in aid of its construction, and your Directors have agreed in these circumstances to the proposal subject to your approval.

The Title in the case of the Enniskillen, Bundoran, and Sligo Railway Company has been perfected as far as practicable, and an arrangement has been concluded to transfer the Undertaking to this Company at once; the Bundoran Company giving an indemnity to provide for any claims that may arise. The Agreement will be submitted for your approval.

The Belfast and Northern Counties Company have exercised their power under this Company's Act of 1886, to redeem at twenty-five years' purchase the annual rent of  $\pounds 1,600$ , payable to this Company in connection with the user of the Belfast Central Railway.

To meet the pressing need that has for some time existed for additional Hospital accommodation in the City of Belfast, steps are being taken to raise funds for the erection of a New Building to be named the "Royal Victoria Hospital," estimated to cost £100,000, and to be worked on non-sectarian principles. Your Directors having carefully considered the claims upon the Company in connection with this Hospital, are of opinion that the object is a legitimate one for your consideration, and a special resolution will be submitted authorising the Directors to make a donation out of the funds of the Company of £2,000, payable in four annual instalments of £500 each.

Your Directors report with much regret the death of Mr. J. F. Meade, and also the retirement from the Board of Mr. J. C. Colvill and Mr. Victor Coates. The vacancies thus caused have been filled by the appointment of Mr. George Pim, of Dublin, Mr. William Plunket Cairnes, of Drogheda and Mr. James Malcolm, of Lurgan:

The Directors who retire by rotation. and who are eligible and offer themselves for re-election, are Mr. William P. Cairnes, Mr. James Malcolm, Mr. C. A. W. Stewart, and Mr. Foster Coates.

The retiring Auditor is Mr. J. D. O'Connor, who is eligible and offers himself for re-election.

By Order,

T. MORRISON, Secretary.

AMIENS-STREET TERMINUS, DUBLIN, 26th January 1807

DECEMBER, 1896. 3 IST ACCOUNTS FOR HALF-YEAR ENDED . OF STATEMENT

Total 29,667 - 199,600 34.550 263,817 263.817 263.817 121 **THEFT** ITTTTTTTTTTT 1 1 BALANCE Stock and Loans 16,667 116 267 -116,267 116,267 1 | | | | | | | 009'66 421 T 147.550 -147.550 147.550 13,00 34-55 421 50 0 00000000 0 0 0 10 5 9 14 Total 2000'000 I.I.164.650 1.200,000 800,000 200,000 245,000 390,000 255,000 25,000 5,575,276 432,699 5, 142,576 1 236,274 1 200,000 460,960 4.906,302 500,000 400,000 657,416 657,416 80,000 80,000 173,000 177,033,938 7,633,938 268,464 640,666 No. L.-STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY 7,902,402 2,049.588 5 120.300 9 2,169,888 14, 7 1,294.368 0 155,000 0 100,000 0 100,000 0 150,000 0 20,000 0 60,220 5 20,000 0 33.000 0 33.000 0 131,385 Loans 291,15 300,000 50,000 50,000 50,000 150,66 11 CAPITAL C Stock and Shares 0000000 5 15 15 0 0 0000000 00 0 0 0 3,810,375 1 198,441 200,000 3.611,934 345,000 300,000 300,000 507.416 60,000 60,000 100,000 873.500 900.000 600.000 150.000 30.000 25.000 329.575 4,243:075 432,699 5,584.350 148,164 5 732:514 £ 450.000 150,000 340.000 495.510 0 5,839.093 0 5,839.093 5 5,406,393 15 5,406,393 15 5,0001 15 5,0001 15 5,000 0 4,006,300 0 657,416 0 60,220 0 80,000 0 17,000 0 17,000 0 17,000 0 7,533,938 5 268,464 9 7,908,402 14 Total 200.000 199,600 7,902,402 z.049.588 5 120 300 9 z 169,888 14 7 I.204.308 0 I55.000 0 I00.000 0 I50.000 0 I50.000 0 I50.000 0 20.000 0 50.220 5 20.000 0 33 000 0 I7,000 0 99,600 131:385 Loans 049.588 3,957,925 I5 345.991 I5 Stock and Shares ,00000000000 00 0 0 20 0000000 0 0 0 200,000 100,000 450 000 150,000 103,000 2250 000 973.500 900.000 150,000 195,000 230,000 25,000 25,000 364,125 4,390,625 432,699 3, 611,934 345.000 300,000 300,000 507,416 300.000 60,000 5.584 350 148,164 60.000 100,000 5,732,514 ......... ----2h ution ... (Irel 1889 Great Northern Railway (Ireland) Act, 1877 .... Great Northern Railway (Ireland) Transfer Act, 1877 .... Great Northern Railway (Ireland) Act, 1879 .... Londonderry and Emiskillen Railway Amalgamation Act, 1883 ... Belfast Contran Railway (Yasland) Act, 1886 .... Great Northern Railway (Ireland) Act, 1886 .... Boord of Trade Certificate under Regulation of Ry's Act, 1889 ... Great Northern Railway (Ireland) Act, 1894 .... Board of Trade Certificate under Regulation of Railways Act, 1898 .... Railway amalga... Nominal Additions on Consolidation of Debenture, and Preference Stocks under Act of 1891 Less-Capital extinguished by Great Northern Act, 1877 ... ... ... ... Jo Less-Reduction of Capital as per terms . Accounts, 30th June, 1877) ... ... ACTS OF PARLIAMENT

d. 0 Unissued Stock 0 0 s. 0 0 0 60,000 II0,559 170,559 RECEIVED. 42 d. 0 0 0 0 0 0 0 Total. CREATED, SHOWING THE PROPORTION 3,541,800 869.270 I, I 50,885 5,561 955 4 Nominal Additions on Consolidation of Stocks d. 0 0 0 s. 0 0 0 141,854 6,310 148,164 X Amount Received d. 0 0 0 0 s. 0 0 0 0 727,416 I, I44.575 3,541,800 5,413,791 42 STOCK AND SHARE CAPITAL d. 0 0 0 0 Amount Created 0 s. 0 0 869,270 3,652,359 I,210,885 5,732,514 4 Consolidated 4 per cent. Guaranteed Stock Consolidated 4 per cent. Preference Stock OF --------STATEMENT DESCRIPTI -II Ordinary Stock No.

| No   | . III -C  | APITA                | RAIS              | SED BY     | LOANS     | AND D   | EBENTU         | No. IIICAPITAL RAISED BY LOANS AND DEBENTURE STOCK. | CK.  |                                 |   |
|--|-----------|----------------------|-------------------|------------|-----------|---------|----------------|---|--|---------------------------------|---|
|  |           |                      |                   |            |           |         | RAISED         | BY ISSUE OF<br>CENT. DEBE                           | RAISED BY ISSUE OF CONSOLIDATED 4 PER<br>CENT. DEBENTURE STOCK |                                 | 1 |
|  |           |                      |                   |            |           |         | Ame            | Amount<br>Received                                  | Nominal<br>Additions on<br>Consolidation                       | Debenture Stock                 |   |
|  |           |                      |                   |            |           |         | Ŷ              | s. d.   | f. s. d.   | £. s. d.                        |   |
| Existing at 30th June, 1896  | •         | •                    | :                 | :          | :         | :       | I,902,984 II   | t II 2  | I20.300 0 0  | 2 022 285 0 2                   |   |
| Existing at 31st December, 1896  | :         | :                    | :                 | :          | :         | :       | I,902,984 II 2 | 11 2  | 120.300 0 0  | 0 280 200 0                     |   |
| Increase   | :         | :                    | 19                | :          | :         | :       |                |   |  | Contract                        |   |
| Decrease   |           | :                    | :                 | :          | :         | :       | I              |   | 1  | 1                               |   |
| Total Amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created as per Statement No. r<br>Total Amount raised by Loans and by Debenture Stock, as above | y Loans   | and by I<br>e Stock, | ebentu<br>as abov | re Stock   | in respe  | ct of C | apital cre     | eated as per  | r Statement No. 1  | 2,169,888 14 0<br>2,023,285 0 2 |   |
| Balance, being available Borrowing Powers at 31st December, 1896   | ble Borro | wing Pc              | wers at           | : 31st Dec | sember, I | 896     | •              | •••   | :  | 146,603 13 10                   |   |

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On Lines Open for Traffic (No. 5) .. Do. Ardee Branch .

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Total to 31st Dec., 1896

Amount Received during Half-year

Amount Received to 30th June, 1896

RECEIPTS

Total to 31st Dec., 1896

Amount Expended during Half-year

Amount Expended to 30th June, 1896

EXPENDITURE

道.

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

Cr.

By Shares and Stock, per Account (No. 2) ... Debenture Stock, as per Account (No. 3) ... Foreited & Merg-ed Shares, &c. .. .. Premiums on Stock issued ...

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11 788,197,0

14,549 I

6,777,338 9 II

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| 902,984 II<br>55,240 0<br>140,913 3<br>512,928 15<br>170,907 10<br>383,836 6  | 4   | 5,834 10   | 7.759   | 22,308 10   |
| I,902,984 II<br>55,240 0<br>140,913 3<br>7,512,928 15<br>170,907 I0<br>7,683,836 6  | 0   | 5 10   | 7.  | 22,   |
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|   | R, I<br>É   | 221<br>5,613<br>1,400<br>500   | 2,800<br>1,120<br>1,240<br>145<br>553   | t No  |
| ,037  | BEI   |  | C I I   | uno   |
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| 3 3   | 31ST DECEMBER, 1896.  |  |   | per   |
| 902,984 II 2<br>55,240 0 2<br>138,675 I3 II<br>507,891 5 3  | U L   | ::   | :: : :  | r, as   |
| 1,902,984 11<br>55,240 0<br>138,675 13<br>7,507,891 5   | 31S   | Works<br>ages  | ses   | -yea  |
| 1,902,984<br>55,240<br>138,675<br>7,507,891   | GD CD   | Wo   | rriag   | Ialf  |
| н.  | ENDED 31ST ]  | ch-<br>ch-<br>Zarr<br>Van  | s<br>gons<br>Cai  | for I   |
| as per Account<br>(No.3)<br>Forfeid & Merg-<br>ed Shares, & c<br>Premiums on<br>Stock issued<br>Balance   | DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED<br>$\pounds$ s. d. $\pounds$ s. d. $Half-YEAR$ ENDED | Ardee Branch-Land<br>Working Srock-<br>4 Third Class Carriages<br>2 Parcels Post Vans                        | 40 Upon Wagons<br>12 Covered Wagons<br>15 Cattle "<br>1 Goods Van "<br>Heating, &c., Carriages  | Total Expenditure for Half-year, as per Account No. IV. |
| Account<br>& Merg-<br>s, &c<br>s on<br>ied  | AR  | se B<br>Sr Sr<br>Cla<br>Cla  | o Open Wage<br>2 Covered Wi<br>5 Cattle<br>1 Goods Van<br>Heating, &c   | ndit  |
| as per Acco<br>(No. 3)<br>(No. 3)<br>Forfeited & Mt<br>ed Shares, &c.<br>Premiums<br>Stock issued<br>Balance  | -YE   | Arde   | 40 Open V<br>12 Covered<br>15 Cattle<br>1 Goods<br>Heating  | xpei  |
| per 1<br>o. 3)<br>rrfeited å<br>Shares,<br>emiums<br>ock issu<br>ock issu<br>Balance  | LF  | / ORI  | HGC2001   | alE   |
| as per A<br>(No. 3)<br>Forcheided &<br>ed Sheited &<br>ed Sheited &<br>Fremiums<br>Stock issue<br>Balance   | HA  | 2  | 40<br>F   | Tota  |
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|   | DITUR<br>s. d.  |  |   |   |
| 791,887 II<br>889,948 I4<br>2,000 0   | S.  |  |   |   |
| 91,887<br>  | ENJ   |  |   |   |
| 6,791,887 II<br>  | XPENDI<br>d. £  | небные   | и ми  | -   |
| 1   | TAL EXI<br>E s. d.  | 15<br>4 10<br>10<br>10   | II<br>7<br>I  | 11  |
| H 00  | TAI<br>£  | 220<br>430<br>1,141<br>1,111<br>1,110<br>1,772   | 327<br>1,169<br>608<br>823  | 8,714 11  |
| 59 - 1  | VPI   | 1,1<br>1,1<br>1,1<br>1,1   |   | 00  |
| 7,759   | E CAPITI  | ::::::   | wth<br>   | :   |
|   | OF  |  | Honion  |   |
| 777,338 9 11<br>  | AILS  | : : : : : : : : : : : : : : : : : : :  | Doubling Line between Sutton and Howth<br>New Running Shed, &c., Dundalk<br>New Carriage Shed<br>Interlocking Signals and Extension of<br>Block Telegraph | p.  |
|   | TA  | ns,  | utton and<br>Dundalk<br>d Ëxtens<br>  | forward   |
| 6,777,338<br>   | DET   | atio   | D   |   |
| 888   | IV  | tion<br>tion<br>vn<br>vn<br>vn<br>vn<br>vn<br>vn<br>vn<br>v<br>Stion   | s a   | Carried   |
|   | No. V   | npensation<br>Laytown<br>Belfast<br>Balmoral<br>Sundry Stations, &c.   | ph<br>ph  | Car   |
| itoci<br>itoci<br>ante<br>inie<br>ante<br>inie  | Z   | Laytor<br>Laytor<br>Belfas<br>Cavan<br>Balmc<br>Sundr  | sig<br>graj   |   |
| Co. Co.   |   | Co<br>Co<br>Co   | riag<br>riag<br>riag  |   |
| s in<br>nstr<br>hking<br>(<br>Co<br>Co<br>Co<br>Co<br>thed<br>ia<br>vay   |   | Woi  | ling<br>Run<br>Ocki<br>ocki   |   |
| Lines in course<br>of construction—<br>Working Stock<br>(No. 5)<br>Subscriptions to<br>other Companies<br>other Companies<br>and<br>Victoria Bridge<br>Tramway Co   |   | New Works, Laytown<br>New Works, Laytown<br>New Works, Laytown<br>", Cavan<br>", Balfast<br>", Sundry Statio | Doubling Line between Sutt<br>New Running Shed, &c., Di<br>New Carriage Shed<br>Interlocking Signals and<br>Block Telegraph                               |   |
| HHYZOTIEL   |   | ZIZ  | AZZA  |   |
| o C o I > H   |   |  |   |   |
| On Lines in course<br>of construction—<br>On Working Stock<br>(No. 5) · · ·<br>On Subscriptions to<br>other Companies<br>–Castlederg and<br>Victoria Bridge<br>Tranway Co · · ·   |   | 5  |   |   |

|                               |             | Total                              | 3,876                    | 3,944             | 68                        | 1            |
|-------------------------------|-------------|------------------------------------|--------------------------|-------------------|---------------------------|--------------|
|                               |             | Ballast<br>Brake<br>Vans           | 6 3,                     | 6 3,              |                           |              |
|                               |             | dis Bal<br>te Bri<br>s Va          | 62                       | 63                |                           |              |
|                               | 13          | Goods<br>Brake<br>Vans             | 0                        | 6                 |                           |              |
|                               | MERCHANDISE | Ballast<br>Wagons                  | 70                       | 70                |                           |              |
|                               | ERCHA       | Trucks<br>Boiler                   | 63                       | 6                 |                           |              |
|                               | M           | Timber                             | 98                       | 98                |                           |              |
|                               |             | Cattle<br>Wagons                   | 390                      | 405               | 15                        | 1            |
|                               |             | Covered<br>Wagons<br>Goods         | I,630                    | 1,642             | 12                        | 1            |
| · VIOO                        |             | Open<br>Wagons<br>Goods            | 7 581 1,618 1,630        | 586 1,658 1,642   | 40                        | 1            |
| 10                            |             | Total                              | 581                      | 586               | 5                         | 1            |
| NO. VIRELUKN OF WUKKING STOCK |             | Post Office<br>Sorting<br>Vans     | 7                        | 2                 | 1                         | 1            |
| TITO                          |             | Fish<br>Vans                       | 41                       | 41                | 1                         | 1            |
|                               |             | Carriage                           | 39                       | 39                | 1                         | 1            |
|                               | UING        | Boxes                              | 95                       | 95                | 1                         |              |
|                               | COACHING    | Enggagud<br>hus<br>8nsV lisM       | 76                       | 78                | 63                        | 1            |
|                               |             | Ist and<br>2nd<br>5 Com-<br>posite | 86                       | 86                | 1                         | 1            |
|                               |             | 3rd<br>Class                       | 170                      | 183               | 13                        | 1            |
|                               |             | and<br>Class                       | 29                       | 20                | 1                         | 6*           |
|                               |             | rst and 3rd<br>Class Class Class   | 38                       | 37                |                           | 1.*          |
|                               | DTIVE       | Ten-<br>ders                       | 127                      | 127               | 1                         | 1            |
|                               | LOCOMOTIVE  | En-<br>gines                       | 144                      | 144               | 1                         | 1            |
|                               | Ī           |                                    | Stock on 30th June, 1896 | " 31st Dec., 1896 | Increase during half-year | Decrease " " |

\* 2 Bogie Composite Carriages to replace I First Class and 2 Composite Carriages

\*9 Second Class converted into Third Class Carriages

S

d. °.0 TOTAL £ 13,000 d. In subsequent half-years É Not No. VII.-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. During the half. year anding 30th June, 1897 *d*. .0 13,000 : : : : : • • • New Works at Sundry places

0 0

18,000 0

5,000 0

ascertained

0 0

0

5,000

: •

. •

I8,000 0

:

Total Estimated further Expenditure of Capital

Additional Working Stock

| as per No. VII.  | £ s. d. |   |   |   | 317,162 13 10<br>170,907 10 9                                 | 146,255 3 1   |
|--|---------|---|---|---|---|---|
| EXPENDITURE,   | £ s. d. | 1   | 170,559 0 0   | 146,603 13 10   |   | :   |
| URTHER   |         | :   | ;   | :   | :   | *   |
| MEET F   |         | :   | :   | :   | :   | :   |
| LABLE To   |         | ount No. I.   | •   | :   | :   | :   |
| No. VIIICAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER NO. VII. |         | Share and Loan Capital authorised, but not yet created, as per Account No. I. | Share Capital created, but not yet issued, as per Account No. II. | Loan Capital created, but not yet received, as per Account No. III. | Less Debit Balance on Capital Account, as per Account No. IV. | Amount available exclusive of value of surplus land |

| 1   | 1   | 0 00 0 1 00 4  | 9       |
|---|---|--|---------|
|   | Sec.,   | 6  | 4       |
| Cr.   | 31st Dec.,<br>1896  | <i>£</i> 5.<br>11<br>2.932 11<br>35.702 3<br>352 10<br>4,635 19  | 723     |
| 9   | 60  | £<br>232,932<br>352<br>4,635<br>100  | 423,723 |
| 12  |   | и 0 г.м г. 400   | 1-      |
| 12  | 1 31  | s.<br>1706<br>1606   |         |
|   | 10-10   | £<br>184,881<br>25,617<br>22,433<br>25,688<br>25,688<br>25,688   |         |
| 10  |   | 1364<br>1375<br>1375<br>1375   |         |
|   | 1   | R 4 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |         |
|   |   | 5, 15, 18<br>15, 50, 18<br>33, 119<br>5, 210<br>9, 5, 210<br>9, 5, 212<br>8, 73<br>8, 73<br>8, 73<br>8, 73<br>8, 73<br>6<br>8, 73<br>6<br>8, 73<br>6<br>8, 73<br>6<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12   |         |
|   |   | $\xi$<br>15,504<br>31,712<br>5,240<br>5,240<br>5,240<br><br>$\xi$<br>z<br>7,873<br>7,873<br>7,873<br>7,873<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br>   |         |
|   | RECEIPTS  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  |         |
|   | ECE   | ssengers   |         |
|   | R R   | ssengers-<br>ss<br>ass<br>ass<br>ass<br>2,43<br>ers<br>ass<br>2,43<br>ers<br>ass<br>ass<br>2,43<br>ass<br>ass<br>ass<br>ass<br>ass<br>ass<br>ass<br>ass<br>ass<br>as   | 3-16    |
| LNI   |   | By Passengers—<br>Ist Class $7_{5,004}^{5,00}$ , $\xi_{5,5,40}^{5,00}$ , $15_{5,5,60}^{5,00}$ , $15_{5,6,61}^{5,00}$ , $15_{5,6,10}^{5,00}$ , $15_{5,6,10}^{5,00}$ , $15_{5,6,10}^{5,00}$ , $10_{10}^{5,00$   |         |
| No.IXREVENUE ACCOUNT.   | 10  | By Passengers-<br>1st Class<br>and Cl |         |
| AC  | d<br>ec.,   | н п 3 398 55 3334  | 11      |
| NUE   | Half-year<br>ended<br>31st Dec.,<br>1895  | £<br>17,100<br>180,090<br>189,590<br>184,607<br>24,073<br>22,232<br>231,002<br>22,232<br>23,5,021<br>134,578<br>24,409<br>24,409<br>24,943<br>5,021<br>111   | 420,417 |
| VEN   | 33  |  | 4       |
| -RE   | *;<br>;;  | s. d.<br>2 10<br>2 10<br>8 8 8<br>8 8 8<br>8 8<br>17 5<br>11<br>12 8<br>11<br>12 9<br>11<br>13 1<br>10 5<br>10 5<br>14 1   | 9       |
| X.  | 3 rst Dec.,<br>1896   | $\mathcal{L}$ s<br>957 2<br>957 2<br>335 17<br>335 5<br>336 5<br>338 12<br>771 17<br>782 7<br>924 11<br>812 17<br>789 11<br>789 11<br>380 3<br>380 3<br>453 10<br>453 10<br>453 10   | 3 4     |
| No.   | 31  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 423,723 |
|   | 177   |  | 42      |
|   |   | A  |         |
| 12  |   | see Abstr<br>do, .rs do, .<br>do<br><br><br><br><br><br><br>   |         |
|   | RE  | Maintenance of Way! see Ab<br>Works and Stations} see Ab<br>Locomotive Power do<br>Carriage & Wagon Repairs do<br>Traffic Expenses do<br>General Charges<br>Parliamentary Expenses<br>Mileage and Demurrage<br>Compensation—Personal Injury<br>,. Damage to Goods, &c.<br>Rates and Taxes<br>Less for Working other Lines<br>alance carried to Net Reven<br>count  |         |
|   | EXPENDITURE   | Maintenance of Wayl set<br>Works and Stations} set<br>Locomotive Power<br>Carriage & Wagon Repairs<br>Traffic Expenses<br>General Charges<br>Law Charges<br>Law Charges<br>Mileage and Demurrage<br>Compensation—Personal In<br>,, Damage to Goods,<br>Rates and Taxes<br>Less for Working other L<br>Less for Working other L<br>salance carried to Net Re<br>count   |         |
|   | END   | Maintenance of Way<br>Works and Stations<br>Locomotive Power<br>Carriage & Wagon Repa<br>Traffic Expenses<br>General Charges<br>Parliamentary Expenses<br>Mileage and Demurrage<br>Compensation—Personal<br>Damage to Goo<br>Rates and Taxes<br>Less for Working othe<br>Less for Working othe<br>count  |         |
|   | EXP   | e of<br>Pow<br>Wag<br>argees<br>ss<br>arges<br>ary E<br>Norh<br>Norh<br>Norh   |         |
| 1   |   | hance $ks$ and $ks$ and $ks$ and $ks$ and $l$ $ch$ and $r$ $bk$ is a d $bk$ .  |         |
|   |   | Maintenance of<br>Works and Sta<br>Locomotive Pow<br>Carriage & Wago<br>Traffic Expenses<br>General Charges<br>Law Charges<br>Law Charges<br>Parliamentary E.<br>Mileage and Den<br>Compensation—I<br>, Damage<br>Rates and Taxes<br>Rates and Taxes<br>I.ess for Worki<br>Less for Worki<br>count   |         |
|   |   | 0  |         |
| :<br>()   |   | A  | 1       |
|   | Half-year<br>ended<br>31st Dec.,<br>1895  | £<br>51,955<br>53,383<br>53,383<br>15,264<br>10,778<br>10,778<br>250<br>250<br>250<br>7,999<br>07,179<br>4,927<br>4,927<br>4,927<br>4,927<br>659<br>7,999  | 11      |
| 2-21  | Hal<br>en<br>31st   | £<br>51,955<br>53,383<br>15,264<br>65,038<br>10,778<br>10,778<br>250<br>269<br>7,999<br>7,999<br>7,999<br>202,252<br>202,252<br>202,252<br>202,252   | 420,417 |
| and the second se | the second se |  |         |

|    | _                           |                                       |      | _  |                                      |   |   |   |  |            |   |                                    |   |   |         |                           |
|----|-----------------------------|---------------------------------------|------|--|--------------------------------------|---|---|---|--|------------|---|------------------------------------|---|---|---------|---------------------------|
|    |                             | 1896                                  | . d. | 1 %                                      |                                      | 6   | 6 8   | 0   | 0  | 3 2        |   | 896                                | s. d.<br>5 10   |   | 0       | 10                        |
| 1  |                             | )ec.,                                 | s.   | 30                                       | 59 I4                                | 738 IO  | 48  |   | 0/1                                      | 6 1        |   | ec., I                             |   |   | 3 9     | 1 16                      |
| 1  | Cr.                         | 31st Dec., 1896                       | £    | 21,230                                   | 221,269                              | 73  | 4   | 1,050   | L'I                                      | 244,506 13 | A   | 31st Dec., 1896                    | £<br>180,655  |   | 142,553 | 38,101 16 10              |
| 11 | 0                           |                                       |      |  |                                      |   |   |   |  | 2          |   | 31                                 | IS  |   | 14      | 69                        |
|    |                             |                                       |      | ount                                     | :                                    | and   | and   | unty  | :  |            |   |                                    | :   | 00  | 1       | :                         |
|    |                             |                                       |      | Acc                                      |                                      | lerg  | pany  | J Co  | ntee                                     |            |   |                                    |   | 14  |         |                           |
|    |                             |                                       |      | ar's                                     | int                                  | st Ac   | lmo.  | wa  | ıaraı                                    |            | o.  |                                    | :   | £23,017<br>119,535  |         | :                         |
|    |                             |                                       |      | If-yea                                   | Accol                                | tere:   | vay (   | nties<br>nies,  | al Gu                                    |            | EN  |                                    |   | £23<br>119  |         |                           |
|    |                             |                                       |      | Ha                                       | i .                                  | al In<br>s in   | amv.  | Cour  | ronia                                    |            | VID   |                                    |   | ::  |         | :                         |
|    |                             |                                       |      | last                                     | ever                                 | ener  | ge I I  | iern<br>y Co  | -Ba                                      |            | A DI  |                                    |   |   |         |                           |
|    |                             |                                       |      | uuo.                                     | m R                                  | in S  | mpai  | lorth   | -ine-                                    |            | FOI   |                                    | :   | ::  |         | :                         |
|    |                             |                                       |      | ce fr                                    | e fro                                | r's al  | l Co  | t & N<br>n Ra   | bet I                                    |            | BLE   |                                    |   |   |         |                           |
|    | .:                          |                                       |      | By Balance from last Half-year's Account | Balance from Revenue Account         | Banker's and General Interest Account<br>Dividend on Shares in Castlederg and | Victoria Bridge I ramway Company and<br>Hotel Companies | Belfast & Northern Counties and County<br>Down Railway Companies, Way Leave | Belturbet Line-Baronial Guarantee        |            | ILA   |                                    | •   | ::  |         | :                         |
|    | LND                         |                                       |      | y B                                      | " B                                  | Â   |   | . B(  | " B(                                     |            | AVA   |                                    |   |   |         |                           |
|    | COL                         |                                       |      | A  | -                                    |   |   | •   | -  |            | CE  |                                    | :   | :::   |         |                           |
|    | C AC                        | Half-year<br>ended 31st<br>Dec., 1895 | ¥    | 20,150                                   | 218,165                              | 200   | 221   | 1,050   | 170                                      | 522        | ANG   |                                    |   |   |         |                           |
|    | NUE                         | Half-year<br>ended 31st<br>Dec., 1895 |      | 20,                                      | 218,                                 |   |   | Τ,  |  | 240,522    | BAL   |                                    |   | stock   |         |                           |
|    | UE.                         |                                       | d.   | 4  | 0                                    | 0   | 0   | 4   | 10                                       | 52         | OF  |                                    |   | er al   |         |                           |
|    | RE                          | c., 180                               | °s.  | 19                                       | 00                                   | 0   | 0   | 7   | 5  | 13         | NOI   | P                                  | X.  | ferer<br>nt. p  |         |                           |
|    | NET                         | 31st Dec., 1896                       | F    | 40,465                                   | 17,385                               | 1,000   | 5,000   | 63,851  | 180,655                                  | 244,506 13 | IAT   |                                    | No.   | Pre<br>er ce  |         | -year                     |
|    | No. X,-NET REVENUE ACCOUNT. | 31                                    |      |  | L'I                                  | I   | 5   | 63  | I 80                                     | 244        | No. XIPROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. |                                    | Balance available for Dividend, as per Account No. X. | $\pounds_{1,150,885}$ Consolidated 4 per cent. Preference Stock $\pounds_{3,541,800}$ Ordinary Stock, at $6\frac{3}{4}$ per cent. per annum |         | Balance to next Half-year |
|    | No.                         |                                       |      | :  | cent.                                | tion  | :   |   | No.                                      |            | PRC   |                                    | Acco  | per<br>k, at  |         | lext                      |
|    | A                           |                                       |      |  |                                      | City of Dublin Junction   |   |   | (see No.                                 |            | AP  |                                    | per   | ed 4<br>Stocl   |         | to I                      |
|    |                             |                                       |      | м  | nsolidated 4 per<br>Guaranteed Stock | : 12.   |   |   | ) p                                      |            | SED   |                                    | l, as   | lidat<br>ary  |         | ance                      |
|    |                             |                                       |      | Debenture Stock                          | d 4<br>eed                           | Dubl  |   |   | iden                                     |            | POS   |                                    | idenc   | onsol   |         | Bal                       |
|    |                             |                                       |      | Ire S                                    | date                                 | of ]  | :   |   | Div                                      |            | PRC   |                                    | Divi  | 5 C   |         |                           |
|    |                             |                                       |      | entr                                     | Consolidated<br>Guarantee            | ity   |   |   | for                                      |            | I.  |                                    | for   | 50,88<br>141,8  |         |                           |
|    |                             |                                       |      |  | C                                    | с :   | -   |   | able                                     |            | 0. X  |                                    | lable   | £1,1<br>£3,5  |         |                           |
|    |                             |                                       |      | uo                                       |                                      | se to   | Fund  |   | avail                                    |            | Z   |                                    | avai  | l on  |         |                           |
|    |                             |                                       |      | Interest                                 |                                      | uarantee<br>Railways  | rve   |   | IL.)                                     |            | 60  |                                    | unce  | Dividend on   |         |                           |
|    |                             |                                       |      | Inte                                     |                                      | Guarantee<br>Railways   | Reserve Fund  |   | Balance available for Dividend<br>XIII.) |            | 29  |                                    | Bala  | Divi(   |         |                           |
|    | ·」即                         |                                       |      | To                                       | :                                    | :   | 64  |   |  |            | 104   | ed                                 | -   |   |         |                           |
|    | 展)                          | ar<br>Ist<br>95                       |      | 99                                       | 85                                   | 00  | 00  | 51  | 12                                       | 52         |   | r end<br>5., 189                   | 122   | DI 8<br>35  | 953     | 18                        |
|    |                             | Half-year<br>ended 31st<br>Dec., 1895 | 42   | 40,466                                   | 17,385                               | I ,000  | 5,000   | 63,851  | 176,671                                  | 240,522    |   | Half-year ended<br>31st Dec., 1895 | 176,671   | 23,018<br>118,935   | 141,953 | 24,718                    |
|    | 1                           | H                                     |      | -  |                                      | 1   |   |   | н  | 5          | 2. /  | Ha<br>315                          |   |   |         |                           |

#### No. XII.-ABSTRACTS.

| Α.                                   | MAINTENANCE OF WAY, WORK  | S, &c.                  |                     |
|--------------------------------------|---|-------------------------|---------------------|
| Half-year<br>ended<br>31st Dec.,1895 |   | £ s. d                  | . Lo s. 1           |
| £<br>1,910                           | Salaries, Office Expenses, and General Superintend-<br>ence   |                         | 1,940 8             |
| 22,235                               | Maintenance and Renewal of Permanent Way-<br>Wages  | 22,166 5 11             | R. A                |
| 12,214<br>852                        | Materials<br>Locomotive Power   | 10,889 17 3<br>982 I 6  |                     |
|                                      |   |                         | 34,038 4            |
| 6,650<br>8,094                       | Repairs of Roads, Bridges, Signals, and Works<br>Repairs of Stations and Buildings<br>MILES MAINTAINED—<br>Double 143<br>Single 385 | Ξ                       | 6,723 I<br>8,255 8  |
|                                      | Total 528   |                         |                     |
| 51,955                               | Total   | _                       | 50,957 2 1          |
| в.                                   | LOCOMOTIVE POWER.   |                         |                     |
| Half-year                            |   |                         |                     |
| ended<br>stiDec., 1895               |   | £ s. d.                 | £ s.                |
| £ 777                                | Salaries, Office Expenses, and General Superintend-<br>ence   |                         | 859 8               |
|                                      | RUNNING EXPENSES-   |                         | 039 0               |
| 14,946                               | Wages connected with the working of Loco-<br>motive Engines   | 15,235 2 1              | -                   |
| 21,037                               | Coal and Coke   | 21,102 18 7             |                     |
| 1,642<br>1,756                       | Water<br>Oil, Tallow, and other Stores  | 1,827 3 6<br>1,888 11 7 |                     |
|                                      | REPAIRS AND RENEWALS-   |                         | 40,053 15           |
| 5,728                                | Wages   | 5,953 17 8              |                     |
| 4,350                                | Materials   | 4,465 10 11             |                     |
| 2,592                                | New Engines purchased   | 2,533 6 8               | 12,952 15           |
| 555                                  | Repairs to Workshops, Sheds, &c.  | -                       | 12,952 15<br>369 18 |
| 53,383                               | Total   |                         | 54,235 17 8         |
| C. 1                                 | REPAIRS AND RENEWALS OF CARRIAGES   | AND WAGC                | NS.                 |
| Half-year<br>ended                   |   | 6                       |                     |
| st Dec.,1895                         |   | to s. d.                | to s. d             |
| £<br>376                             | Salaries, Office Expenses, and General Superintend-<br>ence   |                         | 392 II 4            |
| 3,088                                | Carriages-Wages   | 3,345 15 8              | 392 II 4            |
| 4,387                                | Materials   | 4,195 3 8               |                     |
| 3,302                                | Wagons-Wages  | 3,476 0 10              | 7,540 19 4          |
| 4,111                                | Materials   | 3,899 17 2              | 7,375 18 0          |
| 15,264                               | Total   |                         |                     |
|                                      | Total   |                         | 15,309 8 8          |

#### No. XII. - ABSTRACTS-continued.

| D. TRAFFIC EXPENSES.                  |                              |        |            |   |    |   |        |    |    |  |  |
|---------------------------------------|------------------------------|--------|------------|---|----|---|--------|----|----|--|--|
| Half-year<br>ended<br>31st Dec., 1895 |                              |        |            |   |    | 1 |        |    |    |  |  |
|                                       |                              |        |            |   |    |   | £      | s. | d. |  |  |
| 49,597                                | Salaries and Wages, &c.      |        |            |   | •• |   | 50,152 | 8  | 5  |  |  |
| 7,696                                 | Fuel, Lighting, Water, and   | Gener  | al Stores  |   |    |   | 7,875  | 17 | 3  |  |  |
| <b>I</b> ,794                         | Clothing                     |        |            |   |    |   | 1,489  | 9  | 2  |  |  |
| 4,184                                 | Printing, Stationery, Ticket | s, and | Advertisin | g |    |   | 4,082  | 0  | I  |  |  |
| 595                                   | Wagon Covers, Ropes, &c.     | ••     |            |   |    |   | 578    | 17 | 5  |  |  |
| 818                                   | Miscellaneous Expenses       |        |            |   |    |   | 930    | IO | I  |  |  |
| 354                                   | Horse Shunting Expenses      | • 6    |            |   |    |   | 127    | 3  | 6  |  |  |
|                                       |                              |        |            |   |    |   |        | _  |    |  |  |
| 65,038                                |                              |        | Total      |   |    | £ | 65,286 | 5  | 11 |  |  |

| E.                                    | E. GENERAL CHARGES.  |             |  |  |  |  |  |  |  |  |
|---------------------------------------|--|-------------|--|--|--|--|--|--|--|--|
| Half-year<br>ended<br>31st Dec., 1895 |  |             |  |  |  |  |  |  |  |  |
| £                                     |  | £ s. d.     |  |  |  |  |  |  |  |  |
| I,500                                 | Directors  | . I,500 0 0 |  |  |  |  |  |  |  |  |
| 50                                    | Auditors   | . 50 0 0    |  |  |  |  |  |  |  |  |
| 5,085                                 | Salaries of Secretary, General Manager, Accountant, and Clerks | 4,892 19 10 |  |  |  |  |  |  |  |  |
| 765                                   | Office Expenses  |             |  |  |  |  |  |  |  |  |
| 42                                    | Advertising  | 1.012       |  |  |  |  |  |  |  |  |
| 548                                   | Fire Insurance   |             |  |  |  |  |  |  |  |  |
| 1,126                                 | Telegraph Expenses   | 06-         |  |  |  |  |  |  |  |  |
| 817                                   | Railway Clearing-House Expenses                                | 00          |  |  |  |  |  |  |  |  |
| 153                                   | Travelling Expenses  | 0           |  |  |  |  |  |  |  |  |
| 692                                   | Contribution to Superannuation and Sick Funds                  |             |  |  |  |  |  |  |  |  |
|                                       |  | 750 9 11    |  |  |  |  |  |  |  |  |
| 10,778                                | Total £  | 10,382 12 8 |  |  |  |  |  |  |  |  |

| Cr.                            | £ 5. d.   | 170,907 IO            |                                     | 29,979 IG                | 79,958 12 10                              | 14,262 7 6                          | - 10                             | 01                               |                             | 0                             | 18,000 0 0  | 336 714 14 10 |
|--------------------------------|---|-----------------------|-------------------------------------|--------------------------|---|-------------------------------------|----------------------------------|----------------------------------|-----------------------------|-------------------------------|---|---------------|
|                                | ler ler   | •                     | no ha                               | :                        | :   | :                                   | :                                | :                                | :                           | :                             | I 3,000<br>5,000  |               |
|                                | By Capital Account, Balance at Debit thereof as per | :                     | and Cash on                         | :                        | hand                                      | :                                   |                                  | :                                | :                           | :                             | Rostrevor Hotels & Development Shares & Debenture $\mathcal{L}_{13,000}$<br>Co., & Irish Highlands Hotel Co. Louin $\mathbf{w}$ |               |
|                                | Debit tl  | :                     | ccount                              | :                        | General Stores-Stock of Materials on hand | mpany                               | ses                              | iies                             | :                           |                               | res & Del   |               |
|                                | ice at  | :                     | rent Ac                             | :                        | of Mate                                   | the Co                              | noH gu                           | Compar                           | ffice                       | counts                        | nt Sha<br>o. Ec.  |               |
| ET.                            | t, Balaı  | IV.                   | s, Cur                              |                          | -Stock                                    | due to                              | Clearin                          | other (                          | Post Office                 | ling Acc                      | evelopme<br>s Hotel C   |               |
| E SHE                          | Accoun  | Account No. IV.       | Bankeı                              |                          | Stores                                    | ccounts                             | due by                           | due by                           | do.                         | utstand                       | tels & De<br>Iighland   |               |
| TANCI                          | Capital   | Accou                 | ", Cash at Bankers, Current Account | hand                     | eneral                                    | Traffic Accounts due to the Company | " Amounts due by Clearing Houses | " Amounts due by other Companies | Do.                         | " Sundry Outstanding Accounts | trevor Ho<br>& Irish I  |               |
| AL BA                          |   | -                     | -                                   |                          |   | 2                                   | n A                              | " A                              |                             | " St                          | ., Rost<br>Co.,   |               |
| MEN                            | s. d.   | 5 IO                  | 8 IO                                |                          | IS 6                                      | I3 I0                               |                                  | 4 5                              | 6 5                         | 0.0                           |   | 4 10          |
| THE PARTY PARTY PARANCE SHEET. | Ę   | 180,655               | 4.779                               |                          | 56,442 IS                                 | 2,549 I3                            |                                  | 49,667                           | 620                         | 42,000                        | =   | 336,714 14 10 |
| 47 °0.14                       | lereof,   | :                     | ;                                   | e and                    | :   | :                                   | :                                | :                                | :                           | :                             |   |               |
|                                | Balance at Credit thereof,                          | •                     | • ;                                 | and Interest payable and | :   | :                                   | :                                | :                                | :                           | 3                             |   |               |
|                                | ice at (  | :                     | st                                  | Interest                 | :   | lies                                | Se                               | :                                | :                           | •                             |   |               |
|                                |   | . X.                  | id Interest                         |                          | :   | " Amounts due to other Companies    | " Amounts due to Clearing House  | " Sundry Outstanding Accounts    | Funds                       | :                             |   |               |
|                                | To Net Revenue Account,                             | as per Account No. X. | Unpaid Dividends and                | Guaranteed Dividends     | L   | to other                            | to Clea.                         | anding .                         | " Benevolent and Sick Funds | :                             |   |               |
|                                | Revenue   | per Acc               | id Divid                            | inteed                   | provided for                              | nts due                             | nts due                          | y Outsta                         | olent an                    | " Reserve Fund                |   |               |
|                                | Net F   | as p                  | ., Unpai                            | " Guara                  | prov                                      | Amout                               | Amour                            | Sundry                           | Benevo                      | Reserv                        |   |               |

| H                   | alf-vear ende                   |   |  |  |  |
|---------------------|---------------------------------|---|--|--|--|
|                     | Half-year ended 31st Dec., 1896 |   |  |  |  |
| 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  |  |  |
| 4921                | 492 <del>]</del>                |   | 4921   |  |  |
| 351                 | 351                             | -   | 352  |  |  |
|                     |                                 |   | 528  |  |  |
|                     | authorised                      | Miles<br>authorisedcon-<br>structed $492\frac{1}{2}$ $492\frac{1}{2}$ $35\frac{1}{2}$ $35\frac{1}{2}$ | Miles<br>authorised     Miles<br>con-<br>structed     construct-<br>ing or to<br>be con-<br>structed       4921     4921     —       351     351     — |  |  |

|                                       | No.XVSTATEMENT OF TRAIN MILEAGE.                           |                                       |
|---------------------------------------|--|---------------------------------------|
| Half-year<br>ended<br>31st Dec., 1895 |  | Half-year<br>ended 31st Dec.,<br>1896 |
| 1,084,063<br>560,566<br>1,644,629     | Great Northern Line—<br>Passenger Trains                   | 1,689,914                             |
| 37,404<br>9,301                       | Enniskillen, Bundoran, and Sligo Line—<br>Passenger Trains | 49,954                                |
| 46,705<br>1,691,334                   | Total  | 1,739,868                             |

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 Haif-year, been maintained in good working condition and repair.

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

DUBLIN, January 1st, 1897.

#### 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.

CHAS. CLIFFORD, Locomotive Engineer. DUNDALK, January 15th, 1897.

#### AUDITORS' CERTIFICATE.

We, the Auditors of the GREAT NORTHERN RAILWAY COMPANY (IRELAND), have examined the Accounts of the Company for the Halfyear ended the 31st day of December, 1896, 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 Six and three-quarters per cent. per annum, proposed to be declared on the Original Stock of the said Company is *bona fide* due thereon after charging the Revenue of the Halfyear with all expenses which ought to be paid thereout in our judgment.

> SAMUEL H. CLOSE. JAMES D. O'CONNOR.

DUBLIN, February 5th, 1897.

#### Great Northern Railway Company

18

#### (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 Company's Terminus, Amiens-street, in the City of DUBLIN, on WEDNESDAY, the 17th day of FEBRUARY, 1897, at at the hour of Twelve o'clock noon for the purpose of submitting the Directors' Report and Statement of Accounts of the Company for the Half-year ended the 31st day of December last, for appointing Directors, and for transacting the ordinary business of the Company.

The Meeting will also be asked to consider, and, if approved of, to authorise the Directors

- (a) To subscribe out of the funds of the Company to the fund for the erection of the proposed Royal Victoria Hospital, Belfast, a sum not exceeding £2,000.
- (b) To complete the purchase of the Enniskillen, Bundoran, and Sligo Railway, on terms of an agreement entered into between the Companies, which will be submitted to the Meeting.

And NOTICE is hereby further given that an Extraordinary Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the same place at a Quarter to One o'clock, p.m., or as soon thereafter as the business of the Ordinary Meeting is concluded, for the purpose of considering the provisions of the Bill now before Parliament, intituled "A Bill to Authorise the Great Northern Railway Company (Ireland) to construct Tramways and Tramroads from Sutton to Howth, to acquire and maintain Hotels and Refreshment Rooms, to use a portion of the Belfast and Northern Counties Railway, and for other purposes."

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

Dated this 27th day of January, 1897.

T. MORRISON, Secretary of the Company.

AMIENS-STREET TERMINUS, DUBLIN.

to give immediate notice to this Office of any permanent change of residence, stating name in full, and former The Proprietors of Stock in this Company are requested address.

(108)

RESIDENCE.

ЦO

CHANGE

Treat Southern and Western Zailtvay Conquiry

NOTICE.

FRANCIS B. ORMSBY.

KINGSBRIDGE TERMINUS, DUBLIN, Rebruary, 1897.

BROWNE AND NOLAN, LTD., PRINTERS, NASSAU STREET, DUBLIN,

A.

#### Great Southern & Mestern Railway.

#### REPORT OF DIRECTORS, and STATEMENT OF ACCOUNTS

FOR SIX MONTHS ENDED

31st DECEMBER, 1896.

TO BE SUBMITTED TO THE PROPRIETORS AT THE ONE HUNDRED AND SIXTH HALF-YEARLY GENERAL MEETING, TO BE HELD AT TWELVE O'CLOCK NOON, ON SATURDAY, 13TH FEBRUARY, 1897, AT

KINGSBRIDGE TERMINUS, DUBLIN.

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

#### GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND.

Notice is hereby given that the next Half-yearly General Meeting of the Shareholders of this Company will be held at the Kingsbridge Terminus, Dublin, on Saturday, the 13th day of February, 1897, at the hour of 12 o'clock, noon, for the purpose of receiving the Report and Statement of Accounts from the Directors, for the Half-year ended 31st December, 1896, and of transacting the general business of the Company.

(By Order of the Board),

FRANCIS B. ORMSBY, Secretary.

#### 23rd January, 1897.

KINGSBRIDGE TERMINUS, DUBLIN.

#### Great Southern and Western Railway.

#### DIRECTORS' REPORT

For the Half-year ended 31st December, 1896.

#### Birectors.

JAMES C. COLVILL, Chairman. JOSHUA J. PIM, Deputy Chairman. SAMUEL H. CLOSE. COLONEL JOHN BONHAM. WILLIAM ROBERTSON. WILLIAM J. GOULDING. GEORGE JAMESON. JOHN W. PAYNE SHEARES. COLONEL GERALD R. DEASE. EBEN. PIKE.

The following are the details of the Receipts of your Line for the past Half-year, viz. :--

| Description.            | Halt-year<br>ended<br>31st Dec., 1896. | Half-year<br>ended<br>31st Dec., 1895. | Increase. | Decrease.   |
|-------------------------|--|--|-----------|-------------|
|                         | £ s. d.                                | £ s. d.                                | £ s. d.   | £ s., d.    |
| PASSENGERS,             | 182,440 0 4                            | 185,376 12 3                           | _         | 2,936 11 11 |
| PARCELS,                | 17,363 7 11                            | 17,084 8 6                             | 278 19 5  |             |
| MISCELLANEOUS, .        | 16,717 19 10                           | 16,675 19 2                            | 42 0 8    |             |
| MAILS,                  | 22,209 14 0                            | 22,374 5 0                             | _         | 164 11 0    |
| Goods,                  | 142,887 2 0                            | 142,207 18 9                           | 679 3 3   | _           |
| MINERALS,               | 23,238 7 10                            | 22,799 11 6                            | 438 16 4  |             |
| LIVE STOCK, .           | 41,886 0 11                            | 43,860 6 9                             | -         | 1,974 5 10  |
| Total Traffic Receipts, | 446,742 12 10                          | 450,379 1 11                           | -         | 3,636 9 1   |

The Abstract of Accounts, which is now laid before you, shows the balance available for Dividend to be £188,649 19s. 2d., out of which the usual Dividend is recommended on the Four per Cent. Perpetual

#### [December, 1896.

#### December, 1896.]

6

Preferential Stock amounting to £26,582, and a Dividend at the rate of Five and a Quarter per Cent. per annum, amounting to £130,492 16s. 5d. on the Consolidated Stock of the Company, which, with £3,000 to Personal Injury Reserve Fund, will leave a balance of £28,575 2s. 9d. to be carried forward to next account.

The Traffic Receipts show a decrease of  $\pounds 3,636$  9s. 1d., as compared with the corresponding period of the previous year.

The Working Expenses are practically the same as in the corresponding half-year.

The Plans in connection with the Drumcondra and North Dublin Link Line are now being prepared, and the Directors hope shortly to be in a position to invite Tenders for the construction of the work.

With a view of improving the service between Bagnalstown District and County Wexford, your Directors are happy to report that arrangements have been practically completed with the Dublin, Wicklow, and Wexford Company, under which the Line between Ballywilliam and Palace Stations will be taken over by this Company, and an improved Time-table put in force, which shall not be altered except with the consent of both Companies. A Bill is being promoted by the Dublin Port and Docks Board, under which it is proposed to carry out additional works upon the Quays, and to raise money by the levy of new rates on imports and exports. Your Directors are taking steps for the protection of this Company's property and interests.

7

One of your Auditors, Mr. Joseph J. H. Carson, retires by rotation and offers himself for re-election.

> JAMES C. COLVILL, Chairman.

KINGSBRIDGE TERMINUS, DUBLIN, 29th January, 1897.

| LAND.   | CAPITAL CREATED.                        | All.   | ED. Amount<br>Unissued.       | £ s. d<br>269,685 0 0<br>   |
|---|---|--|-------------------------------|---|
| PANY, IRE.<br>896.<br>THE COMPANY.  | Total.                                  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | THE PROPORTION RECEIVED       | £ s. d.<br>4,971,155 0 0<br>1,829,100 0 0<br>6,300,255 0 0  |
| WESTERN RAILWAY COMPANY, IRELAND.<br>ENDING 31ST DECEMBER, 1896.<br>Ital Authorized and Created by the Company. | CAPITAL AUTHONIZED.<br>Debenture Stock. |  |                               | . 4,970,755 0 0)<br>. 4,970,755 0 0)  |
| N RAILW<br>31st DECI  | Btock.                                  | 4,840,635 ° d,<br>280,000 0 0<br>210,000 0 0<br>310,000 0 0<br>13,000 0 0<br>13,000 0 0<br>150,000 0 0<br>150,000 0 0<br>360,000 0 0<br>260,000 0 0<br>660,000 0 0<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 | CREATED, SHOWING              | (Received to 30th June, 1896,<br>(Issued during Half-year,<br>  |
| HERN AND WESTERN R.<br>HALF-YEAR ENDING 31ST<br>ATEMENT OF CAPITAL AUTHORIZED                                   |   | 4th∀ic., C. 2,<br>1889,<br>1889,<br>1814, and<br>h Vic., Cap. 2,   | STOCK UR                      | d. Received di 0 [Issued di   |
| A.  | 3                                       | rider, 1891, and 5<br>and 54th Vice, o<br>Railways Act,<br>al Capital Ords   | CAPITAL<br>Amount<br>Created. | £         5. </td |
| GREAT SOUTHERN AND WESTERN RA<br>HALF-YEAR ENDING 31ST<br>No. 1Statement of Capital Authorized                  | Астя ор Ранцаният.                      | <ul> <li>24th and 25th Vic, Gap. 148,</li></ul>  | Dascarrion.                   | Ordinary Stook,   |

# No. 3.-CAPITAL RAISED BY DEBENTURE STOCK.

RAISED BY ISSUE OF DEBENTURE STOCK.

| Total amo<br>received  | બ   | 6,300,255  | 2,311,020  |
|--|---|--|--|
| Amount re-<br>belved during<br>Half-year to<br>31st Dec.,<br>1896. | & 3. d.   | 400 0 0  | 0,450 0 0 5  |
| Amount<br>received to<br>30th June,<br>1896.                       | £ 8. d.   | ,299,855 0 0   | .k.<br>- 2,290,570 0 0 20,450 0 0 2,311,020 0  |
| 1  | BY RECEIPTS-  | Capital Stock, per<br>Account No. 2, 6   | Debenture Stock,<br>No. 3, 2   |
| Total,   | £ 8. d.   | 7,874,910 18 6   | 1,104,857 6 5  |
| Amount<br>Expended<br>during Half-year<br>to 31st Dec.,<br>1896.   | £ 8. d.   | 13,509 15 8  | 33 14 0  |
| Amount<br>Expended to<br>30th June,<br>1896.                       | £ 8. d.   | 7,861,431 2 10   | 1,104,823 12 5   |
|  | -   |  | •  |
|  | TO EXPENDITUR.  | On Lines open fe   | Working Stock,   |
|  | Amount Amount Expended Total, Total, Total, 1896. 1896. | Amount<br>Expended<br>during Haif-yearAmount<br>Amount re-<br>received to<br>30th June,<br>1896.Amount re-<br>Amount re-<br>30th June,<br>11896.Amount re-<br>aller out of the during<br>1896.a& s. d.& s. d.& s. d.& s. d.& s. d. | Amount<br>Expended to<br>30th June,<br>1896.     Amount<br>Expended<br>to 31st Dec.,<br>1896.     Total,<br>Total,<br>1896.     Total,<br>Total,<br>1896.     Amount re-<br>ceived to<br>30th June,<br>1896.     Amount re-<br>ceived to<br>31st Dec.,<br>1896.       \$\$ \$\$ \$\$ a, d\$     \$\$ \$\$ \$\$ \$\$ a, d\$     \$\$ \$\$ \$\$ \$\$ a, d\$     \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ |

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s. d.

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0 0

20,450 0 0 2,311,020

262,436 6 7 11,048 18

Premium on Stock Sold,

0

0 25,000

0

25,000 0

Southern Hotels Co. Shares,

Drumcondra Line,

December, 1896.]

[December, 1896.

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8,852,861 6

Balance,

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5,276 10 9

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

| 17 1536 18 0 8 / 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Brake Yans.<br>Open Goods Wa-<br>Sons. | 1,365 1351 1,365 1351        | • •   |
|--|--|------------------------------|---|
|  | Ballast Train<br>Ballast Train         | 04 10 04 10                  | •••   |
|  | ToraL.                                 | 593 1(<br>593 1(             | • •   |
|  | Fish and Milk<br>Vans.                 | 50                           | • •   |
|  | Incline Brake<br>Vans.                 | • • •                        |   |
|  | Carriage Trucks.                       | 32<br>32                     |   |
|  | Horse Boxes.                           | 76                           | • •   |
|  | Post Office Bort-<br>ing Carriages.    | 20                           |   |
|  | Stors Vans.                            | CN CN .                      | • •   |
|  | Разволдет Ттаіл<br>Втаке Уала.         | 76                           |   |
|  | Composite Car-<br>riages.              | 76                           |   |
|  | Third Class Car-                       | 178                          |   |
|  | Becond Class Car-<br>riages.           | 34<br>34                     | • •   |
|  | First Glass Car-                       | 48                           |   |
|  | Btate Carriage.                        |                              | • •   |
| WOOD T T T D T T T T T T T T T T T T T T             | Tenders.                               | 143                          | • •   |
| -  | Ragines.                               | 178                          | • •   |
|  |  | took on the 30th June, 1896, | norease during the Half-year, .<br>becrease do., do., |

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

|                      | Total.  | £ 8. d.               | 270,000 0 0  | 20,000 0 0                    | 1,000 0 0  | 550 0 0                            | 291,550 0 0                                     |
|----------------------|---|-----------------------|--|-------------------------------|--|------------------------------------|---|
| rpenditure.          | In subsequent<br>Half-years.                    | £ 8. d.               | 260,000 0 0  | Not ascertained.              | do.  | do.                                | 260,000 0 0                                     |
| Further Expenditure. | During the Half-year<br>ending 30th June, 1897. | £ 8. d.               | 10,000 0 0   | 20,000 0 0                    | 1,000 0 0  | 550 0 0                            | 31,550 0 0                                      |
|                      |   | Determond on First Fi | Works at Stratter to the second state of Stratter state stat | Work at Stations and Sidings, | References to back for a serie of the series | The second to mool, Daw Mill Shed, | Total Estimated further Expenditure of Capital, |

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

11

|  |             |        |      |   |   |   | - | 20 3. 11.    |     | - |
|--|-------------|--------|------|---|---|---|---|--------------|-----|---|
| Capital Stock authorized and created, but not yet received, per Account No. 2, | per Accourt | nt No. | 2, . | • | • |   | • | 269,685 0 0  | 0   |   |
| LOBIN Capital authorized and created, but not yet received, per Account No. 3, | r Account   | No. 3, | •    |   | • |   |   | 249,859 0 0  | 0 0 |   |
| T and hallowers and A av   |             |        |      |   |   |   | - | 519,544 0 0  | 0   |   |
| Acces banance, per Account No. 4,  | 0           | •      | •    | • | • |   |   | 125,314 10 7 | 1 1 |   |
|  | Total,      | •      | •    |   |   | • |   | 394,229 9 5  | 9 8 |   |

December, 1896.]

10

[December, 1896.

| Cr.                   | Half-year ended<br>31st Dec., 1896.    | \$         \$. </td |
|-----------------------|--|---|
|                       | Half-y<br>31st I                       | No.<br>79,916<br>160,768<br>1,448,368<br>(586)<br>1,769,052<br>   |
|                       | Half-year ended<br>31st Dec., 1895.    | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  |
|                       | Half-<br>31st ]                        | No.<br>84,528<br>189,6300<br>1,433.671<br>(600)<br>1,700,829<br>-<br>-<br>-   |
| No. 9REVENUE ACCOUNT. | RECEIPTS.                              | By Passengers-First Class,<br>Do. Second<br>Periodical Tickets,<br>Malls,<br>Malls,<br>Live Stock,<br>Live Stock,<br>Rents,<br>Rents, Southern Railway<br>Company,  |
| No. 9I                | Half-year<br>ended 31st<br>Dec., 1896. | £         s.         d.           51,025         6         5           63,440         7         6           63,440         7         5           20,894         17         1           20,894         17         5           20,894         17         5           9,890         11         0           9,890         136         1           136         10         7           138         10         1           14,981         5         7           14,981         5         7           14,981         5         7           14,981         5         7           232,448         18         11           1,464         13         10           2331,024         5         7           218,889         12         10           218,883         12         10           214,9,863         18         11  |
|                       | Half-year<br>ended<br>31st Dec., 1895. | &         S.         d.           50,067         12         11           63,724         19         6           20,316         17         1           69,968         3         6           9,802         13         8           962         9         8           568         10         4           15,772         8         6           395         19         7           947         17         4           916         4         1           2,913         19         11           228,433         16         2           2,913         19         11           228,539         16         8           25,913         13         1           258,539         16         8           453,849         8         10  |
| Dr.                   | EXPENDITURE.                           | To Maintenance of Way, Works, and<br>Stations<br>(see Abstract A,)<br>, Locomotive Power (see Abstract B,)<br>, Carriage and Wagon Repairs<br>(see Abstract D,)<br>, Garriage and to be Abstract D,)<br>, General Charges (see Abstract D,)<br>, General Charges (see Abstract E,)<br>, Mileage and Taxes,<br>, Mileage and Demurruge,<br>, Rates and Taxes,<br>, Mileage and Demurruge,<br>, Balance carried for Working other Lines,<br>, Total,<br>, Balance carried to Net Revenue<br>Account,   |

| Cr.                        | Half-year ended<br>31st Dec., 1896.                                  | k s. d.<br>11,062 16 9   | 218,839 12 10<br>369 5 7               | 400 0 0               | 1,500 0 0             | 61                              | 1,400 0 0                  | 0                             | 938 296 14 7            |
|----------------------------|--|--|--|-----------------------|-----------------------|---------------------------------|----------------------------|-------------------------------|-------------------------|
| ACCOUNT.                   |  | B  | ". DO. REVENUE ACCOUNT, NO. 9,         | Castleisland Railway, | Killorglin Railway,   | Kanturk and Nowmorket Bolloon . | West Kerry Railway,        | Headford and Kenmare Railway, |                         |
| No. 10NET REVENUE ACCOUNT. | Half-year ended<br>31st Dec., 1895.                                  | # 8. d.<br>10,784 12 11<br>221 310 19 7                                      | 2 6 029                                |                       | 1,500 0 0<br>554 10 E |                                 | 1,400 0 0                  | 1,200 0 0                     | 241,729 14 6            |
| 0. 10NET                   | Half-year ended Half-year ended<br>31st Dec., 1896. 31st Dec., 1895. | £ 5. d.  | 1,456 7 1                              |                       |                       |                                 |                            | 188,649 19 2                  | 236,326 14 7 241,729 14 |
| N                          |  | To Interest on Debenture Stock,<br>(on £2,311,020 at 4 per cent. per annum.) | Clara and Banagher Rallway Co<br>Debt, |                       |                       |                                 | Ralance evolutio for Dirit | _                             | (See No. 13.)           |
| Dr.                        | Half-year ended<br>31st Dec., 1895.                                  | 45,811 8 0   |  |                       |                       |                                 | 195,918 6 6                | 241.729 14 G                  |                         |

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

160,074 16 5 28,575 2 9 d. 2 Half-year ended 31st Dec., 1896. £ 8. 52 £ 8. d. 0 2 0 26,582 0 1 130,492 16 3,000 0 0 \* \* \* • Balance available for Dividend, as per Account No. 10, Dividend on Preferential Stock, £1,329,100, at 4 per cent, per annum, Dividend on Ordinary Stock, £4,971,155, at  $\tilde{\mathfrak{G}}_4^2$  per cent, per annum, Reserve Fund-Personal Injury, • Balance to next Half-year, **£ 8. d.** 195,918 6 6 168,277 15 3 27,640 11 3 Half-year ended 31st Dec., 1895. 8. d. 0 00 0 26,582 0 1 136,695 15 5 5,000 0 8

December, 1896.]

12

LDecember, 1896.

| Δ.  | MAINTENANCE OF WAY, WORKS, &c.   |  | C. REPAIRS AN                                    | REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.  | BONS.   |
|---|--|--|--|--|---|
| Half-year<br>ended 31st                                 |  | Half-year<br>ended 31st<br>Dec., 1896. | Half-year<br>ended 31st<br>Dec., 1895.           |  | Half-year<br>ended 31st<br>Dec., 1896.            |
| £ 8. d.<br>1,798 5 8                                    | Salaries, Office Expenses, and General Superintendence,                      | £ s. d.<br>1,832 19 4                  | Co   | Carriages :  | :0  |
| 21,952 13 11  |  | 35,523 6 9                             | 1 3 14   | s, 5,049 4   | 9,858 12 5  |
| 12,164 18 6<br>4,922 1 0                                | Repairs of Roads, Bridges, Signals, and Works                                | 7.670 6 0                              | 189 3 6 Sals<br>3,306 7 8 Wa                     | Salaries, Office Expenses, and General Superintendence,<br>Wages, £3,534 3 3 8<br>Motoricals 6 714 0 7 8 | 144 0 5<br>10,248 3 10                            |
|   | 3,   |  | 17 1   | Total,   | 20,394 17 1                                       |
| 3,564 1 8<br>1,663 19 8                                 | Materials, 2,031 0 0   | 5,998 14 4                             | D.   | TRAFFIC EXPENSES.  |   |
|   | tained-  |  | Half-year<br>ended 31st<br>Dec., 1895.           |  | Half-year<br>ended 31st<br>Dec., 1896.            |
|   | Single, 390 <u>\$</u><br>Total, 594 <del>\$</del>                            |  | 51,379 3 8 Salari<br>9,901 1 1 Fuel              | Salaries, Wages, &c.,<br>Fuel, Lighting, Water, Hydraulics, and General Stores,<br>Mosti-and             | £ e. d.<br>51,695 5 11<br>9,616 1 7<br>1 551 2 3  |
| 50,067 12 11  | Total,   | 51,025 6 5                             | 10 10<br>7 2<br>2                                | Printing, Stationery, Tickets, and Advertising,<br>Horses, Harness, Provender, &c.,                      | 3,421 16 9<br>468 14 11                           |
| 8   | LOCOMOTIVE POWER.  |  | 1,413 19 3 Wisce<br>1,470 0 0 Ouee               | Wagou Corets,  | 10  |
| Half-year<br>ended 31st<br>Dec., 1895.                  |  | f-year<br>d 31s                        | 20   | Total,   |   |
| 0   | Salaries, Office Kxpenses, and General Superintendence,<br>Running Expenses: | 1,187 6 4                              | Half-year<br>ended 31st                          |  | Half-year<br>ended 31st<br>Dec 1806               |
| (8,365 11 7<br>(8,525 10 6<br>(1,323 13 5<br>2.326 5 10 | ~  | 41,978 15 10                           | 1.00   | 015,   | 1,500 0 0 0                                       |
| 10,511 18 11<br>8,414 18 4                              | Rep  | 18,964 11 6                            | 9 4<br>3 11<br>7 6                               | Salaries of Secretary, Accountant, and Clerks,<br>Office Expenses,                                       | 3,903 18 0<br>221 2 8<br>332 17 9                 |
| 50,755 15 7   |  | 61,430 13 8                            | 236 6 6 Milec<br>298 1 6 Fire<br>1,277 19 2 Tele | Rire Insurance,<br>Frie Insurance,<br>Telegraph Expenses,<br>Railwar Charine Rinnasa.                    | 272 3 10<br>272 3 10<br>1,289 17 6<br>1.101 11 11 |
| 1,969 3 11  | Repairs of Workshops, Sheds, &c.,  | 2,009 13 10                            | 14 0   | Superannuation Fund,   | 552 0 3<br>300 0 0                                |
| 63,724 19 6   | Total  | 83,440 7 6                             | 9,802 13 8                                       | Total,   | 9,890 11 0  |

No. 12.-ABSTRACTS.

#### Dr. No. 13.—GENERAL BALANCE SHEET, 31st Dec., 1896. Cr. To Net Revenue Account-£ s. d. By Capital Account-Balance at Debitthere... £ s. d. Balance at Credit thereof, as per Account of, as per Account No. 4, ,, General Stores-Stock 125,314 10 7 . 6,951 7 1 " Guaranteed Dividends on hands, . . 93,388 18 9 payable or accruing and provided for, " Cash at Bankers-cur-44,679 15 3 rent Account : and " Debts due to other Com-Cash on hands, . . 23,839 9 11 panies, , Sundry outstanding Ac-3,609 17 8 " Bank-Deposit Account, 70,000 0 0 " Amounts due to Comounts, , Compensation, Personal Injury-Reserve Fund, , Superannuation Funds: 20,037 6 2 23,300 12 8 Company, . " Amounts due by Clearing 20,000 0 0 8,273 9 4 Øfficers, 8 a.d. Officers, . 39,745 16 1 Enginemen, . 27,256 4 7 Sick Fund, . 4,858 15 4 House, , Amounts due by Post 538 12 3 71,860 16 0 Office, . . . 11,133 7 10 355,789 1 4 355,789 1 4

#### 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,    |   | 5851                 | 583                   | 24  | 583                            |
| Lines partly owned, .      |   | 21                   | 23                    |   |                                |
| Lines leased or rented, .  | • | 61                   | 61                    | _   | 2 <del>2</del><br>61           |
|                            |   | 5941                 | 592                   | 21  | 592                            |
| Lines worked,              |   | 113                  | 112                   | -2  | 113                            |
| Foreign lines worked over, |   | -                    | -                     | _   | 2                              |
| Total,                     |   | 6061                 | 603                   | 24  | 6053                           |

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

| Half-year                             | ending 31s                                   | r Dec., 1895. |                                       | Half-year                            | ending 31st                                  | r Dec., 1896 |
|---------------------------------------|--|---------------|---------------------------------------|--------------------------------------|--|--------------|
| Great<br>Southern and<br>Western Ry.  | Lines<br>worked by<br>G. S. & W.<br>Railway. | Total.        | -                                     | Great<br>Southern and<br>Western Ry. | Lines<br>worked by<br>G. S. & W.<br>Railway. | Total.       |
| 1,115,617 <sup>3</sup> / <sub>4</sub> | 26,8733                                      | 1,142,4911    | Passenger Trains,<br>Goods and Minera |                                      | 11,647                                       | 1,203,953    |
| 710,743                               | 13,4471                                      | 724,190%      | Trains, .                             | 715,5271                             | 10,3303                                      | 725,858      |
| 1,826,361                             | 40,321                                       | 1,866,682     | Total, .                              | 1,907,833                            | 21,978                                       | 1,929,811    |

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

15

[December, 1896.

December, 1896.]

December, 1896.]

#### 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, 20th January, 1897.

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.

ROBERT COEY,

Locomotive Engineer.

INCHICORE, DUBLIN, 20th January, 1897.

#### AUDITORS' CERTIFICATE.

We, the Auditors of the GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, do hereby certify that we have examined the Half-yearly Accounts of the Company, for the Half-year ended 31st December, 1896, which are proposed to be issued to the Shareholders of said Company; and we hereby certify that said Half-yearly Accounts contain a full and true Statement of the Financial Condition of the Company; and we further certify that the Dividend of  $5\frac{1}{4}$  per cent., proposed to be declared on the Original Stock of the said Company, is *bona fide* due thereon, after charging the Revenue of the Half-year with all expenses which ought to be paid thereout in our judgment.

> LUCIUS O. HUTTON, JOSEPH J. H. CARSON, Auditors.

DUBLIN, 29th January, 1897.

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

#### ILEN VALLEY RAILWAY COMPANY.

#### **REPORT OF THE DIRECTORS**

AND

#### STATEMENT OF ACCOUNTS

For Six Months ending 31st December, 1896,

TO BE SUBMITTED TO THE

Forty-third Half-yearly General Meeting of the Proprietors

#### TO BE HELD IN THE

BOARD-ROOM, AT CORK TERMINUS,

On WEDNESDAY, the 10th FEBRUARY, 1897,

AT THE HOUR OF 12-45 O'CLOCK, AFTERNOON.

#### ILEN VALLEY RAILWAY COMPANY.

#### Directors.

J. W. PAYNE-SHEARES, Esq., J.P., Chairman. HENRY EXHAM, Esq. JAMES H. PAYNE, Esq., J.P. EDWARD RICHARD TOWNSEND, Esq., M.D.

ROBERT H. LESLIE, Secretary.

#### Øffices.

ALBERT QUAY, CORK

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company, for the Half-year ended the 31st December, 1896.

The Traffic returns for the Half-year, as rendered by the Cork, Bandon and South Coast Railway Company, and duly audited, show the gross total receipts to be £5,035 6s. &d., viz. :--

|                        | 00        | 0. | u. |  |
|------------------------|-----------|----|----|--|
| ssengers, Parcels, &c. | <br>2,544 | 9  | 1  |  |
| oods, Cattle, &c       | 2,490     | 17 | 7  |  |

£5,035 6 8

C

The gross total receipts for the corresponding period in 1895 were £4,972 18s. 11d., viz :--

|                          | æ         | s. | α. |  |
|--------------------------|-----------|----|----|--|
| Passengers, Parcels, &c. | <br>2,536 | 2  | 3  |  |
| Goods, Cattle, &c        | <br>2,436 | 16 | 8  |  |
|                          |           |    | -  |  |

£4,973 18 11

Showing an Increase of £62 7s. 9d.

Pa Go After the payment of Working Expenses, Interest on Debenture Stock, and all other charges, there remains a balance of  $\pounds 1,536$  2s. od. at the credit of the Net Revenue Account, available for the payment of Interest on the Baronial Guaranteed Stock of the Company. It will consequently be unnecessary to make any levy on on the Baronies liable for the Guarantee.

The Directors deeply regret to report the death of their valued and much esteemed colleague, the Rev. Somers Payne.

The Board have co-opted Mr. James H. Payne as Director in his place.

Mr. J. W. Payne-Sheares and Mr. James H. Payne are the Directors who retire by rotation. Both are eligible, and offer themselves for re-election.

Mr. S. G. Harris, one of your Auditors, retires by rotation, and being eligible, he offers himself for re-election.

A form of Proxy is enclosed, and any proprietor unable to attend in person is requested to sign and return it so as to reach the Secretary not later than 12.45 p.m. on Monday, 8th February.

> J. W. PAYNE-SHEARES, Chairman. R. H. LESLIE, Secretary.

Albert QUAY TERMINUS, CORK, 27th January, 1897.

|                    |                      |      |           |   | 10.     | 100 1   | 200                              |   |
|--------------------|----------------------|------|-----------|---|---------|---|----------------------------------|---|
|                    | Total.               | 48   | 1         | 1   | 1       | ELVED.  | nount Unissued.                  | c |
| TONUTUR.           | Loans.               | 3    | 1         | I   | 1       | I RECI  | ed Am                            |   |
| -                  | Stock and<br>Shares. | 38   | 1         | 1   |         | ROPORTION   | Amount Uncalled Amount Unissued. | ð |
|                    | Total.               | £    | 120,000   | 3,500   | 123,500 | 3 THE I   | Calls in Arrears.                | 0 |
|                    | Loans.               | 43   | 40,000    | 3,500   | 43,500  | SHOWING   |                                  |   |
|                    | Stock and<br>Shares  | ಳಿತಿ | 80,000    | I   | 80,000  | CREATED,  | Amount Created. Amount Received. | đ |
|                    | Total.               | ಳಿ   | 120,000   | 3,500   | 123,500 | CAPITAL   | breated. A                       |   |
|                    | Loans.               | £    | 40,000    | 3,500   | 43,500  | SHARE   | Amount (                         | J |
|                    | Stock and<br>Shares. | ಳೆ   | 80,000    | 1   | 80,000  | CK AND  |                                  |   |
| ACTS OF PARITAMENT |                      |      | Act, 1872 | Board of Trade Certificate under<br>Regulation of Railways Act, 1889. | Total   | No. 2STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. | Description.                     |   |

Nil.

Nil.

NII.

53,000 27,000

53,000 27,000

Guarantec Stock Stock ....

Baronial Ordinary E80,000

Nil.

Nil.

ILEN VALLEY RAILWAY COMPANY. Statement of Accounts for Half-year ending 31st December, 1896. COMPANY.

THE

BY

CREATED

AND

AUTHORISED

CAPITAL

OF

STATEMENT

No.

CRE

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

| TOTAL.                         | £ 8. d.<br>40,000 0 0<br>40,000 0 0 |          | 43,500 0 0  |
|--------------------------------|-------------------------------------|----------|---|
| Debenture Stock at 4 per Cent. | £ 5. d.<br>40,000 0 0<br>40,000 0 0 | 1.1      | l I   |
| Loans at 4 per Cent.           | & d.<br>, d.                        | 1        | Total Amount authorised to be raised by Loans and Debenture Stock, as per Statement No. |
| Existing.                      | June 30th, 1896                     | Increase | Total Amount authorised to be ruised by Loans and                                       |

3,500 0 0 Balance, being available borrowing powers at 31st December, 1896

道:

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

| Total.  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 121,208 0 3 |
|---|--|-------------|
| Anount<br>Received during<br>Half-year to<br>31st Dec., 1896.   | ත්<br>ඉේ          <br>ඉ  |             |
| Amount<br>Received to<br>30th June, 1896.                       | £         s.         d.           80,000         0         0         0           40,000         0         0         1           1,015         8         9           132         11         6 | 121,208 0 3 |
|   | <ul> <li>a. d. Br RECELPTS:</li></ul>  |             |
| TOTAL.  | £ s. d.<br>121,148 0 3<br>60 0 0   | 121.208 0 3 |
| Amount Ex-<br>pended during<br>Half-year to<br>31st Dec., 1896. | ""<br>%    <br>ୟ   |             |
| Amount Ex-<br>pended to<br>30th June, 1896                      | £ 8. d.<br>121,148 0 3<br>—  | 121,148 0 3 |
|   | To Expenditure:  |             |

No. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31st DECEMBER, 1896.

£ s. Nil : **Un Line open for Traffic** 

d.

No.

00100 Signalling and Alterations at Drimoleague Junction Balance Cost of New Station at Skibbereen

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

000

s: 0 0

8,500 60

23,560 0

.....

: : : :

Borrowing Powers unexercised Balance of Capital Account

Total

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

6.- LINE WORKED BY CORK, BANDON AND SOUTH COAST RAILWAY COMPANY.

Cr.

| R ENDING 31st DECEMBER, 1896.         By Traffic Receipts, as per Account<br>rendered by Working Company–<br>rendered by Working Company–<br>(2,544 9 1<br>600ds and Cattle 2,544 9 1<br>600ds and Cattle          2,544 9 1<br>600ds and Cattle          2,544 9 1<br>7          2,544 9 1<br>600ds and Cattle          2,544 9 1<br>600ds and Cattle          2,544 9 1<br>7          2,549 17          2,549 17          2,549 17          2,549 17          2,549 17          2,549 17          2,544 9          2,544 9          2,544 9          2,544 9          2,544 9          2,544 9          2,544 9   | Amount received from Revenue Account for<br>ending 30th June, 1896                        |   |
|---|---|---|
| R ENDING 81st 1<br>By Traffic Receip<br>rendered by W<br>Passenger<br>Goods and<br>,, Transfer Fees<br>IO 31st DECEMI<br>By Balance from<br>,, Balance from<br>,, Balance from<br>,, Amount received  | <ul> <li>By Amount receive and any 30th and and and and and and and and and and</li></ul> |   |
| No. 9.—REVENUE ACCOUNT FOR HALP-YEABandon and South Coast Railway $1896$ , $a$ , $d$ , $1895$ ,Bandon and South Coast Railway $e$ , $d$ , $d$ , $1895$ ,any $e$ , $d$ , $d$ , $d$ , $d$ , $d$ , $d$ $e$ strement (52 $2,618$ $f$ $e$ strement (52 $2,338$ $f$ $e$ strement No. 12 $\dots$ $2,338$ $e$ to Net Revenue Account $\dots$ $2,338$ $f$ $f$ $f$ $2,338$ $f$ $f$ $f$ $2,338$ $f$ $f$ $f$ $2,338$ $f$ < | 1 11<br>1 11<br>1 11<br>  | Balance available as per Account No. 10 |

No. 12.- ABSTRACTS.

1 1895.

| 80 14 2<br>80 14 3   | r.   | s. d.<br>11 10<br>14 4<br>7 11   |
|--|--|--|
| 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |  | 2,336<br>498<br>258<br>3,093   |
| 25 5 0<br>30 5, 32 5, 0<br>6 5 0<br>11 15 0<br>6 0<br>6 0  |  |  |
| E General Charges—<br>Salaries and Auditors' Fees<br>Directors' Fees<br>Iaw Costs<br>Printing. Stationery and Advertising<br>Sundries<br>Arbitrator's Fees<br>Reuts          | -GENERAL BALANCE SHEET, 31st DECEMBER, 1896. | By Cork, Bandon & South Coast Railway Company<br>Stations and Buildings Suspense Account   |
| 8 1 0 2 2 3 0 8 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4  | SHEET,                                       | By Cor<br>" Stat   |
| Line worked by<br>Cork, Bandon and<br>South Coast Rail-<br>way Company.  | ENERAL BALANCE                               | &         *         d.           666         13         4           666         13         4           1,536         2         0           699         17         3           130         15         4           60         0         0           8,093         7         11 |
| age :  |  |  |
| A       Maintenance of Way and Works. &c.          B       Locomotive Power           C       Repairs and Renewals of Carriages and Waggons         D       Traffic Expenses | Ar. No. 13.                                  | To Interest on Debenture Stock accrued<br>" Net Revenue as per Account No. 10<br>" Sundry Outstanding Accounts<br>, Munster and Leinster Bank<br>,, Capital Account  |

|  |       |                          |                            | ompany.  | ntant.<br>evenue   |  |  |
|--|-------|--------------------------|----------------------------|--|--|--|--|
| A STREET, STRE |       | MILEAGE.                 |                            | Return made by the Cork, Bandon and South Coast Railway Company. | J. W. PAYNE-SHEARES, Chairman,<br>R. H. LESLIE, Secretary and Accountant,<br>lition of the Company, and that the Revenue<br>S. G. HARRIS, Juditors.<br>W. R. TWIGG, J Auditors.  |  |  |
|  |       | TRAIN                    |                            | South Coas   | SHEARES<br>, Secretary<br>mpany, and<br>R. TWIGG,<br>R. TWIGG,   |  |  |
|  |       | No. 15STATEMENT OF       |                            | Bandon and   | W. PAYNE<br>H. LESLIE<br>S. G<br>W.  |  | and a state of the |
|  |       | -STATEN                  |                            | y the Cork,  | J.<br>R.   |  |  |
|  |       | No. 15.                  |                            | urn made by  | rte.<br>of the financ  |  |  |
|  |       |                          |                            | Ret  | CERTIFIC/<br>I statement o<br>ught to be I   |  |  |
| 1  | 1 2 3 |                          | Miles worked<br>by Engines | 1  | AUDITORS' CERTIFICATE.<br>contain a full statement of th<br>r judgment ought to be paid  |  |  |
|  |       | ENT.                     | Miles to be<br>Constructed |  | y Accounts which in ou   |  |  |
|  |       | TATEM                    |                            |  | falf-yearl   |  |  |
|  |       | No. 14MILEAGE STATEMENT. | Miles<br>Constructed       | 163  | J. W. PAYNE-SHEARES, <i>Chairmen</i> ,<br>R. H. LESLIB, <i>Secretary and Accountant</i> ,<br>AUDITORS' CERTIFICATE.<br>We hereby certify that the above Half-yearly Accounts on the lattement of the financial condition of the Company, and that the Revenue<br>or 'he Half-year has been charged with all expenses which in our judgment ought to be paid thereout.<br>Auster Quar,<br>Auster Quar,<br>Cork, 27th January, 1897. |  |  |
| and the second   |       | No. 14 M                 | Miles<br>Authorised        | 158  | We hereby certify that the<br>Half-year has been charged w<br>ERT QUAY,<br>CORK, 27th January, 1897.   |  |  |
|  |       | I                        | V                          | ed }   | Ve hereby<br>f.year ha<br>QuAY,<br>.ĸ, 27th  |  |  |
|  |       |                          |                            | Lines owned<br>by Company  | We here<br>or 'he Half-year J<br>Albert Quay, 27t  |  |  |

#### ILEN VALLEY RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD HALF-YEARLY ORDINARY GENERAL MEETING of the Proprietors of the ILEN VALLEY RAILWAY COMPANY will be held at the Offices of the Company, Albert Quay, in the City of Cork, on WEDNESDAY, the 10th day of February, 1896, at 12.45 o'clock, p.m., to receive the Directors' Report and Statement of Accounts for the Half-year ending 31st Dec., 1896, and for the transaction of such business as is incidental to a Half-yearly Ordinary General Meeting of the Company.

The Transfer Books will be closed from the 28th day of January, 1897, until after the Meeting.

Dated this 18th day of January, 1897.

By Order,

R. H. LESLIE,

Secretary.

OFFICES :---Albert Quay, Cork.

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 ... 10th FEBRUARY DIVIDENDS PAYABLE ... 16th MARCH

PURCELL AND COMPANY, PRINTERS, CORK.

THE

Limerick and Kerry Railway Company.

#### REPORT OF DIRECTORS

AND

Statement of Accounts to 31st December, 1896,

TO BE SUBMITTED

AT THE GENERAL MEETING OF THE SHAREHOLDERS

TO BE HELD AT THE OFFICES OF THE COMPANY,

Westminster Chambers, Ro. 11, Victoria Street.

IN THE COUNTY OF MIDDLESEX,

On TUESDAY, the 23rd of FEBRUARY, 1897,

AT 3 O'CLOCK P.M.

#### Directors.

EDWARD WILLIAM O'BRIEN, D.L., Chairman, Cahirmoyle, Ardagh, Co. Limerick.

RICHBELL CURLING, The Castle, Newcastle West, Co. Limerick.

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

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

HECTOR FRANCIS MONRO, 42, Orsett Terrace, Gloucester Gardens, London, W.

PERCY B. BERNARD, Castle Hackett, Tuam,

A. W. SHAW, Limerick,

THE RT. HON. LORD MONTEAGLE, Mount Trenchard, Foynes, Co. Limerick,

JAMES DAVROLLES CROSBIE, Gurtenard, Listowel, Co. Kerry,

EDMUND COOKE, 12, Upper Mallow Street, Limerick.

Examining Director.

The Waterford,

Limerick, and Wes-

Co. Limerick.

Co. Kerry.

tern Directors.

Director for the

Director for the

#### 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 23rd day of February, 1897, at 3 o'clock p.m., for the purpose of receiving the Directors' report, with statement of accounts for the half-year ending 31st December, 1896, for the re-election of Directors and Auditor, and for the general business of the Company.

The transfer books of the Company will be closed from the 16th day of February, 1897, until after the Meeting.

Dated this 6th day of February, 1897.

By order,

CHARLES HENRY BINGHAM, Secretary.

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

#### LIMERICK AND KERRY RAILWAY COMPANY.

#### DIRECTORS' REPORT

For the Half-year ending 31st December, 1896.

1. In submitting the Thirty-seventh Report with Statement of Accounts to 31st December, 1896, your Directors are glad to be able to state that the receipts of the railway continue to improve.

2. Whilst there is a slight decrease in the receipts from the passenger and live stock traffic there is a considerable increase in the traffic under the heads of parcels, goods, and minerals.

3. The gross receipts for the Half-year amount to  $\pounds 9,748$  9s. 5d., and the net, after deducting working expenses, to  $\pounds 3,899$  7s. 9d., as against  $\pounds 9,079$  1s. 7d. and  $\pounds 3,631$  12s. 8d. respectively in December 1895, an increase in the gross receipts of  $\pounds 669$  7s. 10d., and in the net receipts of  $\pounds 267$  15s. 1d.

The passengers show an increase in number of 1872, but a decrease in receipts of £50 12s. Id.

The parcels and miscellaneous traffic show an increase of £41 7s. 3d., mails an increase of £6 10s. 5d., goods an increase of £672 1s., and minerals an increase of £50 5s. 9d.

The live stock traffic shows a decrease in number of 2,196 head, and of receipts £50 18s. 4d.

During the Half-year a difference arose between the buyers and curers of pigs, which has seriously affected the receipts under the head of live stock. This dispute is, happily, now settled.

For a considerable time a serious inconvenience was caused to the public by the delay in the delivery of the mails at Limerick and along your railway, in consequence of the late arrival at the Limerick Junction of the morning mail train from Dublin. An arrangement has now been made by the Post Office whereby the mails when late are expedited by special train, and the railway companies remunerated for the extra service. A small sum now appears in the accounts under the head of mails consequent on this arrangement.

Your Directors deeply regret to have to report the death of their late esteemed colleague Mr. George Hewson. Mr. Hewson was one of the most active and influential promoters of the railway, and his long services as a local Director have been of great benefit to the Company. The following Table gives the result of the working of the railway since the opening of the line in December 1880 (43 miles) :---

| Half-year ending  | Gross<br>Receipts.                                    | Net<br>Receipts.                                      | Earnings per<br>Mile per<br>Week.  | Number of<br>Passengers.   | Goods and<br>Minerals.  | Cattle.   |
|---|---|---|--|--|---|---|
| 30th June, 1881 31st December, 1881 31st December, 1882 31st December, 1883 31st December, 1884 | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{c} \pounds & s. & d. \\ 5 & 11 & 10 \\ 6 & 1 & 2 \\ 7 & 4 & 96 \\ 7 & 14 & 56 \\ 7 & 15 & 88 \\ 7 & 10 & 55 \\ 5 & 19 & 55 \\ 5 & 19 & 55 \\ 5 & 19 & 65 \\ 5 & 19 & 65 \\ 5 & 19 & 65 \\ 5 & 19 & 65 \\ 5 & 19 & 66 \\ 7 & 13 & 2 & 0 \\ 1 & 7 & 66 \\ 7 & 14 & 4 \\ 7 & 6 & 98 \\ 7 & 11 & 5 & 4 \\ 7 & 7 & 7 \\ 7 & 7 & 7 \\ 7 & 4 & 6 \\ 2 & 0 \\ 1 & 5 \\ 8 & 14 \\ 5 & 5 \\ 5 & 5 \\ 5 & 5 \\ 5 & 5 \\ 5 & 5 \\ 5 & 14 \\ 5 & 2 \\ 5 & 5 $ | 46,805<br>60,452<br>55,133<br>71,453<br>61,564<br>73,603<br>62,156<br>68,517<br>55,196<br>61,062<br>45,505<br>61,537<br>52,579<br>63,250<br>55,780<br>69,833<br>60,606<br>75,129<br>60,484<br>75,559<br>57,544<br>75,559<br>57,544<br>75,797<br>66,461<br>53,212<br>64,674<br>15,097<br>51,228<br>68,439<br>56,911<br>70,311 | 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>12,598<br>13,500<br>13,593<br>14,959<br>14,319<br>13,928<br>15,969<br>16,991<br>18,056<br>17,888<br>16,828<br>13,680<br>13,774<br>14,320<br>15,348<br>15,368<br>13,774<br>14,320<br>15,348<br>15,208<br>13,774<br>14,543<br>16,747<br>16,357<br>14,543<br>16,723<br>17,735 | 9,567<br>22,684<br>19,567<br>37,080<br>19,404<br>34,680<br>23,755<br>36,560<br>19,473<br>31,194<br>17,999<br>32,486<br>22,739<br>34,465<br>32,607<br>32,876<br>31,243<br>36,037<br>32,585<br>40,964<br>28,373<br>31,075<br>20,567<br>22,757<br>17,718<br>27,340<br>23,269<br>31,945<br>25,623<br>36,636<br>28,987<br>34,440 |

The Report of your Engineer upon the present condition of the railway and works is appended, a copy of which has been sent to the working Company.

The Directors, who retire by rotation on the present occasion are E. W. O'Brien, Esq., and Richbell Curling, Esq., and, being eligible, they offer themselves for re-election.

Mr. Henry Holmes is the retiring Auditor, and, being eligible, offers himself for re-election.

EDW<sup>D.</sup> W<sup>M.</sup> O'BRIEN, Chairman. CHARLES HENRY BINGHAM, Secretary.

WESTMINSTER CHAMBERS,

11, VICTORIA STREET, LONDON, 16th February, 1897.

#### LIMERICK & KERRY RAILWAY COMPANY.

#### ENGINEER'S REPORT.

TRALEE,

6th February, 1897.

COMPANY.

RAILWAY

KERRY

AND

LIMERICK

created by the Company

and

authorised

Capital

of

Statement

----No.

DECEMBER, 1896.

3 I.S.I.

ENDED

HALF-YEAR

#### SIR,

I beg to report that the maintenance of the permanent way and works of this Line has been efficiently looked after during the past twelve months. Most of the matters to which I drew attention in the last Report have been looked to, and considerable ballasting and resleepering has been carried out, so that the condition of the permanent way is satisfactory. Public road and farm crossings have been repaired to some extent, and are now being improved.

The bridge at five miles, to which attention was called in previous Reports, has been attended to, and the repairs suggested executed.

All overhanging or dangerous rock has been removed from Barnagh Cutting, where the slip occurred last year.

The condition of the stations, as regards painting and general cleanliness, might be improved. They are practically in the same condition as last year. The engines, rolling-stock, &c., are in good order.

#### I am,

Your obedient Servant,

G. A. E. HICKSON, C.E.

CAPT. C. H. BINGHAM,

Secretary, Limerick and Kerry Railway.

#### Total. 5,432 2 BALANCE 5,432 2 Stock and Shares. 2 to4,568 Total. OR CAPITAL CREATED SANCTIONED. 279,618 Loans. Stock and Shares. 124,950 410,000 285,050 124,950 cock 873 877 881 881 881 Kerry Railway Act, ••• PARLIA \*\* 10 and ACTS The Limerick

as conversion has taken place to the 31st December, 1896. with Section 4 of the Act, so far in accordance made Act rv St

to con'

authorised

1884, the Company

Jo

By the Ordinar The ab

\* nto

Stock

enture

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

| Description.  | AMOUNT CREATED. | Amount created. Amount received. Calls in Arrear. Amount uncalled. Amount un | CALLS IN ARREAR. | AMOUNT UNCALLED. | AMOUNT UN |
|---|-----------------|--|------------------|------------------|-----------|
| Limerick and Kerry Railway Guaranteed (Limerick)                          | £               | ×  | E.               | 8                | ×         |
| Shares & Io each<br>Limerick and Kerry Railway Guaranteed (Kerry) Shares. | 380             | 380  |                  |                  |           |
| £10 each  | 14,570          | 14,570   |                  | :                |           |
| Urdinary Stock<br>Rebate on Issue £56.648                                 | I I 0,000       | I IO,000   |                  | ÷                |           |
|   | 124,950         | 124,950  |                  |                  | :         |

No. 3 .- Oapital raised by Loans and Debenture Stook.

Here the

|   | raised by Loans       | y Loans.              | Raised by               | Raised by issue of Debenture Stock.             | ure Stock.                            | Total raised by                     |      |
|---|-----------------------|-----------------------|-------------------------|---|---------------------------------------|-------------------------------------|------|
|   | At 6 per cent.        | Total Loans.          | At 4 per cent.          | At 4 per cent. At 4 per cent. At 4 per cent. Be | At 4 per cent.<br>C†                  | Loans and by<br>Debenture<br>Stock. |      |
| Existing at 30th June, 1896<br>Ditto, at 31st December, 1896                          | £<br>15,800<br>15,800 | £<br>15,800<br>15,800 | £<br>172,550<br>172,550 | £<br>17,500<br>17,500                           | £ 5. d.<br>73,767 19 7<br>73,767 19 7 | 279,617 19 7<br>279,617 19 7        | 0    |
| Decrease  | :                     |                       |                         |   |                                       |                                     | S    |
|   |                       | :                     |                         |   |                                       |                                     | 2 2  |
| Total amount authorised to be raised by Loans and Debentuire Stock as non Stockers M. | nd Dehenture S        | stork as nor Ct       | atomone Ma              |   |                                       | £ s. d.                             | 0000 |

Total amount authorised to be raised by Loans and Debenture Stock as per Statement No. 1 Total amount raised by Loans and Debenture Stock as above

285,050 0 0 285,050 0 0 279,617 19 7 5,432 0 5 . Balance, being available borrowing powers at 31st December, 1896.

\* NoTE.  $-\xi_15$ , 984 of this Debenture Stock has been issued as security for temporary Loan. † ...  $\xi_{1,500}$  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.

Tr

| Or,   | Tota   | £ 5. d.                                       |  |  | £ 404,567 19 7 |
|---|--|---|--|--|----------------|
|   | Amount<br>Received to<br>30th June, 1896. Half-year. | d.  | 5,800 0 0  | 404,567 I9 7                                 |                |
| No. 4Keceipts and Expenditure on Capital Account. | 24   | DY KECEPTS:                                   | Loans as per Acc. No. 3 15,800 0<br>Debenture Stock do. 263,817 19 | 40   |                |
| eipts and Exper                                   | T'otal.  | $\xi_{Nil.}$ d. $g_{89,227}$ $g_{19}$ $g_{1}$ |  | 15,340 0 6                                   | £ 404,567 19 7 |
| No. 4Kec  | Amount<br>Expended this<br>Half-year.                | £ 5. d.<br>Nil.                               |  |  | 2 A            |
|   | Amount<br>Expended to<br>30th June, 1896.            | \$ 5. d.<br>389,227 19 1                      |  | unce Sheet No. 13                            |                |
| 117   | TO EXPENDITURE :                                     | On Land, Works, &c.                           | D Balance to C.  | AU DAMANICE TO GENERAL BALANCE Sheet No. 13. |                |

|  | Half-year ended<br>31st Dec., 1896. | & s. d.<br>Nil. |                                 |  |
|--|-------------------------------------|-----------------|---------------------------------|--|
| No. 5. — Details of the Capital Expenditure. |                                     | Nır.            | No. 6.—Return of Working Stock. | Does not apply, the Line being worked by the Waterford, Limerick, and Western Railway Company. |

. } Nil.

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

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

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

| Half-year ended<br>31st Dec., 1896. | k s. d.   | 5,432 0 5                      | I5,340 0 6 | £20,772 0 II |                  | Half-year<br>ended                     | ist Dec., 1896.<br>£ 5. d.   | 16  | 7 3,004 10 7<br>1,152 15 2<br>135 17 1<br>11 8 4                       |                          | 9,748 9 5<br>I 0 0 |             | I | Or.             | Half-year<br>ended<br>31st Dec., 1896. | £ 5, d.<br>3,213 10 10          | 107 14 6<br>536 9 2                                      | 62,873 7 6                     |                                   | 66,805 17 0 |
|-------------------------------------|---|--------------------------------|------------|--------------|------------------|--|--|---|--|--------------------------|--------------------|-------------|---|-----------------|--|---------------------------------|--|--------------------------------|-----------------------------------|-------------|
|                                     |   |                                |            |              |                  | RECEIPTS.                              | By Mails   | 5 5<br>5 5  | ,, Cattle  |                          | " Transfer Fees    |             |   |                 | R ECEIPTS,                             | By Balance brought from Revenue | ", General Interest , Amount due by Counties of Limerick | ", Interest specially provided |                                   |             |
|                                     | Account No #  |                                | •          |              | Revenue Account. | Half-year<br>ended<br>31st Dec., 1895. |  | 2,932 I<br>2,932 I  | 1, 203 13<br>85 11<br>10 14  |                          |                    | £9,079 16 7 |   | Revenue Account | Half-year<br>ended<br>31st Dec., 1895. | £ 5. d.<br>2,923 15 8 ]         | 96 I7 C<br>826 4 4                                       | 74 I5 0<br>58,252 I0 3         |                                   | 62, 174 2 3 |
|                                     | not vet created.  |                                | nt (No. 4) |              | No. 9Re          | Half-year<br>ended<br>31st Dec., 1896. | Ł <sup>5.</sup> d.<br>5,849 I 8  | 389 8<br>20 0   | 0000   | 55 8<br>6,535 18         | 3,213 10 1         | £9,749 9 5  |   | 10Net.          | Half-year<br>ended<br>31st Dec., 1896. | 60,567 16 4                     | 2 20   | 0<br>0                         | 3,451 0 0<br>350 0 0<br>1,475 6 0 | 66,805 17 0 |
|                                     | Share and Loan Capital authorised, not vet created. Account No. | Balance at Cradit of Control 4 |            |              |                  | EXPENDITURE.                           | To Working Expenses, 60 per cent. of Re-<br>ceipts, paid to Waterford, Limerick, | "     " | ", Law Expenses"<br>", Rent of Engine-house<br>", Arbitration Expenses |                          |                    |             |   | No.             | EXPENDITURE.                           | Balance from last half-year ,   | Guaranteed (Limerick) Sha<br>Interest on Limerick and    | Interest or<br>Interest or     | interest on A Lebenture Stock     | 9           |
|                                     |   |                                |            |              | Dr.              | Half-year<br>ended<br>31st Dec., 1895. | <i>k s. d.</i><br>5,447 8 11   |   | 119 5 6<br>1 0 0 0<br>48 3 8   | 6,156 0 11<br>2.022 15 8 | 16                 |             |   | Dr.             | Half-year<br>ended<br>31st Dec., 1895. | £ 5,936 1 7 To                  | 10   | 19                             | 350 0 0<br>350 0 0<br>1,475 6 0   | 62,174 2 3  |

|                 |          |   |      |      |  |   |     |   |   | Half-year<br>ended<br>31st Dec., 1896. |
|-----------------|----------|---|------|------|--|---|-----|---|---|--|
| Directors       |          | ł |      |      |  |   |     |   |   | £ 5. a<br>100 0 0                      |
| Auditors        | d Clarbe | 1 |      |      |  | • | •   |   | e | 15 0 0                                 |
| Office Expenses |          |   | <br> | <br> |  |   | • • | • |   | 200 0<br>66 8 0                        |
|                 |          |   |      |      |  |   |     |   |   | £389 8 5                               |

11.--*Nil*.

No.

|                                | ξ 5.<br>3330 1<br>3330 1<br>333 2,312<br>52,873<br>62,873   | £ 84,134 15 6 |            | Miles worked by Engines. | Miles. Chains.             | 4~ 40            |                                     | Half-year ended<br>31st Dec., 1896. | Miles.<br>43,970  | 10,198 | 60,168<br>man of the Company.<br>y of the Company.<br>y.<br>A.,<br>n Fields, Auditors.  |
|--------------------------------|---|---------------|------------|--------------------------|----------------------------|------------------|-------------------------------------|-------------------------------------|---|--------|---|
|                                | eposit<br>Western Railway Com<br>of Limerick and Kerry<br>o. 10, Balance at Debit   |               |            | Miles to be Constructed. | Miles. Chains.<br>Nil.     |                  |                                     |                                     | • • •   |        | 60, 168<br>EDWD, WM. O'BRIEN, Chairman of the Company,<br>CHAS. HL. BINGHAM, Secretary of the Company,<br>meial condition of the Company,<br>JNO. S. CHAPPELOW, F.C.A.,<br>HENRY HOLMES,<br>HENRY HOLMES,   |
| alance Sheet.                  | By Cash at Bankers' and on Deposit<br>Waterford, Limerick, and Western Railway Company<br>Amount due by Counties of Limerick and Kerry<br>Outstanding Accounts<br>Net Revenue Account, No. 10, Balance at Debit |               | Slatement. | Miles Constructed.       | s. Miles. Chains.<br>42 40 | Train Mileaco    | Denotion and                        |                                     |   |        | EDWD,<br>EDWD,<br>CHAS,<br>CHAS,<br>Athent of the financial of<br>JNO,<br>HED   |
| No. 13. General Balance Sheet. | <i>£ s. d.</i><br>56,403 7 2 By<br>6,193 12 9<br>1,095 12 9<br>2,171 14 1<br>15,340 0 6   | 10            |            | Miles Authorised.        | . Miles. Chains. 40        | . 15Statement of |                                     |                                     | ed  |        | AUDITORS' CERTIFICATE<br>contain a full and true statement of   |
|                                | Unpaid Interest<br>Interest accruing<br>Temporary Loans<br>Sundry Outstanding Accounts<br>Balance from Capital Account (No. 4)  | ×             |            |                          | ompany                     | No.              |                                     |                                     | rassengers and Goods Trains mixed<br>Special Cattle and Goods . |        | EDWD, WM. O'BRIEN, <i>Chairm</i><br>EDWD, WM. O'BRIEN, <i>Chairm</i><br>We do hereby certify that the foregoing Accounts Contain a full and true statement of the financial condition of the Company.<br><i>JNO. S. CHAPPELOW, F.C.A</i><br><i>HENRY</i> HOLMES, In |
| ITA                            | To Unpaid Interest<br>Interest accruing<br>Temporary Loans<br>Sundry Outstanding Accounts<br>Balance from Capital Account   |               |            |                          | Lines owned by Company     |                  | Half-year ended<br>31st Dec., 1895. | Miles.                              | 14,935  | 59,659 | We do hereb<br>16th February, 1897.   |

Londonderry and Lough Swilly Railway Company.

## Report of Directors

#### STATEMENT OF ACCOUNTS

FOR

Half-Year ending 31st December, 1896,

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 Saturday, the 27th day of February, 1897.

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

1897.

#### Directors.

‡ 1. JOHN M'FARLAND, Esq., CHAIRMAN, Aberfoyle, Londonderry.

\* 2. THOMAS COLQUHOUN, Esq., Rockfort, Buncrana.

† 3. MAJOR HENRY J. M'CORKELL, Glengallaugh, Derry.

\* Retire February, 1897. † ,, ,, 1898. ‡ ,, ,, 1899.

#### Londonderry and Lough Swilly Railway Company.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN, that the Ordinary Half-Yearly Meeting of the Shareholders will be held at the Offices of the Company, Shipquay Street Buildings, Londonderry, on SATURDAY, the 27th day of FEBRUARY inst., at TWELVE o'clock noon, to transact the Ordinary Business of the Company.

The Transfer Books will be Closed from the 10th February to 27th February, both days inclusive.

#### SPECIAL MEETING OF PROPRIETORS.

#### Promotion under Tramways (Ireland) Acts of a Light Railway to Carndonagh.

NOTICE IS HEREBY GIVEN that a SPECIAL MEETING of the Proprietors of the Londonderry and Lough Swilly Railway Company will be held, and is hereby called to be held, at the principal Office of the Company, Shipquay Street Buildings, Shipquay Street, Londonderry, on SATURDAY, the 27th day of FEBRUARY, 1897, at TWELVE o'clock Noon, at which Meeting the Draft Order in Council under the Tramways (Ireland) Acts, 1860, and to 1896, of which the Company are the Promoters (authorising the construction, maintenance, and working of a Light Railway from Buncrana to Carndonagh, and authorising the raising of £30,000 additional Capital), will be submitted for approval.

(By Order),

FRED. DAWSON, Secretary.

Offices-Shipquay Street Buildings, Londonderry, 9th February, 1897. Londonderry and Lough Swilly Railway Company.

#### DIRECTORS' REPORT.

Statement of the Receipts for Half-year ending 31st December, 1896, compared with the corresponding period of 1895 :---

|   |                     | 18                           | 95. |    | 189                          | 96. |   |     |    |    | 161  |
|---|---------------------|------------------------------|-----|----|------------------------------|-----|---|-----|----|----|--|
| Passengers, Parcels, &c.,<br>Goods and Minerals,<br>Live Stock,<br>Rents, | · · ·<br>· ·<br>· · | £4,239<br>1,873<br>213<br>64 | 5   | 45 | £3,871<br>2,030<br>214<br>80 | 4   |   | 0   | 19 |    | Decrease.<br>Increase.<br>Increase.<br>Increase. |
|   | 100                 | 6,390                        | 17  | 0  | 6,197                        | 6   | 1 | 193 | 10 | 11 | Decrease   |

Your Directors beg to submit herewith the Accounts for Half-year ended 31st December, 1896.

Passenger Traffic shows a decrease, owing to the very inclement weather during August and September. Goods Traffic shows a substantial increase. The total decrease in Receipts being £193 10s 11d. On the other hand, the Working Expenses are down £185 13s 3d, although they include £200 for improvements at the Locomotive Works, Pennyburn.

At a Special Meeting, to be held after the conclusion of the business of the Ordinary Meeting, a Draft Order in Council for the construction of a Railway between Buncrana and Carndonagh, and for an increase of Capital, and for other purposes, will be submitted for the sanction of the Shareholders.

Your Directors are pleased to report that the City of Derry Tramway Company has at last been able to construct the Tramway, and the traffic thereon is expected to be of considerable advantage to the traffic of this Company, and a convenience to the citizens generally.

After paying Working Expenses, Interest on Mortgage and Debentures, and Head Rents, the sum of  $\pounds 4,170$  12s 1d remains available for Dividends.

From this Balance the Directors recommend the usual Dividend of five per cent. on the Preference Shares, absorbing  $\pounds 1,240$  12s 6d, and six per cent. on the Ordinary Shares, amounting to  $\pounds 1,227$  18s 0d, leaving  $\pounds 1,702$  1s 7d to be carried forward to next half-year's account.

THOMAS COLQUHOUN, Esq., Director, and FRANCIS J. KENNEDY, Esq., Auditor, retire by rotation, but offer themselves for re-election, being duly qualified.

(By Order,)

JOHN M'FARLAND, Chairman. FRED. DAWSON, Secretary. LONDONDERRY AND LOUGH SWILLY RAILWAY CO. -HALF-YEAR ENDING 31ST DECEMBER, 1896.

25,000 26,600 26,600 25,000 51,600 Total 42 BALANCE. £ .. 6,600 Loans 6,600 6,600 ... 25,000 20,000 45,000 20,000 25,000 Stock and Shares 43 :: No. 1-STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY. 60,000 6,452 £ 53,000 26,600 36,052 146,052 36,052 146,052 Total CAPITAL CREATED OR SANCTIONED £ 13,000 6,600 10,0006,452Loans 110,000  $\pounds 40,000 20,000$ 50,000 110,000 Stock and Shares  $\pounds$ 53,000 26,600 25,000 60,000 60,452 197,652 26,600 36,052 171,052 Total CAPITAL AUTHORISED. 6,60010,0006,452 ${}^{{\it E}}_{6,600}$ 6,600 Loans 42,652 £
40,000
20,000
25,000
50,000 20,000 135,000 155,000 Stock and Shares. :::::: • Extinguished by the Londonderry and Lough Swilly Railway Act, 1882, .... ACTS OF PARLIAMENT, OR CERTIFICATES OF THE BOARD OF TRADE. 16 and 17 Vic., cap. 54, secs. 4 and 9, ... 24 and 25 Vic., cap. 161, secs. 19 and 20, ... 26 and 27 Vic., cap. sec. 33, ... 27 and 28 Vic., cap. secs. 21 and 26, ... 45 and 46 Vic., cap. lxxiv., sec. 90, ... 52 and 53 Vic., cap. Ivii, sec. 3, ... \* Total,

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

|                                       | Description |        |    | Amount<br>Created                                    | Amount<br>Received   | Calls in<br>Arrear  | Amount<br>Uncalled | Amount<br>Unissued |
|---------------------------------------|-------------|--------|----|--|--|---|--------------------|--------------------|
| Ordinary Shares,<br>Preference Stock, | ::          | :      | :: | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c} {}^{f}_{41,489} \\ {}^{49,625} \\ 0 \end{array} 0$ | $\begin{array}{c} \mathbf{f} \\ 2, 350 \ 10 \ 0 \\ \cdots \cdots \end{array}$ | 3                  | 16,160 0<br>375 0  |
|                                       |             | Total, | •• | 110,000 0 0 91,114 10 0 2,350 10                     | 91,114 10 0  | 2,350 10 0  |                    | 16.535 0           |

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

RAISED BY LOANS.

Total raised by Loans

RAISED BY ISSUE OF DEBENTURE STOCK

| ere.  | 1   |                        | 9.00  | 0  |  | 0.5   | d.  | 9                 |
|---|---|------------------------|---|--|--|---|---|-------------------|
| and by<br>Debenture<br>Stocks.                              | £<br>35,000<br>35,000   | ::                     | 8.<br>0   | 0  |  | Total to<br>31st Dec.,<br>1896.               | s.<br>10  | 50                |
| and<br>ehe<br>Sto   |   |                        | ${\it \pounds} {\it \pounds} {\it 36,052} {\it 35,000} {\it 35,000}$  | 1,052  | Cr.  | Fotal<br>lst D<br>1896.                       | 114   | 33                |
|   | La series   |                        | 35,   |  | 0  | 16  | £<br>91,114<br>19,600                                       | 15,400            |
| At 5 At 4 Total<br>per cent. per cent. Bebenture<br>Stocks. | 000   | 1                      |   | :  |  |   | d.  |                   |
| Total<br>bebentur<br>Stocks.                                | $\frac{\pounds}{15,400}$  | ::                     | 0.1   |  |  | nt<br>ed<br>the                               | s.  |                   |
| DeD   | 1 AA  |                        | t N   |  |  | Amount<br>received<br>during the<br>Half-year | 2 00  |                   |
| 4<br>ent.   |   |                        | nen   |  |  | An<br>rec<br>Ha                               | 43  |                   |
| At 4<br>er cen  | ${\it \pounds} {\it 6,400} {\it 6,400} {\it 6,400}$               |                        | tter  |  |  |   |   |                   |
| . be  |   |                        | r St  |  |  | to<br>to                                      | d.  | 0.9               |
| At 5<br>er cent   | £<br>9,000  |                        | bei   |  | .E   | Amount<br>received to<br>30th June,<br>1896.  | s.  | 00                |
| At<br>er  | 9,0<br>9,0  | ::                     | , 8.6   | :  | ND   | Amour<br>ceived<br>th Ju<br>1896.             | £<br>91,114<br>19,600                                       | 15,400            |
| d<br>   |   |                        | ited  |  | 000  | 10 30 30                                      | £ 91,1  | 15,               |
| Total Loans.  | 00  | 1 4                    | crea  |  | Ac   |   | ບໍ່: ຕົ   | . ĉa              |
| I Lo  | $\stackrel{\pounds}{19,600}$                                      | ::                     | tal   | :  | AL   |   | T A   | 0                 |
| ota   | 88  |                        | api   |  | TI   | 1 · AL  | , pe  |                   |
| H   |   |                        | of C  |  | JAI  |   | . Receipts  | ACC               |
| nt.   | 00 00   |                        | ect .   | :  | N  |   | eccipts   | per<br>litto      |
| At 5<br>per cent.   | ${\scriptstyle {\it f}\atop {11,748}\atop {11,748}\atop {11,748}$ | ::                     | esp   |  | 0  |   | and and   | OD (              |
| Jer   | 11  |                        | n r   |  | JRE  |   | couns,  | BUC               |
|   |   |                        | ks,   | :  | LLI  |   | / Receipts  | Premium on ditto, |
| Loans at<br>34 per cent.                                    |   |                        | toc   |  | IND  |   | d. By Receipts-<br>Shares and<br>count Nc<br>6 Loans, per A | Premium on ditto, |
| ns<br>er c  | £<br>7,852<br>7,852   | ::                     | e.  | 96,  | XPI  |   | 62 d.   | : 00              |
| Loans at  | 7.  |                        | utur<br>ove   | 18   | E  | l to<br>ec.,                                  | 8.<br>17  | -                 |
| 60  |   |                        | eber<br>s ab  | ber,   | QN   | Total to<br>31st Dec.,<br>1896.               |   | 35                |
|   | ::  |                        | r Dek   | em   | A 8  | 31s   | £<br>104,052<br>30,342                                      | 134,395           |
|   |   |                        | d by  | Dec  | PTS  |   | d.  | H H               |
|   |   |                        | re Sn   | lst  | CEI  | Amount<br>expended<br>during the<br>Half-year | 8   |                   |
|   | ::  |                        | ans<br>ntu  | t 3  | RE   | Amount<br>expended<br>luring the<br>Half-year | 02  |                   |
|   |   |                        | Lo  | rs, s  | T  | ex ex dur dur Hs                              | બ   |                   |
|   |   |                        | d by  | OWE  | No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   | d.<br>6   | 00                |
|   | : 5   |                        | Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1, 36,052<br>Total Amount raised by Loans and by Debenture Stock as above, | Balance, being available borrowing powers, at 31st December, 1896, | No   | Amount<br>expended to<br>30th June,<br>1896.  | s. 0<br>17  | -                 |
|   | 189(  |                        | e ra<br>s ar  | win  |  | Amount<br>pended t<br>0th June<br>1896.       |   |                   |
|   | 396,<br>er,   | eas                    | o b<br>an   | ITO.   |  | Ar<br>SOti<br>30ti                            | £<br>104,052<br>30,342                                      | 134,395           |
|   | e, 18   | Increase.<br>Decrease. | ed t  | e po   |  | 0   | -   | 134               |
|   | un(   | нн                     | oris<br>d b   | abl  |  |   | for<br>5,   |                   |
|   | th J  |                        | uth<br>aise   | Vai  |  |   | No.   |                   |
|   | 31  |                        | nt a.<br>It ra  | 8  |  |   | pen<br>. 5.<br>. ck,  |                   |
|   | Existing at 30th June, 1896, .<br>Do. at 31st December, 1896,     |                        | ino   | pell   |  |   | Draffic, No. 5,   |                   |
|   | stin<br>Jo.   |                        | Am<br>Am  | ce,  | Dr.  |   | ine<br>ine<br>ffic<br>ing                                   |                   |
|   | Exis  |                        | tal<br>tal  | Tan  |  |   | Tra   |                   |
|   |   |                        | E :   | Da   |  |   | 10 Expenditure  |                   |
| 1   |   |                        |   |  | -  |   | H   |                   |
|   |   |                        |   |  |  |   |   |                   |

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200 000

126,117 12 8,265 8

Balance,

6

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Less Amount refunded by Court of Chancery,

134,383 0 11

0 11

134,383

No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-TEAR ENDING 31ST DECEMBER, 1896.

s. d. \$ Nil.

No. 6-RETURN OF WORKING STOCK.

| 0.     0.     0.     0.     0.       1.     1.     0.     0.     0.       1.     1.     1.     0.     0.       1.     1.     1.     0.     0.       1.     1.     1.     1.     0.       1.     1.     1.     1.     0.       1.     1.     1.     1.     0.       1.     1.     1.     1.     0.       1.     1.     1.     1.     0.       1.     1.     1.     1.       1.     1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.     1.     1.       1.  | стоода Wagons,<br>сочегед.       |  | -                              |
|--|----------------------------------|--|--------------------------------|
| One     Dune     Dune     Dune     Dune     Dune       One     Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune     Dune       Dune     Dune     Dune     Dune       Dune     Dune     <  | .anoga Wagons,                   | 34 34  | 1                              |
| Output     June, 1896, 1866, 1896, 1866, |                                  |  |                                |
| 0.     the Half year.       1.     1.       0.     1.       1.     1.  |                                  | 73   | ::                             |
| do.     House Box.       do.     First Class.       do.     First Class.       co.     First Class.   | Comb'd Timber<br>and Car Trucks. | 5 5  | ::                             |
| do, the Half year,<br>i  | Horse Box.                       |  | ::                             |
| do, the Half year,<br>   | Втеак Уаля.                      | 99   | ::                             |
| Locomo<br>t June, 1896,<br>  |                                  | 99   | ::                             |
| Locomo-<br>tive, 1896, Engines.<br>December, 1896,<br>g the Half-year,<br>do. do.,<br>do. do.  | Third Class.                     | 14   | ::                             |
| Locomo-<br>tive. 1896,   | Second Class.                    | ::   | ::                             |
| Loco<br>tive<br>tive<br>becomber, 1896,  | First Class.                     | ::   | ::                             |
| r June, 1896,<br>December, 1896,<br>Each Balf.year,<br>do.<br>do.<br>do.   | Tenders.                         | ::   | ::                             |
| t June, 1896,  | Engines.                         | 99   | ::                             |
|  |                                  | 30th June, 1896,   | during the Half-year,          |
|  |                                  | Tenders.<br>First Class.<br>Becond Class.<br>Third Class.<br>First and Second<br>Composite<br>Composite<br>Treak Vans. | Jue, 1996       December, 1896 |

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

|                  | During the<br>Half-year. | In Subsequent<br>Half-years. | Total. |  |
|------------------|--------------------------|------------------------------|--------|--|
| Not ascertaineá. | I.K                      |                              |        |  |
|                  |                          |                              |        |  |

PER No. 7 EXPENDITURE, AS

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|      | Less Balance of Capital Account, 8,265 8 5 | Japital Account,          8,265         Total,           11,672 |

| $ \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 $   |     |                               | g. d  |                               |       |                       |                | 1      |       |      |
| Dr.         No. 9-REVENUE ACCOUNT.           FYear         EXPENDITURE.         Molecanolise of Varys, Works, Jacobian         No. 9-REVENUE ACCOUNT.           Readed         EXPENDITURE.         Half-Year         Half-Year         Half-Year           Readed         EXPENDITURE.         Half-Year         Half-Year         Half-Year           Readed         EXPENDITURE.         Half-Year         Half-Year         Half-Year           Readed         Expension.         No.         State Lease         State Lease         No.         State Lease         No.         State Lease         No.         State Lease         State Lease         No.         State Lease         State Lease         State Lease         State Lease         No.   |     | ded<br>96.                    |   |                               | 114   |                       | 116            | 10     | -     | UL D |
| Dr.         No. 9-REVENUE ACCOUNT.           FYear         EXPENDITURE.         Molecanolise of Varys, Works, Jacobian         No. 9-REVENUE ACCOUNT.           Readed         EXPENDITURE.         Half-Year         Half-Year         Half-Year           Readed         EXPENDITURE.         Half-Year         Half-Year         Half-Year           Readed         EXPENDITURE.         Half-Year         Half-Year         Half-Year           Readed         Expension.         No.         State Lease         State Lease         No.         State Lease         No.         State Lease         No.         State Lease         State Lease         No.         State Lease         State Lease         State Lease         State Lease         No.   | Cr. | ir en                         | ्भ  |                               | 3,871 |                       | 2,244          | 3,116  | a     | 107  |
| Dr.         No. 9—REVENUE         Accourt.           If Year         EXPENDITURE.         No. 9—REVENUE Accourt.           Back         EXPENDITURE.         Indifferent ender<br>ended         Indifferent<br>ended         Indifferent<br>ended         RECEIPTS.           855.         and Stations.         Indifferent<br>ended         Indifferenten         Indifferenten   |     | .Yea<br>Dec                   | 9042 d.   | 043                           | 1     | မကက                   | 1              | 10     | 0 9   | 1    |
| Dr.         No. 9—REVENUE         Accourt.           If Year         EXPENDITURE.         No. 9—REVENUE Accourt.           Back         EXPENDITURE.         Indifferent ender<br>ended         Indifferent<br>ended         Indifferent<br>ended         RECEIPTS.           855.         and Stations.         Indifferent<br>ended         Indifferenten         Indifferenten   |     | Half                          | s.<br>133   | 16<br>18<br>0                 |       | 0<br>4<br>11          |                |        | 13    | 1    |
| Dr.         No. 9—REVENUE ACCOURT.           Effert<br>Deck<br>Deck<br>Deck<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDc.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BSDC.,<br>BS |     |                               | £<br>215<br>747<br>77   |                               |       |                       | -              |        | 08    |      |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$   |     |                               | 000 23 44 1   |                               |       | -                     |                |        |       |      |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$   |     |                               | No. 3,96  | 18,44                         |       | • • • •               |                | •      |       |      |
| Dr.     No. 9—REVENUE ACCOUNT VER.       If Year Inded.     Half-Year Inded.       add to be.     EXPENDITURE.       add to be.     Half-Year Inded.       Bys.     Half-Year Inded.       Bys.     Solutions       s. d.     To Maintenance of Ways, Works, Jee Abstract A.     Solutions       s. d.     Bys.       s. d.       s. d.       s. d.       s. d. </td <td></td> <td>- 6</td> <td>H</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>  |     | - 6                           | H   |                               |       |                       |                |        |       |      |
| Dr.       No. 9—REVENCE ACCOUNT         If Year and ded to be down and the form of  |     |                               |   | , åc.                         |       | • • • •               |                | •      | • •   |      |
| Dr.     No. 9—REVENCE ACCOL       If Year and ded to be doed to be abstract and the formation of the second to be abstract and and stations.     No. 9—REVENCE     Half-Year medded and and and and and and and and and an  |     | 02                            |   | al, .                         |       |                       |                |        |       |      |
| Dr.     No. 9—REVENUE ACCOUNT VER.       If Year Inded.     Half-Year Inded.       add to be.     EXPENDITURE.       add to be.     Half-Year Inded.       Bys.     Half-Year Inded.       Bys.     Solutions       s. d.     To Maintenance of Ways, Works, Jee Abstract A.     Solutions       s. d.     Bys.       s. d.       s. d.       s. d.       s. d. </td <td></td> <td>IPT</td> <td></td> <td>Tot<br/>arris</td> <td></td> <td>• • • •</td> <td></td> <td></td> <td>::</td> <td></td>   |     | IPT                           |   | Tot<br>arris                  |       | • • • •               |                |        | ::    |      |
| Dr.     No. 9—REVENUE ACCOUNT VER.       If Year Inded.     Half-Year Inded.       add to be.     EXPENDITURE.       add to be.     Half-Year Inded.       Bys.     Half-Year Inded.       Bys.     Solutions       s. d.     To Maintenance of Ways, Works, Jee Abstract A.     Solutions       s. d.     Bys.       s. d.       s. d.       s. d.       s. d. </td <td></td> <td>ECE</td> <td>::::</td> <td>38, C</td> <td></td> <td></td> <td></td> <td>uffic,</td> <td></td> <td></td>  |     | ECE                           | ::::  | 38, C                         |       |                       |                | uffic, |       |      |
| Dr.     No. 9—REVENUE ACCOUNT VER.       If Year Inded.     Half-Year Inded.       add to be.     EXPENDITURE.       add to be.     Half-Year Inded.       Bys.     Half-Year Inded.       Bys.     Solutions       s. d.     To Maintenance of Ways, Works, Jee Abstract A.     Solutions       s. d.     Bys.       s. d.       s. d.       s. d.       s. d. </td <td></td> <td>R</td> <td>s,<br/>ss,<br/>tres,</td> <td>Iorse</td> <td></td> <td>ise,<br/>k,</td> <td></td> <td>Trs</td> <td>Fees</td> <td></td>  |     | R                             | s,<br>ss,<br>tres,  | Iorse                         |       | ise,<br>k,            |                | Trs    | Fees  |      |
| Dr.     No. 9—REVENUE ACCOUNT VER.       If Year Inded.     Half-Year Inded.       add to be.     EXPENDITURE.       add to be.     Half-Year Inded.       Bys.     Half-Year Inded.       Bys.     Solutions       s. d.     To Maintenance of Ways, Works, Jee Abstract A.     Solutions       s. d.     Bys.       s. d.       s. d.       s. d.       s. d. </td <td></td> <td></td> <td>nger<br/>Clas<br/>Clas<br/>Clas<br/>Ss Fs</td> <td>ls, F</td> <td></td> <td>als,</td> <td></td> <td>otal</td> <td>fer ]</td> <td></td>   |     |                               | nger<br>Clas<br>Clas<br>Clas<br>Ss Fs                                   | ls, F                         |       | als,                  |                | otal   | fer ] |      |
| Dr.     No. 9—REVENUE ACCOUNT VER.       If Year Inded.     Half-Year Inded.       add to be.     EXPENDITURE.       add to be.     Half-Year Inded.       Bys.     Half-Year Inded.       Bys.     Solutions       s. d.     To Maintenance of Ways, Works, Jee Abstract A.     Solutions       s. d.     Bys.       s. d.       s. d.       s. d.       s. d. </td <td>.T.</td> <td></td> <td>asse<br/>1st<br/>2nd<br/>3rd</td> <td>arce</td> <td></td> <td>lerch<br/>liner<br/>ive</td> <td></td> <td>F</td> <td>ents</td> <td></td>   | .T. |                               | asse<br>1st<br>2nd<br>3rd   | arce                          |       | lerch<br>liner<br>ive |                | F      | ents  |      |
| Dr.     No. 9—REVENUE Accurate       If Year     Half Year       died     Half Year       above     Ha  | NDC |                               | By P  | RP<br>. :                     |       |                       |                |        |       |      |
| Dr.       Bec.,<br>alded<br>above.     EXPENDITURE.       S95.     EXPENDITURE.       895.     Bover       805.     Solutions       806.     Solutions       807.     Solutions       108     Solutions       100     Solutions       110     Solutions       110     Solutions       110     Solutions       110     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions  | CCC | 4 :                           | 1   | 00000                         | 0     | 100                   | 6              | -      |       | 10   |
| Dr.       Bec.,<br>alded<br>above.     EXPENDITURE.       S95.     EXPENDITURE.       895.     Bover       805.     Solutions       806.     Solutions       807.     Solutions       108     Solutions       100     Solutions       110     Solutions       110     Solutions       110     Solutions       110     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions  | E A | -Yea<br>ded<br>Dec<br>95.     | . 8°.<br>33 10 55 6   |                               |       |                       |                |        |       |      |
| Dr.       Bec.,<br>alded<br>above.     EXPENDITURE.       S95.     EXPENDITURE.       895.     Bover       805.     Solutions       806.     Solutions       807.     Solutions       108     Solutions       100     Solutions       110     Solutions       110     Solutions       110     Solutions       110     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions  | INN | Half<br>en<br>31st<br>18      |   |                               | 239   | 562<br>310<br>213     | 181            | 326    | 64    | 06   |
| Dr.       Bec.,<br>alded<br>above.     EXPENDITURE.       S95.     EXPENDITURE.       895.     Bover       805.     Solutions       806.     Solutions       807.     Solutions       108     Solutions       100     Solutions       110     Solutions       110     Solutions       110     Solutions       110     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions  | EVE |                               | 1   | m                             | 4.    | H                     | 2,0            | 6.9    |       | 6,3  |
| Dr.       Dr.       died<br>abs.       # Fear<br>add<br>95.       Bec.,<br>955.       Bec.,<br>11       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>15       Dec.,<br>16       Dec.,<br>16       Dec.,<br>17       Dec.,<br>17   | -R  | dear<br>ed<br>bec.,           |   |                               |       |                       |                | -      |       | -    |
| Dr.       Bec.,<br>alded<br>above.     EXPENDITURE.       S95.     EXPENDITURE.       895.     Bover       805.     Solutions       806.     Solutions       807.     Solutions       108     Solutions       100     Solutions       110     Solutions       110     Solutions       110     Solutions       110     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions  | 9-  | end.<br>end.<br>lst I<br>1890 |   | 8 10                          |       | 4 18                  |                |        |       | 1    |
| Dr.       Bec.,<br>alded<br>above.     EXPENDITURE.       S95.     EXPENDITURE.       895.     Bover       805.     Solutions       806.     Solutions       807.     Solutions       108     Solutions       100     Solutions       110     Solutions       110     Solutions       110     Solutions       110     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions       111     Solutions  | No. | 31<br>31                      | 82<br>82<br>82<br>1,70<br>1,43<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>46 | 10 01                         |       | 4,59                  | 2,15           | 2,43   | 3,75  | 6,19 |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     |                               | E.D.C.B.  |                               |       | Wav                   |                |        | :     |      |
| Dr.           died         If-Year           died         8           895.         895.           895.         10 M           8         1           13         3           13         8           15         11           15         11           15         11           1         0           1         0           1         0           1         1           1         0           1         0           1         0           1         0           1         1           1         0           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1   |     |                               | trac  |                               |       | Rail                  | ô, be          |        | t,    |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     |                               | Abs<br>do<br>do<br>do   | • • • •                       |       | nv                    | 189.<br>ts,    |        | coun  |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     | 1.                            | 866   |                               |       | rken                  | )ec.,          |        | Ac    |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     | IRE                           | ks,   |                               |       | ette                  | st I<br>c Re   |        | enue  |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     | LTL                           | Wor   | es,                           |       | H L                   | raffi          |        | Rev   |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     | IND                           | ays,<br>,<br>on F   |                               |       | rkin                  | he T           |        | Net   |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     | XPI                           | of W<br>s,<br>wag<br>wag<br>ses,  | Ex,                           |       | Wo                    | ar en<br>of tl |        | d to  |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     | E                             | ve P.<br>peni   | tion<br>Tan                   |       | for                   | f-Ye<br>ent.   |        | rrie  |      |
| Dr.           died         t           t         Dec.,           s         d.           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s         s           s   |     |                               | enar<br>l Sta<br>notiv<br>age a<br>tge a<br>tge a                       | ensa<br>and<br>men            |       | eived                 | Hall<br>ber c  |        | ce cu |      |
| Dr.           If Y ear           died           t Dec.           g95.           13           895.           895.           895.           895.           895.           895.           895.           895.           895.           895.           895.           995.           13           13           14           15           10           12           4           9           9           15           15           16           17           17   |     |                               | aint<br>and<br>arris<br>arris<br>ener                                   | a w w<br>omp<br>ates<br>arlia |       | Rece                  | 67 I           |        | ulano |      |
| Dr.           If Y ear           died           t Dec.           g95.           13           895.           895.           895.           895.           895.           895.           895.           895.           895.           895.           895.           995.           13           13           14           15           10           12           4           9           9           15           15           16           17           17   |     |                               | M HOHD  |                               |       | ess                   |                |        | , B   |      |
| Hr.Y.<br>hdec<br>8, 10<br>8, 13<br>13<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>17<br>77<br>777  | (   | 4 5                           |   |                               |       | 1                     | -              | -      |       | -    |
| Half<br>Burn<br>Burn<br>Burn<br>Barn<br>Barn<br>Barn<br>Barn<br>Barn<br>Barn<br>Barn<br>Ba  | P   | -Yea<br>led<br>Dec.<br>95.    | -   |                               |       |                       |                |        |       |      |
| 4,8<br>2,1<br>2,1<br>2,1<br>2,1<br>1,5<br>2,1<br>1,5<br>2,1<br>1,5<br>2,1<br>1,5<br>2,1<br>1,5<br>2,1<br>1,5<br>2,1<br>1,5<br>2,5<br>1,5<br>2,5<br>1,5<br>1,5<br>1,5<br>1,5<br>1,5<br>1,5<br>1,5<br>1   |     | Half<br>end<br>1st<br>18      |   |                               |       | 112                   | 86 1           |        |       | 90 1 |
|   | -   |                               |   |                               |       | 4,8                   | 2,1            | 2,6    | 3,7   | 6,3  |

|                             | Half-year<br>ended<br>31st Dec.,<br>1896. | £ 8. d.<br>285 5 11<br>757 10 0  |  | 5,042 15 11 |   | Half-year<br>ended<br>31st Dec.,<br>1896. | £ 8. d.<br>4,170 12 1          |
|-----------------------------|---|--|--|-------------|---|---|--------------------------------|
| Cr.                         | 31<br>31                                  | $\ldots \begin{array}{c} \mathcal{E} \\ 1,285 \\ 3,757 \\ \end{array}$   |  | 5,0         |   | Ha<br>e<br>318                            | £                              |
| JUNT,                       |   | By Balance from last Half-year's Account,<br>,, Palance from Revenue Account, No. 9,   |  |             | No. 11-PROPOSED APPROPRIATION OF BALANCE. |   | :                              |
| No. 10-NET REVENUE ACCOUNT. | Half-year<br>ended<br>31st Dec.,<br>1895. | £ s. d.<br>711 7 3<br>3,765 7 8  |  | 4,476 14 11 | OPRIATION                                 |   |                                |
| -NET REV                    | Half-year<br>ended<br>31st Dec.,<br>1896. | $\begin{array}{c} \pounds & \mathrm{s. \ d.} \\ 431 & 2 & 2 \\ 353 & 0 & 0 \\ & & 116 & 8 \\ & & & 86 & 5 & 0 \end{array}$   | 872 3 10<br>4,170 12 1                                   | 5,042 15 11 | OSED APPR                                 |   | :                              |
| No. 10-                     |   |  | ::   |             | 11-PROP                                   |   | :                              |
|                             |   | <ul> <li>£ s. d.</li> <li>434 14 11 To Interest on Mortgages,</li> <li>4350 00 Interest on Debenture Stock,</li> <li>0 11 6, Interest on Banking Balances,</li> <li>83 15 0, Chief Rents,</li> </ul> | 5<br>To Amount carried to Reserve Fund,<br>6, , Balance, |             | No.                                       |   | Balance, as per Account No 10, |
| Dr.                         | Half-year<br>ended<br>31st Dec.,<br>1895. | £ s. d.<br>434 14 11 T<br>353 0 0<br>353 0 11 6<br>83 15 0   | 872 1 5<br>3,604 13 6                                    | 4,476 14 11 |   | Hall-year<br>ended<br>31st Dec.,<br>1895. | £ 8. d.<br>3,604 13 6          |

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No. 12-Abstracts.

|                                       |                                     |  |  |                       |   | _                   |                                 | _                                    |   |   |   |                  |  |  |                             |                  |
|---------------------------------------|-------------------------------------|--|--|-----------------------|---|---------------------|---------------------------------|--------------------------------------|---|---|---|------------------|--|--|-----------------------------|------------------|
|                                       | Half-Year ended<br>31st Dec., 1896. | £ 8. d.  |  | 43 19 5               | 35 13 6   | 79 12 11            |                                 | Half-Year<br>ended                   | £ 8, d,<br>1,057 11 6<br>113 5 10<br>27 0 0   | 58 12 2<br>132 12 6<br>13 13 2<br>11 9 8  | 13  |                  | Half-Year<br>ended<br>Dec. 31, 1896.   | £ 8. d.<br>75 0 0<br>4 4 0<br>983 15 10  | 14 14 14                    | 131              |
| M                                     | Half-Y<br>31st D                    | £ 8. d.  | 32 7 2<br>11 12 3  |                       | 23 15 1<br>11 18 5                                |                     |                                 |                                      |   |   | :   |                  |  |  |                             |                  |
| REPAIRS AND RENEWALS OF CARRIAGES AND |                                     | Carriages-<br>Salaries, Office Expenses, and General | Superintendence,<br>Wages,<br>Materials,   | Wagons                | Wages,  | Total,              | TRAFFIC EXPENSES.               |                                      |   | Printing, Stationery, and Tickets,<br>Horses, Harness, Vans, Provender, etc.,<br>Wagon Covers, Ropes, etc., | Special Expenditure,  | GENERAL CHARGES. |  | Directors,<br>Auditors and Puble Accountants (if any)<br>Salaries of Secretary, General Manuzer, and Cavia | Office Expenses, do. do     | ::               |
| C<br>Half-Year                        | ended<br>Dec. 31, 1895.             | £ 8. d.  | 108 4 3<br>79 2 9  |                       | 16 9 4  | 234 3 8             | Q                               | Half-Year<br>ended<br>Dec. 31, 1895. | £ 8. d.<br>1,044 17 2<br>114 13 11<br>28 17 4 | 11 17 8<br>137 7 7<br>4 10 0<br>22 16 2   | 19  | A                | Half-Year<br>ended<br>Dec. 31, 1895.   | .040   | 20 2 5<br>18 14 2<br>38 7 1 | 15               |
|                                       | Half-Year ended                     |  | z 8. d.<br>83 11 0   | PP OF FUE             | TT OT Seo   | 138 12 3<br>4 16 10 |                                 | 821 11 0                             |   | 1r ended<br>., 1896.  |   | 00 10 0          |  | 910 5 1  | 540 11 4<br>200 0 0         | 1,700 0 0        |
| &c.                                   | Half-Ye                             | P S J  | ő  | 465 11 10<br>128 19 1 | 69 19 8<br>68 12 7                                |                     |                                 |                                      |   | Half-Year ended<br>31st Dec., 1896.   | £ 8. d.   |                  | 263 0 6<br>553 7 8<br>93 16 11   | 868 0 3<br>172 11 1  |                             |                  |
| MAINTENANCE OF WAY, WORES, &C.        |                                     |  | Salaries, Office Expenses, and General<br>Superintendence,<br>Maintenance and Renewal of Permanent | Way-<br>Wages,        | Repairs of Roads, Bridges, Signals, and<br>Works, |                     | Miles Maintained-<br>Single, 31 | Total, 31 Total,                     | Locomotive Power.                             |   | Salaries, Office Expenses, and General<br>Sumerinterrations | Running Expenses | of Locomotive Engines,<br>Coal and Coke,<br>Water,<br>Oil, Tallow, and other Stores. | ::   | Special Expenditure         | Less Engine Hire |
| A                                     | Half-Year<br>ended                  | £ 8. d.  | 76 1   | 442 1 2<br>200 18 6   | 75 6 6<br>83 3 4                                  | 104 2 9             |                                 | 961 13 3                             | Ø   | Half-Year<br>ended<br>Dec. 31, 1895.  | £ 8 d.<br>74 0 0  |                  | 250 6 7<br>633 14 2<br>73 13 8   | 236 4 11<br>311 18 11  |                             | 1.570 14 8       |

|                               | ear<br>31st<br>896.                    | · d.<br>2 6 5<br>5 10<br>1 9<br>1 9  | 9 2        | ]                         |                             |
|-------------------------------|--|--|------------|---------------------------|-----------------------------|
| Ċr.                           | Half-year<br>ended 31st<br>Dec., 1896. | <i>E</i> s.           per         8,265         8            1,226         8            1,220         12            525         5            5,182         11  | 16,005 9   |                           | ked<br>es.                  |
|                               |  | of, as per<br>d,   |            |                           | Miles Worked<br>by Engines. |
|                               |  | By Capital Account, Balance at debit thereof, as per<br>Account No. 4,<br>Cash at Bankers-Current Account,<br>General Stores-Stock of Materials on hand,<br>Traffic Accounts due to the Company,<br>Accounts due by Post Office, |            |                           | Miles<br>constructed.       |
| IEET.                         |  | By Capital Account, Balance at debit th<br>Account No. 4,  |            | Т.                        | Miles<br>authorised.        |
| No. 13-GENERAL BALANCE SHEET. |  | By Capital Account, 1<br>Account No. 4,<br>Cash at Bankers—C<br>General Stores—Stu<br>Traffic Accounts du<br>Accounts due by Po<br>Sundry Outstanding  |            | No. 14-MILEAGE STATEMENT. |                             |
| GENERAL                       | Half-year<br>ended 31st<br>Dec., 1896. | $\pounds$ s. d.<br>4,170 12 1<br>772 16 2<br>1,562 0 11<br>9,500 0 0   | 16,005 9 2 | 14-MILEAC                 |                             |
| No. 13                        |  | To Net Revenue Account, Balance at credit thereof, as<br>per Account No. 10,   |            | No.                       | Tines owned he Comment      |
| Dr.                           |  | To Net Revenue Account, Balance at<br>per Account No. 10,<br>Unpaid Dividends and Interest,<br>Debts due to other Companies,<br>Sundry Outstanding Accounts,<br>Reserve Fund,  |            |                           |                             |

### 144 31 144 31 31 144 • • :: :: Total, Lines owned by Company, ... Lines Worked by the Company, ...

Half-year ended 31st December, 1896. Li.Derry and Lough Swilly Railway. S. Railway Co. 59,415

24,448

34,967

Mixed Passengers and Goods Train

56,862

24,727

32,135

Total.

JOHN M'FARLAND, Chairman of Company.

FRED. DAWSON, Secretary of Company.

Total.

Half-year ended 31st December, 1895. L:Derry and Leugh Swilly Bailway. S. Railway Co.

No. 15-STATEMENT OF TRAIN MILEAGE.

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

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

> JAMES CAIRNS, Permanent Way Inspector.

29th January; 1897.

#### CERTIFICATE RESPECTING THE ROLLING STOCK.

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

> FRED. G. MILLER, Locomotive Superintendent.

29th January, 1897.

#### 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 and shares are *bona fide* due thereon, after charging the Revenue of the half-year with all expenses which ought, in our judgment, to be paid thereout.

Londonderry, 6th February, 1897. GEORGE H. MITCHELL. FRANCIS JAMES KENNEDY. REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS

OF IRELAND COMPANY.

MIDLAND GREAT WESTERN

RAILWAY

HALF-YEAR ENDED 31ST DECEMBER, 1896,

SUBMITTED TO THE PROPRIETORS

AT THE

TO BE

One Hundred and Third Half-yearly General Meeting

#### TO BE HELD AT

Broadstone Terminus, Dublin, On THURSDAY, 11th day of FEBRUARY, 1897, AT ONE O'CLOC'

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

| HALF-YEARLY MEETING | <br>] | 11th | FEBRUARY. |
|---------------------|-------|------|-----------|
| DIVIDEND PAYABLE    | <br>  | 1st  | MARCH.    |

#### DIRECTORS:

SIR RALPH SMITH CUSACK, D.L., J.P., Furry Park, Raheny, Chairman.
RICHARD OWEN ARMSTRONG, J.P., Clifton Terrace, Monkstown.
MAJOR H. C. CUSACK, J.P., Abbeville House, Malahide.
CHAWORTH J. FERGUSSON, J.P., 9, Belgrave Square, West, Monkstown.
HON. RICHARD A. NUGENT, J.P., Rockfield, Athenry.
PHILIP O'REILLY, D.L., Colamber, Rathowen, Co. Westmeath

CAPTAIN THOMAS JAMES SMYTH, D.L., J.P., Ballynegall, Mullingar.

#### AUDITORS:

GEORGE CREE, 40, Upper Mount Street, Dublin. WILLIAM E. HOLMES, St. Grellan's, Monkstown, Co. Dublin.

#### ORDINARY AND PREFERENCE STOCKS OF THE COMPANY. To which Voting power is attached.

|  | TRANSF    | De        |                      |  |
|--|-----------|-----------|----------------------|--|
|  | Close     | Re-open   | DIVIDENDS<br>PAYABLE |  |
| Five per cent. Preference<br>Four per cent. Preference<br>Consolidated | Jan. 21st | Feb. 12th | March 1st            |  |

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.

ONE HUNDRED AND THIRD 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 THURSDAY, the 11th day of February next, at the hour of One o'Clock in the afternoon, to receive the Report of the Directors, and Statement of Accounts, and to transact the ordinary business of the Company.

The Transfer Books of the Company will be closed from THURSDAY, the 21st day of January, to THURSDAY, the 11th day of February, both days inclusive.

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

BROADSTONE TERMINUS, DUBLIN, 13th January, 1897.

.

#### **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 :---

|                |        | 1895       |       | 1896         | Increase  | Decrease   |  |
|----------------|--------|------------|-------|--------------|-----------|------------|--|
|                |        | £          | s. d. | £ s. d.      | £ s. d.   | 6 s. d.    |  |
| PASSENGERS     | •••    | <br>99,623 | 4 5   | 96,318 7 4   | -         | 3,304 17 1 |  |
| PARCELS, HORSE | s, &c. | <br>17,959 | 8 6   | 18,821 0 11  | 861 12 5  | _          |  |
| MAILS          |        | <br>14,677 | 16 2  | 14.677 16 2  | -         | -          |  |
| MERCHANDISE    |        | <br>92,857 | 8 6   | 90,757 14 7  | -         | 2,100 13 1 |  |
| LIVE STOCK     |        | <br>46 131 | 16 4  | 46,122 4 II  | 200 8 7   | -          |  |
| MINERALS       |        | <br>5.707  | 12 II |              |           | 394 6 10   |  |
|                |        | 276,967    | 6:10  | 272,310 10 0 | I,152 I O | 5,808 17 1 |  |

Showing a net Decrease of £4,656 16r. 10d.

| Receipts from the Railway $\pounds 272,310$ 10       0         Royal Canal $2,270$ 5       0         Rents $2,270$ 5       0         Rents $3,861$ 17       11         Transfer Fees $99$ 2       6         Interest on Government Stock        76       2       10         Bankers and General Interest $1,433$ 8       6         Baronial Guarantee $300$ 0 |                            |
|---|----------------------------|
| Expenditure on the Railway £141,662 6 3<br>,, Royal Canal 3,425 10 5  | £280,351 6 9               |
| £145,087 16 8   |                            |
| Interest on Debenture & Rentcharge<br>Stocks, &c 57,679 7 5   | £202,767 4 I               |
| Surplus from last half-year   | £77,584 2 8<br>5,598 17 11 |
| Out of which the Directors recom-<br>mend that the following Dividends<br>be declared and payable on and<br>after 1st March<br>At the rate of 5 per cent. per annum<br>on the Five per cent. Preference   | £83,183 0 7                |
| Stock, amounting to $\pounds$ 7,500 0 0<br>And of 4 per cent. per annum on<br>the Four per cent. Preference Stock,  |                            |
| amounting to I7,707 0 0<br>And of 4 per cent. per annum on<br>the Consolidated Stock of the Com-  |                            |
| pany, amounting to 47,400 0 0   | 72,607 0 0                 |

And the Balance £10,576 0 7 be carried to the credit of next half-year's accounts.

#### DAY OF MEETING.

The Half-yearly Meeting has been convened for Thursday, the 11th February, and the Accounts, made up to 31st December last, are now placed in the hands of the Shareholders.

#### HALF-YEARLY WORKING,

The net Revenue account, No. 10, after providing for payment of Working Expenses, Interest on Debenture and Rentcharge Stocks and percentage proportion of Leased Lines, shows an available surplus of £83,183 os. 7d. The dividend on Preference Stocks amounts to £25,207, leaving £57,976 os. 7d., out of which the Directors recommend that a dividend be paid at the rate of 4 per cent. per annum on the Consolidated Stock of the Company, which will absorb £47,400, leaving a balance of £10,576 os. 7d. to be carried to the credit of next half-year's account.

The decrease in the Traffic Receipts during the past half-year, as compared with those of the corresponding period of the previous year, is chiefly due to the falling off in Passenger traffic, which no doubt was attributable to the inclemency of the weather during the latter months of the half-year.

#### PERMANENT WAY AND ROLLING STOCK.

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

#### HOTELS IN WEST OF IRELAND.

The Directors regret that their anticipations in regard to being in a position to open the Hotel at Mallaranny during the past autumn were not realized, owing to the Contractors having failed to carry out their Contract within the time agreed upon.

The Directors, since their last report, have completed the purchase of the interest of the Hotel at Recess and adjoining premises, on the Galway and Clifden Extension, of which they are now in possession, and they intend remodelling the existing buildings so as to provide such accommodation as in their opinion will meet the requirements of the public.

#### AUDITORS.

Mr. George Cree, one of the Auditors, retires by rotation, and offers himself for re-election.

A Form of Proxy is enclosed, and any Proprietor unable to attend in person, is requested to sign and return it, so as to reach the Secretary not later than One o'Clock on Tuesday, 9th February.

> RALPH S. CUSACK, Chairman.

BOARD-ROOM, BROADSTONE TERMINUS, DUBLIN, 27th January, 1897. MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY

No. 1.--STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. Accounts for the Half-year ended 31st December, 1896.

|                          |                    |      |                     | CAPITAL AUTHORIZED                      | RIZED           | CAPIT               | CAPITAL CREATED OR SANCTIONED | R SAN | ICTIONED  |     |
|--------------------------|--------------------|------|---------------------|---|-----------------|---------------------|-------------------------------|-------|-----------|-----|
| Acts of                  | Acts of Parliament |      | Stock and<br>Shares | Loans                                   | Total           | Stock and<br>Shares | Loans                         |       | Total     |     |
| cap. 40                  |                    |      | 2                   |   | \$ S. Q.        | 2                   | k s.                          | d.    | 2         | °°  |
| Vic., cap. 52            |                    |      | 2,750,000           | ×38,000 0 0                             | 3,588,000 0 0   | 1 2.756.000         | 828 000 0                     | 0     | 0 = 88 m  |     |
| Vic.,cap. 27             |                    | 1    | 1                   | I71,000 0 0                             | 171,000 0 0     |                     | 171 000 0                     | 0 0   | 000000000 | 5 0 |
| Vir con 30-              | •••                |      | 100,000             | 22,200 0 0                              | 100 000 000     | 0 . 0.              | > 000 t 1 t                   | 2     | 000/1/1   | 0   |
| 7: 139                   |                    | -    | 200.000             | Innon o                                 | n neice         | 100,000             | 33,300 0                      | 0     | 133,300   | 0   |
|                          |                    | :    |                     | 0 | 400,000 0 0     | 300,000             | 100,000 0                     | 0     | 400,000   | 0   |
|                          |                    | •••• | 340 000             | 527,015 0 3                             | 327,015 8 3     | 1                   | 327.615 8                     | 2     | 327.615   | 00  |
| 10                       | :                  |      | +24,000             | 80°000 0 0                              | 330,000 0 0     | 250.300             | Bo.Oon o                      | 0     | 320 000   |     |
|                          | •••                |      | C00'001             | 33,300 0 0                              | 133,300 0 0     | 100.000             | 0 000000                      | 0 0   | 330,000   |     |
|                          | •••                |      | 1                   | 300.000 0 0                             |                 | 200000-             | 039.000                       | >     | 1330200   | 5   |
|                          |                    |      | 606.080             |   | 5               | 1                   | 300,000 0                     | 0     | 300,000   | 0   |
| 24 vic., cap. 41         |                    | :    | nohlann             | -/0,339 0 0                             | 0 0 0 0 0 0     | 606,980             | 276,339 0                     | 0     | 882,319   | 0 0 |
| I                        |                    |      |                     |   | 133,300 0 0     | 1                   | 133,200 0                     | 0     | T 22.200  | 0   |
| C                        |                    | ~~~  | 45.00C              | 0 0 0 0 0 0                             | 33,300 0 0      | 05 010              | 00000                         | 0     | 00000     |     |
| Tund Kill                |                    |      | 50,00C              | 16.666 n n                              |                 | onoic_              | 0 0000                        | >     | 331300    | 2   |
| A laue Certificate under |                    |      |                     |   | 0 0 000         | 20,000              | 10,000 0                      | 0     | 66,666    | 0   |
| JOH OI KYS. Act, 1889 .  | :                  |      | 1                   | C 11 2 1 00                             |                 |                     |                               |       |           |     |
|                          |                    | :    | -00-                | -                                       | 30,145 11 9     | 1                   | 30,145 II                     | 6     | 30,145 1  | I   |
|                          |                    | 1    | 1,101,980           | 2,347.900 0 0                           | 0 0 229,946 0 0 | 4.181.050           | 2.247.066 0                   | 0     | 6.520.016 | 0   |

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

DESCRIPTIO

|   |      |      |      |      | Create                                   | -       | Receive   | p | Unissued                      |      |
|---|------|------|------|------|--|---------|---|---|-------------------------------|------|
| PREFERENCE STOCK-Five per cent.<br>RENTCHARGE STOCK-Four per cent.<br>PREFERENCE STOCK-Four per cent.<br>CONSOLIDATED STOCK | <br> | <br> | 1:11 | <br> | 500,000<br>500,000<br>506,930<br>905,000 | s. 0000 | £<br>300,000<br>452,236<br>885,350<br>2,370,000 |   | κ s.<br>154,744 ο<br>19,650 ο | - oo |
|   |      |      |      |      | 4,181,980                                | 0       | 4,007,596 0                                     | 0 | 174,394 0 0                   | 0    |

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

|   |                       |   |           |                     |           |           |           |          | RAISED F                    | RAISED BY ISSUE OF DEBENTURE STOCK | TURE STOCK         |   |          |
|---|-----------------------|---|-----------|---------------------|-----------|-----------|-----------|----------|-----------------------------|------------------------------------|--------------------|---|----------|
|   |                       |   |           |                     |           |           |           |          | At 4<br>per Cent.           | At 44<br>per Cent.                 | At 4}<br>per Cent. | 1 otal raised by<br>Debenture<br>Stocks | ad by    |
| Existing at 30th June, 1896<br>Existing at 31st December, 1896  | :                     | 11  | : :       | ::                  |           | ::        |           | ::       | £<br>1.326,014<br>1,326,014 | 769,339<br>769,339                 | 201.700<br>201,700 | £ 2,297,053 2,297,053                   | . 0 0 d. |
| Increase  | • :                   | ::  | ::        | ::                  | ::        | ::        | ::        | ::       | 11                          | II                                 | 11                 | 11                                      |          |
| Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1<br>Total amount raised by Loans and by Debenture Stock as above | raised by<br>and by I | / Loans a   | nd by De  | sbenture s<br>above | Stocks in | respect   | of Capit. | al creat | ed, as per Statem           | ent No. I                          | ::                 | 2.347,966                               | 00       |
|   | Bala                  | Balance, being available Borrowing Powers at 31st Dec. 1806 | g availab | le Borrow           | ving Pow  | ers at 31 | st Dec.   | 1 806    |                             |                                    | ::                 | \$0,913 0 0                             | 0        |

| CR.   | Total   | & s. d.            | 4,007,596 0 0<br>2,297,053 2 0   | 131,904 4 2<br>440,000 0                         | 6,876,543 4 2               |
|---|---|--------------------|--|--|-----------------------------|
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   | By Receipts-       | Shares and Stocks, per Account No. 2<br>Debenture Stock, per Account No. 3     | Premiums on Stock issued<br>Parliamentary Grants |                             |
| D EXPENDI   | Total   | & s. d.            | 9:243 19 7 6,114,552 12 6<br>94 5 0 760,611 13 2                               | 9.338 4 7 6.875,164 5 81                         | 1,378 18 6<br>6,876 543 4 2 |
| CEIPTS ANI  | Amount<br>Expended<br>30th June, 1896 during Half year<br>31st Dec., 1896 | <i>&amp;</i> s. d. | 0 5 t6<br>2 61 2 6   | 9.338 4 7  |                             |
| No. 4RE   | Amount<br>Expended<br>30th June, 1896                                     | k s. d.            | 6,105,308 12 11<br>"66.517 8 2   | 6,865,826 I I                                    |                             |
| DR.   |   | To Expenditure-    | On Lines open for Traffic-(No. 5) 6,105,308 12 11<br>Working Stock 766.517 8 2 |  | BALANCE                     |

No. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 318T DEC., 1896.

|                         | 6 s. d.                 | 16 4 6                                       | 516 I 6  | 8 CI 10,1                          | 13                  | 01                              | 1 127 4 0              | 0                | 1,608 II 7  |   | 1-  | 116 18 0   |               | 0.242 10 7                 | 94 5 0 | 9,338 4 7 |
|-------------------------|-------------------------|--|--|------------------------------------|---------------------|---------------------------------|------------------------|------------------|---|---|---|------------|---------------|----------------------------|--------|-----------|
|                         |                         |  |  | :                                  | :                   |                                 |                        | •••              |   |   |   |            |               |                            |        |           |
| infort time -           |                         |  |  |                                    |                     |                                 | :                      | :                | :   | :   |   |            |               |                            | :      |           |
| 2                       |                         |  |  |                                    |                     | :                               | :                      |                  |   | :   | :   |            |               |                            | :      |           |
|                         |                         |  |  |                                    |                     |                                 | :                      | :                |   | :   |   | :          |               |                            | :      |           |
|                         |                         | • • •  | :  | :                                  | :                   | 000                             |                        | :                | •••   | :   | :   |            |               |                            | ;      |           |
|                         |                         |  | :  |                                    | ~~                  |                                 | :                      | :                |   |   |   | :          |               |                            |        |           |
|                         |                         |  | Galway Stations  | In the second                      | : :                 |                                 |                        |                  | ···· 8  | ···   |   | :          |               |                            | •••    |           |
|                         |                         |  | and Galw   |                                    |                     |                                 | and Rill               |                  | freh ac ar  | Por the   | 14 80 04  | 14 000 000 |               |                            |        |           |
|                         |                         | r Supply                                     | loat, Sligo.   | 0                                  | :                   |                                 | and Central Ireland    |                  | Le Legal.   | 05. 11d. : 1  | 1.egal f  | S (mo-1    |               |                            | :      |           |
| LINES OPEN FOR TRAFFIC- | I.ands and Compensation | Broadstone Fitting Shops Extension and Water | Alterations and additions, Kilcock, Enfield, Float, Sligo, and C | Claremorris-Station Master's House | Tools and Machinery | Diock Signals-Interlocking, &c. | pposition to Waterford | Mallaranny Hotel | GALWAY AND CLIFDEN-Works, £1,299 135. 3d.: Legal. fre6 of yor | WESTFORT AND MALLARANNY-Lands, 2682 105, 11d. 1 Peral JAN THE | BALLINA AND KILLALA-Lands, £72 105, 04.: 1.egal 4 |            | WORVING GROCK | Carnages-Electric Lighting |        |           |

No. 6.-RETURN OF WORKING STOCK FOR HALF-YEAR ENDING 31st DEC., 1896.

L0C0-

|                         | Total                    | 2.710   | a, 140                                   |
|-------------------------|--------------------------|---|--|
|                         | Brake Vans               | 102   | 6 1 1                                    |
| RALS                    | Travelling Cranes        | 0 0   | 11                                       |
| MENCHANDISE AND MINERAL | Coal Wagons              | 011   | 11                                       |
| DND                     | Ballast Wagons           | 102   | 11                                       |
| - ASI                   | Powder Vans              | ~ ~ ~   | TE                                       |
| AND                     | Boiler Trucks            | 4 4   |  |
| U-N-R                   | Timber Trucks            | 400   |  |
| 147                     | Cattle T'rucks           | 605   | 11                                       |
|                         | Covered Goods<br>Wagons  | 581   | 111                                      |
|                         | Open Box Goods           | 201 1   |  |
|                         | Total                    | 382 382   | 11                                       |
|                         | Post Office Sorting      | 4 4   | 11                                       |
|                         | Luggage Vans             | 57  | 111                                      |
|                         | ensV dai3                | 12  | 111                                      |
|                         | Cattle Boxes             | ·**   | 11                                       |
|                         | Horse Boxes              | 33  | 11                                       |
|                         | Carriage Trucks          | 24  | 111                                      |
|                         | State Carriage           | 1 1   | III.                                     |
|                         | Composite<br>Carriages   | 30.00   | III                                      |
|                         | Third Class<br>Carriages | 93  | 111                                      |
|                         | Second Class             | 222   | 111                                      |
|                         | First Class<br>Carriages | 222   | 111                                      |
| -                       | Tenders                  | 20  |  |
| TOM                     | Engines                  | 127 1(  |  |
|                         |                          | ::  |  |
|                         |                          |   |  |
|                         |                          | ::  | ::                                       |
|                         |                          | 896   |  |
|                         |                          | 896<br>er, 1                                    | rear                                     |
|                         |                          | ne, 1<br>cemb                                   | falf-y                                   |
|                         |                          | Stock on 30th June, 1896<br>,, 31st December, 1 | Increase during Half-year<br>Decrease ", |
|                         |                          | n 30t<br>31sl                                   | e dun                                    |
|                         |                          | Ö   | 200                                      |
|                         |                          | ck  | rea                                      |

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

| _                   |  |   |       |
|---------------------|--|---|-------|
|                     | TOTAL  | 500<br>500<br>11,200<br>180<br>1,050  | z,930 |
| ENDITURE            | In subsequent<br>Half-years                    | HID   | 1     |
| FURTHER EXPENDITURE | During the Half-year<br>ending 30th June, 1897 | ر<br>دمتر<br>200<br>1,050<br>1,050  | 2,930 |
|                     |  | 1111  | -     |
|                     |  | : 1 1 1   |       |
|                     |  | : 1 : :   |       |
|                     |  | 1111  |       |
|                     |  | : 1 1 1   |       |
|                     |  | 1.11  |       |
|                     |  | Lines open for Traffic-<br>Bridges<br>Additions to various Stations<br>Automatic Brake<br>Carriages-Electric Lighting |       |

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

| & s. d. | 174,394 O O  | 50,913 0 0   | I,378 18 6   |  |
|---------|--|--|--|--|
|         | :  | :  | :  |  |
|         |  | •••  | :  |  |
|         | :  | :  | :  |  |
|         | :  | :  | :  |  |
|         | :  |  | :  |  |
|         |  | :  | :  |  |
|         | :  | :  | ••••   |  |
|         | :  | :  |  |  |
|         | 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 |  |

226,6%5 18 6

No. 9.-REVENUE ACCOUNT.

DR.

| ender<br>1896                      | s. d.   |                                |                                 |                      |                                 |             | 10                 |                                 |                                  |                    | 5 7          | 0          | 0                                  | II (     | 2 6           |   | 15 5         |
|------------------------------------|---|--------------------------------|---------------------------------|----------------------|---------------------------------|-------------|--------------------|---------------------------------|----------------------------------|--------------------|--------------|------------|------------------------------------|----------|---------------|---|--------------|
| Half-year ended<br>3rst Dec., 1896 | S.  |                                |                                 |                      |                                 |             | 129,817 4          |                                 |                                  |                    | 142,493      | 272.310 10 | 2,270                              | 3,861 17 | 66            |   | 278,541 15   |
|                                    | s. d.   |                                |                                 | 7 4                  | II O                            | 6 2         |                    |                                 | -                                | 1 9                |              |            |                                    | :        | :             |   |              |
|                                    | 3   |                                |                                 | 96,318               | 18.821                          | 14,677 16   |                    | 00.757 14                       | 601.9V                           |                    |              |            |                                    |          |               |   |              |
|                                    | -   | I                              | 00                              | 96,                  | 18.                             |             |                    |                                 |                                  |                    | 1            |            | upply                              |          | :             |   |              |
|                                    |   |                                |                                 |                      | Sec.                            | :           |                    |                                 |                                  | : :                |              |            | ter S                              | :        | :             |   |              |
|                                    | 600't   | 21,161 11                      | 61,147 14                       |                      | ges.                            | 0           |                    |                                 |                                  | : :                |              |            | d Wa                               |          |               |   |              |
| PTS                                | -<br>41,456 &14,009 I   |                                |                                 | -                    | Parcels, Horses, Carriages, &c. | -           |                    |                                 |                                  | 1                  |              |            | Royal Canal-Tolls and Water Supply | ::       |               |   |              |
| RECEIPTS                           | 41,45   | 80,965                         | 559,626                         | 682.047              | ses.                            |             |                    | :                               |                                  | :                  |              |            | -Tol                               |          | es            |   |              |
| RE                                 |   | 55                             |                                 | 10                   | . Hor                           |             |                    | indise                          | ork                              | Is                 |              |            | Canal                              | :        | I Fe          |   |              |
|                                    | assengers-<br>1st Class   | 2nd ,                          | 3rd ,                           |                      | arcels                          | Mails       |                    | Merchandise                     | Live Stock                       | Minerals           |              |            | oyal (                             | Rents    | Transfer Fees |   |              |
|                                    | L s. d. By Passengers-<br>815 I Io 1st Class  | 1                              | 65                              |                      | 4                               |             |                    | M                               |                                  |                    |              |            | " R                                | ", R     |               |   |              |
| ided<br>195                        | d.<br>Io  | 0                              | -                               | 10                   | 9                               | 53          | -                  | 9                               | 4                                | II                 | 6            | 6 10       | 6                                  | 60       | 0             |   | 1 10         |
| c., 15                             | k s. d.<br>14,815 1 Io  | 22,206 I2                      | ó2,601 10                       | 3 4                  | 9 8                             | 91 L        | 6 0                | 7 8                             | 46,131 16                        | 5,707 I2 II        | 61 90        |            | 6 5                                | 3 9      |               |   |              |
| Half-year ended<br>31st Dec., 1895 | 14,8  | 22,20                          | 62,60                           | 99,623               | 17,959                          | 14,677      | 132,260            | 92,867                          | 46,13                            | 5,70               | 144,706      | 276,967    | 1,926                              | 3,613    | 6             |   | 282,603      |
| 896                                | p   | 6                              | OI                              | 7                    | н                               | 61          | 01                 | 9                               | 9                                | 14                 | 00           |            | NO.                                |          | 00            | 6   | 5            |
| ear er                             | κ̂ s. d<br>3c,218 II II   | 40,865 I3                      | 12,152 8 10                     | 42;539 10            | 7.345 I3                        | 91 16       | 186 II 10          | 127 15                          | 301 3                            | 23 I               | 02 6         |            | 3,425 10                           |          | 37 16         | 53 IR                                       | 278.541 15   |
| Half-year ended<br>31st Dec., 1896 | ی<br>3C, 2 I  | 40,80                          | 12,1                            | 42:5                 | 7.34                            | 16          | 18                 | I                               | 30                               | 7,023              | 141,662      |            | 3,43                               |          | 145,087 16    | I33,453 IP                                  | 278.54       |
|                                    | t A.  | Β.                             | Ċ                               | D.                   | Ä                               | :           | :                  | :                               | :                                | :                  |              |            | :                                  |          |               |   | -            |
|                                    | Abstrac   | Do.                            | Do.                             | Do.                  | Do.                             | :           | •••                | :                               | :                                | :                  |              |            | 19<br>10                           |          |               | ţ   |              |
|                                    | -See  |                                |                                 |                      | Ċ,                              |             |                    |                                 |                                  |                    |              |            | Tax                                |          |               | coun  |              |
| IRE                                | \$C   |                                | :                               |                      | :                               | :           |                    | ıry                             | &c                               |                    |              |            | s and                              |          |               | ue Ad                                       |              |
| DITIC                              | orks  |                                | pairs                           |                      | :                               | :           |                    | Inju                            | ndise,                           |                    |              |            | epair                              |          |               | even  |              |
| E                                  | 12  |                                | on Re                           |                      |                                 |             | •                  | sonal                           | rchar                            |                    |              |            | es, R                              |          |               | Vet R                                       |              |
| EN                                 | ay,   |                                |                                 |                      |                                 | :           |                    | -Pet                            | -Me                              | es                 |              |            | Wag.                               |          | 1             | tol   |              |
| EXPENDITURE                        | of Way,   | ower                           | Wag                             | ses                  | es                              |             |                    |                                 |                                  |                    |              |            |                                    |          |               | 100   |              |
| EXPEN                              | ance of Way,  | ve Power                       | and Wag                         | xpenses              | Charges                         | rges        | ntary              | ation-                          | ation-                           | I Tay              |              |            | nal-                               |          |               | arried                                      |              |
| EXPEN                              | intenance of Way,   | omotive Power                  | iages and Wag                   | fic Expenses         | eral Charges                    | Charges     | iamentary          | Ipensation-                     | pensation-                       | es and Taxes       |              |            | al Canal-Wages, Repairs and Taxes  |          |               | nce carried                                 |              |
| EXPEN                              | o Maintenance of Way,   | Locomotive Power               | Carriages and Wag               | Traffic Expenses     | General Charges                 | Law Charges | Parliamentary      | Compensation-                   | Compensation-                    | Rates and Tay      |              |            | Royal Canal-                       |          |               | Balance carried                             |              |
|                                    | <ol> <li>To Maintenance of Way,</li> </ol>  | 9 " Locomotive Power           | I " Carriages and Wagon Repairs | 8 " Traffic Expenses |                                 |             | o ,, Parliamentary | >, Compensation-Personal Injury | 9 " Compensation-Merchandise, &c | 3 ,, Rates and Tay | 80           |            | 3: Royal                           |          |               | o ,, Balance carried to Net Revenue Account | 0            |
|                                    | s. d.<br>5 ri To Maintenance of Way,  | 14 9 , Locomotive Power        |                                 | 00                   | 4 9                             | 9           | 5                  | 0                               | 6                                | 3 "Rates           | 13 8         |            | o 4 »; Royal                       |          | 4 0           | 7 10  | 1 10         |
| Hall-year ended<br>31st Dec., 1895 | <ul> <li>s. d.</li> <li>z6,065 5 ri</li> <li>To Maintenance of Way, Works, &amp;cSee Abstract A.</li> </ul> | 42,316 14 9 " Locomotive Power | 12,374 7 I " Carriages and Wag  |                      | 6                               | 9           | 0                  | 0                               |                                  | " Rates            | 138.757 13 8 |            | 4 s: Royal                         |          | 4 0           | 10  | 282,603 1 10 |

| DR.                                | No.   | 10NET RE                           | No. 10NET REVENUE ACCOUNT.  | CR.                                |
|------------------------------------|---|------------------------------------|---|------------------------------------|
| Half-year ended<br>rist Dec., 1895 |   | Half-year ended<br>31st Dec., 1896 | Half-year ended<br>31st Dec., 1895  | Half-year ended<br>31st Dec., 1896 |
| К s. d.                            |   | £ s. d.                            | k s. d.   | £ s. d.                            |
| 16,526 19 7                        | 46,526 19 7 To Interest on Debenture Stock                      | . 47,406 19 7                      | 5,057 o 5 By Balance brought from ast Half-year's Accounts                        | 5.598 17 11                        |
| 9,044 14 4                         | 9,044 14 4 ", Interest on Rent-charge Stock                     | . 9,044 14 4                       | 139,891 7 10 ., Balance Revenue Account, No 9                                     | 133,453 18 9                       |
| 579 3 1                            | " Loughrea and Attymon Railway-<br>Percentage of receipts       | . 579 IÓ I                         | IO . ,,   |                                    |
| 653 12 9                           | " Ballinrobe and Claremorris Railway-<br>Percentage of receipts |                                    | 552 17 0 ", Bankers and General Inferest Account<br>300 0 0 ", Baronial Guarantee | 300 0 0                            |
|                                    |   |                                    |   |                                    |
|                                    |   |                                    |   |                                    |
| .55,804 9 9<br>89,072 18 4         | stalance available for Dividend                                 | 57,679 7 5<br>83,183 0 7           |   |                                    |
| 145,877 8 1                        |   | 140,862 8 0                        | 145,877 8 1   | 140,862 8 0                        |
|                                    | No. 11PROI  | POSED APPRO                        | No. 11PROPOSED APPROPRIATION OF BALANCE.  |                                    |
| Half-year ended<br>31st Dec., 1895 |   |                                    |   | Half-year ended<br>31st Dec., 1896 |
| & s. d.                            |   |                                    |   | & s. d.                            |

| £ s. d.     |  |                |        |                           |             |     |   |     |     | £ 5. C         | S. d.     |    |
|-------------|--|----------------|--------|---------------------------|-------------|-----|---|-----|-----|----------------|-----------|----|
| 89,072 18 4 | Balance available for Dividend, as per No. 10                          |                |        | :                         |             | ;   |   |     | *** | 83,183 0 7     | 0 7       | -  |
| 7,500 0 0   | Dividend on 5 per Cent Preference Stock                                |                |        | \$300,000                 |             | :   |   |     | :   | 7,500          | 7,500 0 0 |    |
| 17,130 0 0  | " 4 per Cent " " "   |                | :      | 885,350                   | :           | :   |   |     | :   | 0 C 27,701 0 0 | 0         | -  |
| 3,325 0 0   | " Ordinary Stock (being at the rate of 4 Per cent per annum) 2,370,000 | Per cent per a | (unuu) | 2,370,000                 |             | ••• | : |     | :   | 47,400 0 0     | 0         |    |
| 7,925 0 0   |  |                |        |                           |             |     |   |     |     | 72,607         | 0         | 10 |
|             |  |                |        |                           |             |     |   |     |     |                |           |    |
| 1,147 18 4  |  |                |        | Balance to next Half-year | lext Half-y | ear | : | ••• | :   | 10,576         | 0 7       |    |
|             |  |                |        |                           |             |     |   |     |     |                |           |    |

CR.

No. 12.-ABSTRACTS.

| MAINTENANCE OF WAY, WORKS, &C.   | đ                |   | C. H  | RIPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.                               | NS.                                |                                     |
|--|------------------|---|---|---|------------------------------------|-------------------------------------|
|  | Half-            | Half-vear ended<br>31st Dec., 1896                | Half-year ended<br>31st Dec., 1895            |   | Half-year ended                    | Half-year ended                     |
| Salaries, Office Expenses, and General Superintendence<br>MAINTENCE AND RENEWAL OF PERMANENT WAY-<br>Wages |                  | £ s. d.<br>1,515 12 I<br>15,403 4 I<br>3,865 12 8 | £ s. d.<br>264 b 3<br>2,844 4 I<br>3,120 II I | CARRIAGES-<br>Salaries, Office Expenses, & General Superintendence<br>Wages |                                    | s. d.<br>1 14 7<br>2 19 10<br>2 4 1 |
| Banting on Doring Descent C.   |                  | 20,784 8 IC                                       | 347 I 347 I 7<br>I,754 I 7                    | , Office Expenses, & General Su   | nce 346                            | 120                                 |
| Wages  |                  | 3,176 0 8<br>2,044 18 8                           | 3 0   | Is  | 3,786                              | 17                                  |
| REPAIRS OF STATIONS AND BUILDINGS-<br>Wages  | 23               | 2,361 0 10<br>1.8¢2 2 11                          |   | TRAFFIC EXPENSES  | 12,152                             | 3 8 10                              |
| MILES MAINTAINED-  | 9,               |   | Half-year ended<br>31st Dec., 1895            |   | Half-yes                           | Half-year ended<br>31st Dec., 1896  |
| Single 377<br>TOTAL 538  |                  |   |   |   |                                    | s. d.                               |
|  | 30,              | 30,218 11 11                                      | 1-00  |   |                                    | 3,478 19 7<br>976 12 2              |
| LOCOMUTIVE POWER.  |                  |   |   | Horses, Harness, Vans, Provender  | -                                  | 00                                  |
|  | Half-y<br>31st I | Half-year ended<br>31st Dec., 1896                | 1,763 13 11                                   |   | 1,000                              | 1 1 1                               |
| Salaries, Office Expenses, and General Superintendence   |                  | & s. d.   |   | GRNERAI CUARCES   | 42 529                             | 10 7                                |
| RUNNING EXPENSES-<br>Wages connected with working Locomotive Engines<br>Coal and Coke                      |                  | 40  | Half-year ended<br>31st Dec., 1895            | LOOD VALUE AND                          | Half-year ended<br>31st Dec., 1896 | r ended                             |
| Water<br>Oil, Tallow, and other Stores   |                  | 14 I  | .0  | Directors   |                                    | s. d.                               |
|  | 29,2             | 29,293 15 I                                       | 50 0 0<br>1,69 <b>3 6</b> 8                   | tary. Manager.  |                                    | 000                                 |
| REPAIRS AND KENEWALS   | 7.5              | 7,519 7 4<br>4,052 II 4                           | 18 10<br>11 6<br>2 2<br>10 8                  | Office Expenses   |                                    | I II                                |
|  | II.57I           | 100   | 50  | Expenses  | 550,1 572                          |                                     |
|  | A 0.4            | 40 BRE 19 0                                       |   | Engimen's Pension Fund  | 396                                | 10                                  |

| cR.                          | \$         s. d.           \$         \$  |
|------------------------------|---|
|                              | 1 1 1 1 1 1   |
|                              | hand<br>  |
|                              | id Cash or<br><br>n hand<br>  |
| No. 13GENERAL BALANCE SHEET. | 4       s. d.         1,373       18         1,373       18         8,183       7         9,183       7         9,236       7         9,326       7         9,326       1         9,326       1         9,326       1         9       3,024         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         3,024       3         4, Mount due by Post Office          5,000       0         9       , Sundry Outstanding Accounts         43       0 |
| BAL                          | B, Ca<br>, Ca<br>, Ca<br>, An<br>, An<br>, An<br>, An<br>, Su   |
| ENERAI                       | 1         5         6           1,379         18         6           83,183         0         7           9,3265         7         8           9,3263         10         7           15,334         19         7           5,000         0         0  |
| 13G                          | 1   |
| Ñ0.                          | Account N<br>er Acct. Nu<br>.:<br><br>  |
|                              | reof, as per <i>i</i><br>thereol, as pro-<br>mg, and pro-<br>   |
|                              | To Capital Account, Balance at Debit thereof, as per Account No. 4<br>"Net Revenue Acct., Balance at Credit thereof, as per Acct. No. 10<br>"Unpaid Dividends and Interest  |
| DR.                          | To Capital Account, Net Revenue A<br>,, Unpaid Divide<br>,, Guaranteed In<br>,, Bue to other (<br>,, Sundry Outsta<br>,, Reserve Fund   |

-

No. 14.-MILEAGE STATEMENT.

Half-year ended 31st Dec., 1896 779,323 484,196 Half-year ended 31st Dec., 1895 Miles Miles constructed or to be constructed 5164 11 5161 Miles authorized Lines owned by the Company 5164 Do. leased or rented ... 215 Half-year ended 31st Dec., 1895 5164

Nc. 15.-STATEMENT OF TRAIN MILEAGE.

: : Passenger Trains .... Goods and Mineral Trains 754,737 484,995 :,239,732 538 538

:

TOTAL

538

1,263;519

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

CERTIFICATE RESPECTING THE PERMANENT WAY, &cc.

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

Chief Engineer. W. PURCELL O'NEILL,

CERTIFICATE RESPECTING THE ROLLING STOCK.

Dated 22nd January, 1897.

Wagons, 1 I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, have, during the past Half-year, been maintained in good Working Order and Repair.

Dated 22nd January, 1897.

ATOCK, Locomotive Engineer MARTIN

Tools

Machinery, and

AUDITORS' CERTIFICATE.

We, the Auditors of the MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY, have examined the Accounts of the Company for the Half-year ended the 31st Dec., 1896, which are proposed to be issued to the Shareholders, and we hereby tertify that the said Half-yearly Accounts contain a full and true statement of the Financial condition of the Company; and we further certify that the Dividend at the rate of Four Pounds per cent. per annum, proposed to be declared on the Original Stock of the said Company, is *bona fide* due thereon, after charging the revenue of the Half-year with all expenses which ought to be paid thereout in our judgment. GEORGE CREE.

DUBLIN, 26/h January, 1897

WM. E. HOLMES,

AND

REPORT

DIRECTORS'

STATEMENT OF THE ACCOUNTS

OF THE

# Rathkeale & Rewqastle Junction Kailway Company,

SIX MONTHS ENDING 31st DECEMBER, 1896,

FOR THE

TO BE SUBMITTED TO THE SHAREHOLDERS

HALF-YEARLY GENERAL MEETING,

AT THE

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

ON

TO BE HELD AT

TUESDAY, 23rd FEBRUARY, 1897,

AT 3.30 O'CLOCK P.M.

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

#### DIRECTORS.

- EDWARD WILLIAM O'BRIEN, D.L., Cahirmoyle, Ardagh, Co. Limerick, Chairman.
- RICHBELL CURLING, J.P., Newcastle West, Co. Limerick.
- SIR WYNDHAM KNATCHBULL, Bart., Mersham Hatch, Ashford, Kent.
- JOSEPH WILLIAM HUME WILLIAMS, 1, Essex Court, Temple.
- EDMUND COOKE, 12, Upper Mallow Street, Limerick, Examining Director.

HENRY HOLMES, Secretary.

Offices-11, VICTORIA STREET,

LONDON, S.W.

LONDON: . PRINTED BY GILBERT AND RIVINGTON, LIMITED, ST. JOHN'S HOUSE, CLERKENWELL, E.C.

#### RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the HALF-YEARLY ORDINARY GENERAL MEETING of this COMPANY will be held at No. 11, Victoria Street, Westminster, on Tuesday, the 23rd February, 1897, at 3.30 o'clock p.m., for the purpose of transacting the ordinary business of the Company, and the Election of Directors and Auditor.

The Transfer Books of the Company will be closed from the 16th instant, until after the Meeting.

Dated this 8th February, 1897.

EDWARD WILLIAM O'BRIEN, Chairman. HENRY HOLMES, Secretary.

11 VICTORIA STREET, LONDON, S.W.

## RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

REPORT OF THE DIRECTORS TO THE SHAREHOLDERS.

The Directors submit to the Shareholders the Statement of the Accounts of the Company, made up to the close of the Half-Year ending 31st December, 1896.

The Receipts and Expenditure on Revenue Account appear in Statements Nos. 9 and 10. The gross receipts for the Half-Year amount to £3105 4s. 9d., which, as compared with £3253 8s. 8d., the gross receipts in the corresponding period of last year, show a decrease of £148 3s. 11d.

A statement is annexed of the Traffic Receipts since the opening of the Line in 1867, which shows the progress made in the earnings of the Line (10 miles).

The Directors regret to report the death of Mr. George Hewson, their late esteemed colleague, whose long services as a local Director have been of great benefit to the Company.

The Directors who retire by rotation are Sir Wyndham Knatchbull, Bart., and Mr. Edmund Cooke, both of whom are eligible for re-election, and offer themselves accordingly.

Mr. R. Tidey is the retiring Auditor.

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

EDWARD WILLIAM O'BRIEN, Chairman. HENRY HOLMES, Secretary.

11, VICTORIA STREET, LONDON. 15th February, 1897.

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

| Half | -year | rs ending | Receipts.            | Ha   | lf-years | ending   | Receipts.           |
|------|-------|-----------|----------------------|------|----------|----------|---------------------|
| 30th | Jun   | ie, 1867  | £ s. d.<br>1024 7 11 | 31st | Decemb   | er, 1867 | £ s. d.<br>1006 1 6 |
| >>   | 29    | 1868      | 991 0 11             |      | 22       | 1868     | 1134 18 0           |
| 29   | 2.9   | 1869      | 1170 0 8             | > >  | 2.2      | 1869     | 1288 12 2           |
| 2.2  | 3.9   | 1870      | 1325 19 8            | ,,   | 2.2      | 1870     | 1435 6 10           |
| "    | 3.9   | 1871      | 1327 15 1            | 2.9  | ,,,      | 1871     | 1618 8 1            |
| "    | 2.2   | 1872      | 1523 3 7             | 3.2  |          | 1872     | 1758 18 4           |
| "    | >>    | 1873      | 1738 11 4            | > 3  | > >      | 1873     | 2025 15 0           |
| "    | 2.2   | 1874      | 1748 0 8             | 3.9  | 9.9      | 1874     | 1912 15 1           |
| "    | 22    | 1875      | 1694 8 1             | 5.5  | 9 9      | 1875     | 1994 17 0           |
| 29   | 7 3   | 1876      | 1830 16 8            | > >  | 2.2      | 1876     | 2190 15 3           |
| 2.2  | 2.9   | 1877      | 1935 6 11            | 29   | 2.5      | 1877     | 2245 15 6           |
| 22   | 3.3   | 1878      | 1895 9 1             | > >  | , ,      | 1878     | 2234 10 11          |
| 9.9  |       | 1879      | 2586 8 7             | > >  | 3.2      | 1879     | 2023 16 2           |
| ,,,  | ,,    | 1880      | 1865 14 5            | 3.3  | ,,       | 1880     | 1970 0 6            |
| 2.2  | 23    | 1881      | 2536 3 10            | >>   | >>       | 1881     | 3397 16 7           |
| ,,,  | 2.2   | 1882      | 3158 5 5             | >>   | 19       | 1882     | 3132 16 3           |
| 23   | 2.2   | 1883      | 3121 0 1             | 22   | 9.9      | 1883     | 3500 16 9           |
| 22   | 2.2   | 1884      | 3053 13 11           | 22   | >>       | 1884     | 3329 5 3            |
| ,,,  | ,,    | 1885      | 2710 10 9            | 2.2  | ,,,      | 1885     | 3298 3 2            |
| 2.2  | ,,    | 1886      | 2670 19 3            | 2.2  | ,,,      | 1886     | 3314 12 11          |
| 2.2  | 2.3   | 1887      | 2765 15 7            | 2.2  | ,,,      | 1887     | 3381 18 11          |
| "    | 2.2   | 1888      | 2685 0 0             |      | 23       | 1888     | <b>3332</b> 18 6    |
| 3.9  | ,,,   | 1889      | 3057 19 5            | 3.3  | ,,,      | 1889     | 3440 14 1           |
| 23   | ,,    | 1890      | 3199 0 11            | >>   | ,,,      | 1890     | 3626 3 7            |
| ,,   | "     | 1891      | 3156 1 10            | >>   | ,,,      | 1891     | <b>3321</b> 14 0    |
| >>   | 2.9   | 1892      | 2775 10 11           | 3.7  | 2.2      | 1892     | 3118 11 8           |
| 22   | 2.2   | 1893      | 2960 14 10           | 3.2  | > >      | 1893     | 3054 17 1           |
| 93   | ,,    | 1894      | 2968 9 3             | ,,   | 3.2      | 1894     | 3393 17 0           |
| >>   | ,,,   | 1895      | 3121 17 2            | 3.5  | 22       | 1895     | 3253 8 8            |
| ,,   | 33    | 1896      | 3110 8 9             | 23   | 3.3      | 1896     | 3105 4 9            |
|      | -     |           |                      |      |          | - 5      |                     |
|      |       |           |                      |      |          |          |                     |

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

HALF-YEAR ENDING 31ST DECEMBER, 1896.

[No. 1.]

Total. 1 1 41 1 1 Loans. Balance 41 1 1 T T Stock and Shares, £ 1 1 1 1 Statement of Share Capital created, showing the proportion received. Total. \$6,600 31,870 34,730 1.370 61,400 Statement of Capital authorized and created by the Company. 10,050 15,000 Loans. £ 16,600 - 16,600 15,000 61,400 1.370 94.370 Stock and Shares. \$0,000 28,180 Capital 31,870 18,130 10,050 Total. £ 66,600 31,870 34,730 10,050 15,000 61,400 1.370 122.550 Capital authorized. Loans. £ 16,600 - 16,600 15,000 61,400 1,370 94,370 1 Stock and Shares. £ 50,000 31,870 18,130 10,050 28.180 1 1 Acts of Parliament. [No. 2.]

1 0 0 1,366 15 1,366 15 0 0 0 26,813 5 0 16,763 5 10,050 Amount created. 18,130 10,050 28,180 30,000 11,870 20,000 9,950 Description Total ..

[No. 3.]

TOTAL RAISED BY LOANS AND BY DEBEN-TURE STOCK. £ 93,000 94,370 1,370 £94,370 94,370 nil. Total New Debenture Stock. RAISED BY ISSUE OF NEW DEBENTURE STOCE. • . 11 • - -. At 44 per cent. . . 11 Total amount authorized to be raised by Loans and by Debenture Stock, in respect of Capital created, as per statement No. 1 Total amount raised by Loans and by Debenture Stock in respect of Capital created, as per statement No. 1 . At 44 and 5 per Total Cent. Perpetual De- At 5 per cent. Postponed De-benture Stock. RAISED BY ISSUE OF PERFETUL DEBENTURE POSTEONED DEBENTURE STOCK. £ 61,400 61,400 . £ 61,400 61,400 Capital raised by Loans. . . £ 15,000 15,000 Balance, being available Borrowing Powers at 31st December, 1896 £ 15,000 15,000 Total Loans. £ 16,600 16,600 RAISED BY LOANS. At 5 per cent. £ 16,600 18,600 11 Existing at 30th June, 1896 . . Ditto at 31st December, 1896 Increase . . Decrease .

----0000 0 00 £121,183 5 6,485 12 7 £127,668 17 7 TOTAL. .000 0 00 £ 16,763 10,050 16,600 15,000 61,400 1,370 Amount received Amount received to June 30th, 1896. Dec. 31st, 1896. r's 411111 11 1 42 Cr. £120,933 15 0 6,579 13 1 £127,513 8 1 000% 0 00 £ <sup>s</sup>. 16,513 15 10,050 0 16,600 0 15,000 0 00 61,400 1,370 Br REGERFRS-Ordinary Shares, per Account No. 2 Preference Shares, per Account No. 2 Loans, per Account No. 3 Perpetual Debendure Stock, per Account No. 3 A Receipts and Expenditure on Capital Account. • . .... Balance £ s. d. 124,001 4 8 3,667 12 11 £127,668 17 7 TOTAL. Armount expended Amount expended during Half-year, June 30th, 1896. Dec. 31st, 1896. £155 9 6 £ s. d. 165 9 6 Dr. £ s. d. 123,845 15 2 3,667 12 11 £127,513 8 1 To EXPENDITURE-On Line, &c. . . Acts of Parliament [No. 4.]

Details of Capital Expenditure, for Half-year ending December 31st, 1896. LINE OPEN FOR TRAFFIC: [No. 5.]

| [No. 6.] | Return of Working Stock. | Working Sto   | ck.                        |                                 |            |                   |                              |          |
|----------|--------------------------|---|----------------------------|---------------------------------|------------|-------------------|------------------------------|----------|
|          | LOCOMOTIVE               |   | COACHING.                  | IING.                           |            | MERCHA            | MERCHANDISE AND MINERAL.     | IINERAL. |
|          | Engines.                 | Engines. First Class. Second Third Class. Break Van. Waggons. Waggons. Covered.                                     | Second<br>Class.           | Third Class. Br                 | eak Van.   | Goods<br>Waggons. | Goods<br>Waggons<br>covered. | Trucks.  |
|          | Th                       | The Working Stock of this Company is provided by the Waterford, Limerick and Western Rallway Company, by Arreement. | k of this Co<br>Western Ra | mpany is provi<br>ilway Company | ded by the | Waterford,        | Limerick a                   | pr       |

|                      | TOTAL.   | £ 8. d.<br>nil.         | 13  |
|----------------------|--|-------------------------|---|
| FURTHER EXPENDITURE. | In subsequent<br>Half-years.                       | & s. d.<br>nil.         | <sup>2</sup> , as per No. 7.  |
| FURI                 | During the Half-year<br>ending<br>June 30th, 1897. | & s. d.<br>nil.         | urther Expenditure  |
|                      |  | LINE OPEN FOR TRAFFIC : | [No. 8.] Capital Powers and other Assets available to meet further Expenditure, as per No. 7. |

[See Nog. 2, 3 & 4.]

Estimate of further Expenditure on Capital Account.

[No. 7.]

|                  |              | Amount.<br>& s. d.<br>(6) 15 1<br>157 1<br>167 1<br>19 16 2<br>24 4 1<br>1031 5 4<br>395 12 7<br>1678 6 10  | £3105 4 9 |
|------------------|--------------|---|-----------|
| Cr.              |              | No.<br>1242<br>5022<br>595403<br>5022<br>5022<br>5022<br>5022<br>51<br>51<br>51<br>51<br>51<br>51<br>51<br>51<br>51<br>51   |           |
|                  | Receipts.    | By Passengens' Special Trains<br>. First Class<br>. Second Class<br>. Multary<br>. Multary<br>. Excending<br>. Excending<br>. Excending<br>. Farcels, &c.<br>. Mails<br>. Parcels, &c.<br>. Marchandise<br>. Marchandise<br>. Merchandise |           |
| Revenue Account. |              | Half-year ended<br>Dec. 31st, 1866.<br>2 2 4 4,<br>2 2 10 0<br>180 16 11<br>17 7 0<br>24 12 5<br>1162 4 7<br>1162 4 7<br>1162 4 7<br>100 2 10<br>1333 19 10<br>1333 19 10   | 23253 8 8 |
| Revenu           |              | <b>3 s</b> , <i>d</i> ,<br><b>1307</b> 7 2<br><b>248</b> 6 0<br><b>50</b> 13 4<br><b>1708</b> 15 6<br><b>1708</b> 15 6<br><b>1309</b> 9 3   | £3105 4 9 |
| Dr.              | Expenditure. | To Working Expenses and Haulage paid Water-<br>ford, Limerick and Western Railway Company<br>, General Charges (see Abstract E.)  |           |
| [No. 9.]         |              | Half-year ended<br>Dec. 31st, 1805.<br>2 8 8. d.<br>1464 0 11<br>229 6 9<br>50 14 7<br>1754 12 3<br>1563 16 5<br>1408 16 5  | 23253 8 8 |

d. 0 **\*** 0 -No Balance available. Repair and Renewals of Carriages and Waggons. d. 00 C 35 10 40 0 £27,398 13 9 7 16 \*\* -0 10 14 20 10 18 1,398 25,994 50 £248 93 42 885 443 35 35 42 All provided for by agreement with the All provided for by agreement wetern All provided for by agreement wetern and weterford Limer company. Directors Sulations Salatios of Secretary and Engineer, and Secretary O font Committee Examining Director Bent and Office Expenses Railway Clearing House Expenses Printing . . . . . . . By Balance Revenue Account, No. 9 . ., Interest on Temporary Deposit, &c. ., Balance (see Nc. 13) Cr. Half-year ended Dec. 31st, 1895. & s. d, 50 0 0 5 5 0 85 10 0 0 4 10 0 8 of Balance available for Dividend. Wages and Materials 15 04 12 9 -21 28 2239 Alt provided for by agree alt with the series alt were the stern have by agree alt were the stern have been by any. . d. s. . 42 Half-year ended Dec. 31st, 1895. & s. d. Net Revenue Account. 10 10 01 6 . Half-year ended Dec. 31st, 1895. ABSTRACTS Salaries and Wages, &c. Fuel, Lighting, Water, and General Stores Clothing Stationery Adver-trising, and Tickets Miscellaneous Expenses Miscellaneous Expenses Compensation for Loss and Damage to Goods, &c. 1,498 16 9 4 £25,778 6 1 24,278 0 Traffic Expenses. . £ \$. d. 25,128 11 5 401 3 4 356 18 10 1,463 16 8 28 2 10 à All provided for by agreement with the ... All provided for by agreemany estern All provided for by agreemany. £27,393 13 Appropriation Balance as available for Dividend, as per Account No. 10 To Balance from last Half-year "Interest on Debonurues for £16,000 (less tax) "Interest on £15,000 Perpetual Debenure Slock (less tax) "Interest on £01,400 Postponed Debenure Stock "Interest on New Debenure Stock (less tax) Half-year ended Dec. 31st, 1895. Maintenance of Way, Works, &c. Maintenance and Renewal of Permanent Way-Wages Materials Repairs of Bridges Repairs of Stations, &c. W Provided for by agreem with the Proposed s. d. 42 Locomotive Power. Salaries Running Expenses-Hire of Rolling Stock Coal and Coke Oil, Tallow, and other Stores. Repairs and Renewals Miles maintained-Dr. Half-year ended Dec. 3'st, 1895. [No. 10.] [No. 11.]  $\pounds$  s. d. 23,511 14 11 401 3 4 356 18 10 1453 16 8 24 13 0 [No. 12.] 225,773 6 9 Half-year ended Dec. 31st, 1895. 方 Half-year ended Dec. 31st, 1895. A. Ŕ

10, LINCOLN'S INN FIELDS. JNO. S. CHAPPELOW, F.C.A., } Auditors.

13th February, 1897.

COMPANY for the Half-Year ending 31st December, 1896, and the Vouchers relating thereto, and certify the

same to be a true statement according to the Books of the Company.

We have examined the foregoing Accounts of the RATHKEALE AND NEWCASTLE JUNCTION RAILWAY

AUDITORS' CERTIFICATE.

Engineer.

JOHN HORAN, M.Inst.C.E.,

ROBERT TIDEY,

| [No 14.]                             | Mileage Statement.          | ment.                |                       |   |                             |
|--------------------------------------|-----------------------------|----------------------|-----------------------|---|-----------------------------|
|                                      |                             | Miles<br>Authorized. | Miles<br>Constructed. | Miles<br>Constructing, or to<br>be Constructed. | Miles Worked by<br>Engines. |
|                                      | Line owned by Company.      | 10<br>nil            | 10<br>niil            | 72 ê.L<br>22 ê.L                                | 10<br>mil                   |
|                                      |                             | 10                   | 10                    | nil   | 10                          |
| [No. 15.]                            | Statement of Train Mileage. | Mileage.             |                       |   |                             |
| Half-year ended December 31st, 1895. | tber 31st, 1895.            |                      |                       | Half woon and ad D.                             |                             |

r 31st, 1896. 10,250 4,462 14,712 . . . ... Total • • • • . . Passenger and Mixed Trains . Goods, Cattle and Mineral Trains 10,205 14,779

EDWARD WILLIAM O'BRIEN, Chairman. HENRY HOLMES, Secretary.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

4th January, 1897. 50, GEORGE STREET, LIMERICK.

I hereby certify that the Permanent Way, Buildings, and other Works of the RATHKBALE AND

NEWCASTLE JUNCTION RAILWAY have been maintained in efficient working order during the Half-Year

ended 31st December, 1896.

[No. 13.]

Dr.

General Balance Sheet.

Cr.

6,485 12 7

By Cash at Bankers , Waterford, Limerick and Western Railway Company , Waterford, Limerick and Western Railway Company , Optial Account, Balance at Debit thereof, as per Account , Net Revenue Account, Balance at Debit thereof, as per Account No. 10

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To Outstanding Acc .. Unpaid Interest

£34,417 0 5

Slige, Leitrim, and Northern Counties Railway Company.

## STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 31st DECEMBER, 1896,

PREPARED BY

# THE MANAGER AND RECEIVER,

IN ACCORDANCE WITH SECTION 3 OF REGULATION OF RAILWAYS ACT, 1868. Sligo, Leitrim, & Northern Counties Railway Co.

ORDINARY GENERAL MEETING, FEBRUARY, 1897.

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

at 12 O'CLOCK, p.m., precisely, for the purpose of receiving a Report and Statement of Accounts.

#### RICHARD EARLS DAVIS, Manager and Receiver

LURGANBOY, MANORHAMILTON, 6th February, 1897.

SLIGO, LETTRIM, AND NORTHERN COUNTIES RAILWAY COMPANY.-STATEMENT OF ACCOUNTS, 31sr DECEMBER, 1896.

|  | CA                     | CAPITAL AUTHORIZED    | RD                    | CAPITAL (           | 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       |
| 88th a.12 39th Vic., Cap. 197, 1875<br>13rd and 44th Vic., Cap. 26 | £<br>200,000<br>40,000 | £<br>20,000<br>20,000 | £<br>80,000<br>60,000 | 200,000             | £<br>                         | 300,000  | 40,000              | 20,000  | £<br>60.000 |
|  | 240,000                | 120,000               | \$60, 00              | 200,000             | 100,000                       | 300,000  | 40,000              | 20,000  | 60,000      |

Amount Unis 42 111 Ch. Is in Arrear 4 111 Amount Received 50,000 50,000 Amount Created £ 50.600 50.000 DESCRIPTION A. or Preferred Capital ... B. and C., Guaranreed Capital Ordinary Capital ... ...

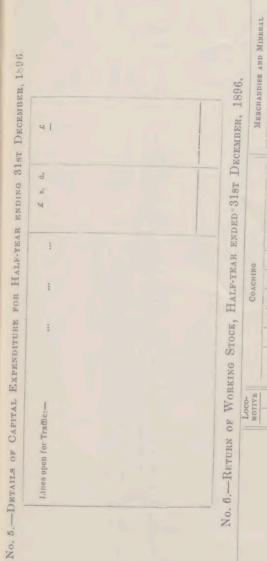
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|  |                                  |                      | DEBRNTURE STOCK                         | TOTAL RAISED BY                 |
|--|----------------------------------|----------------------|---|---------------------------------|
|  |                                  | At 5 per Cent.       | At<br>per Cent.                         | LOANS AND BY<br>DEBENTURS STOCK |
| Existing at 50th June, 1996<br>Existing at 31st Dec., 1896   |                                  | \$575,990<br>991,475 | ~ II                                    | £<br>99.575<br>99.575           |
| Increase<br>Decrease   | ::                               | 11                   | 11                                      | 11                              |
| Total Amount authorized to be raised by Loans and Debenture Stock in<br>respect of Capital created, as per Statement No. 1 | d by Loans and<br>r Statement No | re Stock             | ii ii                                   | 120,000                         |
| Total Amount raised by Loans and Debenture Stock as above  | ebenture Stock                   | :                    | *************************************** | 99,575                          |
| Balance, being available Borrowing Powers at 31st Dec., 1396   | ing Powers at 3                  |                      |   | £20.425                         |

| Cr.   | Total Amount<br>Received                                     | 200,000 0 0<br>200,000 0 0<br>99,575 0 0<br>46,884 7 7               |              |
|---|--|--|--------------|
|   |  |  | 1            |
| COUNT.  | Receipts   |  |              |
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | Rece   | By Receipts  |              |
| S AND EXPEN                                       | Total  | 2 s. d.<br>346,459 7 7   | 1 1 KG460107 |
| 4RECEIPTS   | Amount<br>Expended to<br>31st Dec., 1896<br>during Half-year | ଅ<br>ଖ<br>ଜ  | *            |
| No. 4   | Amount<br>Expended to<br>30th June, 1896                     | 2 8. d.  |              |
| Dr.   | Expenditure  | On Lines open for Traffic No 5<br>On Lines in course of construction |              |

£346,459 7 7



| Horse Bozes   |                            | -                     | -                    | 4                                 | 1   |
|---|----------------------------|-----------------------|----------------------|-----------------------------------|---|
| Carriage Trucks   |                            | 67                    |                      | 4                                 | Î   |
| anaV эмятя aboo   | 9                          | 00                    | 6                    | 5                                 |   |
| Timber Trucks   |                            | 61                    | 9                    |                                   |   |
| Сой Тгиска<br>Санце Тгиска<br>Гішьет Тгиска<br>Гішьет Тгиска<br>ооdа Втяке Vana |                            | 30                    | 30                   |                                   |   |
| Coal Trucks   |                            | 30                    | 30                   |                                   |   |
| Goods Wagons<br>covered   |                            | 80                    | 80                   | T                                 |   |
|   | 1                          | 1                     | 1                    | i                                 |   |
|   |                            | 1                     | 1                    | 1                                 |   |
|   |                            | 1                     | 1                    | i                                 |   |
|   |                            | 1                     | 1                    | 1                                 |   |
|   |                            | 1                     | 1                    | Ì                                 |   |
|   |                            | 1                     | 1                    | 1                                 |   |
|   |                            | 1                     | - 1                  | 1                                 |   |
|   |                            | 1                     | 1                    | 1                                 |   |
| Third Class Brakes  |                            | 4                     | 2                    | 1                                 |   |
| Third Class   |                            | 9                     | 9                    |                                   |   |
| Third Class   |                            | L                     | 1                    |                                   |   |
| otisoçmoD   | 1                          | 2                     | 10                   | 1                                 |   |
|   | 5                          | 1                     | T                    | 1                                 |   |
| Tenders   |                            | 1                     | 1                    | T                                 |   |
| səniynü   |                            | 9                     | 9                    | 1                                 |   |
|   | Beach on the Oak Time 1000 | COUCH OIL VILLO, 1896 | *Do. 31st Dec., 1896 | * This Good is hold medan a trait | and agreenent, and under a minag agreement, |

Tofal 4 FURTNER EXPENDITURE During the half-year ending 30th June, 1897 In half-years. £ Uncertain • Lucertain 1 Total Estimated further Expenditure of Capital .... 4.0.0 •••• \* 8 \* \* 0 \* Lines open for Traffic

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

| બ.  }   | 1      |
|---|--------|
| 60,000<br>  | 80,425 |
| 111   |        |
|   | Total  |
| Share and Loan Capital authorized but not yet created, as per A coount No 1<br>Share Capital created but not yet issued, as per A count No. 2 |        |

| . No. 9Revenue Account. | $ \begin{array}{c c c c c c c c c c c c c c c c c c c $  | 437 18       1, Parcels, ilorss, Carriages, &c.       1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1 | £11,056         11         3         10,064         2         11 |
|-------------------------|--|--|--|
|                         | To   |  |  |
| Dr.                     | $\begin{array}{c c} 1017-yets \ end{eq} \\ \hline 1017-yets \ end{eq} \\ \hline x \ e. \ d. \\ \hline x \ e. \ d. \\ \hline x \ e. \ d. \\ \hline y \ d. \ d. \\ \hline y \ d. \ d. \\ \hline y \ d. \ $ | <u>.</u>   | £10,084 2 11   |

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

| Dr                                 |  | No. 10NET REVENUE ACCOUNT.   | EVENUE AC                          | JOUNT.                                 | Cr.                      |
|------------------------------------|--|--|------------------------------------|--|--------------------------|
| Half-vorr ended<br>81st Dec., 1896 |  | Half-year ended Half-year ended<br>31st Dec., 1896 31st Dec., 1896 | Half-year ended<br>31st Dec., 1896 |  | Half-year ended          |
| L & d.                             |  | £ 8. d.  | £ 8. d.                            |  | " " " " "                |
| 7,478 1 1                          | To Amount paid on Account of Hire of Rolling Stock<br>indurred in previous years | 2,008 10 0<br>1,991 10 0   | 5,296 9 4<br>2,181 11 9            | 5,296 9 4 By Balance from last Account | 4,431 16 7<br>2.276 10 8 |
|                                    | To Balance General Balance Sheet   | 2,708 7 3  |                                    |  |                          |
| 7,478 1 1                          |  | 6,708 7 3 7,478 1 I  | 7,478 1 1                          |  | 6.708 7 3                |

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

6,708 7 3

|   | 31st Dec., 1896   |
|---|-------------------|
| Bulance in suspense pending settlement of Claims for hire of Rolling Stock and Interest on Loan from<br>Commissioners of Public Works | test on Loan from |
|   | •                 |

| AND WAGONS.                     | Half-year ended | £ 3. d.                            | 13 19                                 |                 | 13 19                    | 120 14 1<br>155 8 9      | 586 14   |                        | Half.year ended                    |  |  | 1,078 11   | 49 1 3                 |                  | 2,327 4 1                          |  | Half-yearended<br>81st Dec, 1396 | £ 8. d.               | 10              | 31 12 4<br>58 13 6 | 52 7 6              | , 0                    | 35 3 3 3                       | 1              |            |
|---------------------------------|-----------------|------------------------------------|---------------------------------------|-----------------|--------------------------|--------------------------|----------|------------------------|------------------------------------|--|--|--|------------------------|------------------|------------------------------------|--|----------------------------------|-----------------------|-----------------|--------------------|---------------------|------------------------|--------------------------------|----------------|------------|
| A CARREN CALO UP CARRIAGES      |                 | Carriagres                         | tendence                              | Wroow           | WAGONS : Superintendence |                          |          |                        |                                    | Salaries and Wages, &c                                       | Fuel, Lighting, Water and General Stores<br>Printing.Stationery, Tickets., & Advertising | M. G. W. Ry. Co. Running Powers,<br>Station Services, &c | Miscellaneous Expenses |                  | Total                              | GENERAL CHARCES.                       |                                  | blic Accountants      | Office Expenses | h Expenses         | Rates and Taxes     | Miscellaneous Expenses | ke                             | Legal Expenses |            |
| C. REPAI                        | Slst Dec., 1895 | 02 ;                               | 12 14 2<br>61 1 2                     | 0               | 41                       | 115 6 1<br>121 1 5       | 413 17 8 | D.                     | Half-vear ended<br>31st Dec., 1895 | 8. d.  | 91 1 4<br>62 17 3  | 0 0  | 9                      |                  | 2,273 3 11                         | Е.                                     | Dec.,                            | d.                    | 12 7            | - 1                | 14 2                | - 0                    | 2 1                            | -              | 1 21 2 8 4 |
|                                 |                 | Half-year ended<br>31st Duc., 1896 | £ s. d.                               | 87 10 0         | 13                       | 406 12 9                 | 5        | 115 12 7               | 30 17 6<br>48 17 4                 | 0  |  | 1.747 5 10   |                        |                  | Half-year ended                    |  | 1 00                             | 10                    | co =            |                    | 243 14 3<br>560 3 5 |                        |                                |                | 956 5 10   |
| MAINTL'VANCE OF WAT, WORKS, &C. |                 |                                    | Salaries. Office Exnenses and Consent | Superintendence | Wages                    | 18, Bridges, Signals, al |          | tations and Buildings- | Wages                              | Maintenance of Gates at Level Crossings<br>Engine Ballasting |  | Total  |                        | LOCONOTIVE POWER |                                    | Salaries, Office Expenses, and General | RUNNING EXPRESSES:               | of Locometive Engines |                 | low, and other S   | Materials           |                        | Levs Cost of Engine Ballasting |                | Total      |
|                                 |                 | Half-year ended<br>31st Dec. 1895  | d.                                    | 10 0            | 11 0                     |                          | 17 2     |                        | 3 6 11                             | 0 0  |  | 1,909 14 11  |                        |                  | Half-vear ended<br>31st Dec., 1895 | s. d. 1                                |                                  | 13 11 3 10            |                 |                    | 1 9                 | 0                      | 0 0                            |                | 2 9        |

#### Dr. No. 13 .- GENERAL BALANCE SHEET.

.

| To Lloyds and other Bonds, not        | £  | 8.                                   | . d.                   |   | . d.                                  |
|---------------------------------------|--|--------------------------------------|------------------------|---|---------------------------------------|
| included in Loan Capital<br>Statement | 46,324<br>36,422<br>60,382<br>33,510<br>81,404<br>1,423<br>314 | 1<br>15<br>17<br>15<br>12<br>5<br>11 | 3<br>8<br>0<br>6<br>11 | By Bulance to debit of Capital<br>Account | 7<br>8<br>6<br>8<br>7<br>10<br>0<br>7 |
| Account, No. 10                       | 2,708  | 7                                    | 3                      |   |                                       |
| £                                     | 239,973  | 3                                    | 11                     | £ 239,973 \$                              | 11                                    |

No. 14.-MILEAGE STATEMENT.

|                        | Miles<br>authorized | Miles<br>constructed | Miles<br>constructing<br>or to be<br>constructed | Miles<br>Worked by<br>Engines |
|------------------------|---------------------|----------------------|--|-------------------------------|
| Lines owned by Company | 43                  | 43                   |  | 49                            |
|                        | 43                  | 42                   |  | 49                            |

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

| Half Year<br>ending<br>31st Dee , 1895 |  | Half Year<br>ending<br>31st Dec., 1896 |
|--|--|--|
| 64,730                                 | Passenger Trains, Mixed Passenger and Goods, and Goods<br>Trains | Miles<br>65,:60                        |
| 64,730                                 |  | 65,260                                 |

R. E DAVIS, Manager and Receiver.

#### 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.

Dated 2nd February, 1897.

.....

Cr.

H. E. WYNNE, Engineer.

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

#### S. MURPHY,

Locomotive Superintendent

Dated 2nd February, 1897.

#### 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, LEITRIE, AND NORTHERN COUNTIES RAILWAY COMPANY.

> T. E. POWELL, G. R. ARMSTRONG. } Auditors.

Dated 5th February, 1897.

# SOUTH CLARE RAILWAYS CO., LTD.

# **REPORT OF THE DIRECTORS**

AND

# STATEMENT OF ACCOUNTS

FOR

Half-Year ended 31st October, 1896,

TO BE SUBMITTED TO THE

Twelfth General Meeting of the Shareholders

TO BE HELD AT THE

Offices of the Company, 39 Dame Street, Dublin,

WEDNESDAY, 24th FEBRUARY 1897,

ON

AT HALF-PAST ELEVEN O'CLOCK, A.M.

#### Directors:

JAMES F. LOMBARD, Esq., J.P., South Hill, Upper Rathmines, Co. Dublin. SIR FRANCIS W. BRADY, BART., D.L., Sorrento Cottage, Dalkey, Co. Dublin WILLIAM CARTE, Esq., J.P., Military Road, Dublin, WM. M. MURPHY, Esq., J.P., Dartry, Upper Rathmines, Co. Dublin.

#### Baronial Directors:

R. W. C. REEVES, Esq., D.L., Besborough, Killimer, Co. Clare.
ANTHONY O'DWYER, Esq., Annagh, Miltown-Malbay.
M. S. GIBSON, Esq., Drumquin House, Ennis.
H. R. GLYNN, Esq., Kilrush.

## South Clare Railways Company, Ltd.

1

Notice to the Shareholders.

NOTICE IS HEREBY GIVEN that the Twelfth Ordinary Half-yearly General Meeting of the Shareholders of the South Clare Railways Company, Limited, will be held at the Company's Offices, 39 Dame Street, Dublin, on Wednesday, the 24th day of February, 1897, at 11.30 o'clock, a.m., for the transaction of the business of a General Meeting.

The Transfer Books will be closed from the 17th of February, 1897, until after the said Meeting.

By Order,

W. J. KENNEDY,

Secretary.

HEAD OFFICES-39 DAME STREET, DUBLIN, 3rd February, 1897.

## South Clare Railways Company, Limited.

### DIRECTORS' REPORT

To be submitted to the Shareholders at the Half-yearly General Meeting on 24th February, 1897.

The Accounts for the half-year ended 31st October, 1896, duly Audited, are herewith submitted, and, compared with the October, 1895, half-year, show the following results :---

| - 1 |                              | 1          |         |              | -   |      | -     | -  |                         |            |
|-----|------------------------------|------------|---------|--------------|-----|------|-------|----|-------------------------|------------|
|     | DESCRIPTION                  | Oct., 1896 |         | Oct., 1      | 395 |      | ncrea |    | Decrease,<br>Oct., 1896 | Oct., 1894 |
|     | Passengers                   |            | d.<br>4 | £ s.<br>2755 |     |      | 8.    | d. | £ s. d.<br>84 18 1      | £<br>2613  |
|     | Parcels, &c                  | 148 11     | 6       | 137 18       | 3 7 | 10   | 12    | 11 |                         | 101        |
|     | Mails                        | 36 15 1    | 0       | 36 15        | 10  |      | -     |    |                         | 18         |
|     | Merchandise                  | 1066 6 1   | 1       | 835 3        | 3   | 231  | 3     | 8  |                         | 763        |
|     | Live Stock                   | 131 19     | 1       | 47 10        | 5   | 84   | 8     | 8  | _                       | 142        |
| 1   | Special & Mis-<br>cellaneous |            |         |              |     |      |       |    |                         | 1.4~       |
| 1   | Receipts                     | 40 4 4     | F       | 25 4         | 1   | 15   | 0     | 3  |                         | 19         |
| 1   | TOTAL TRAFFIC<br>RECEIPTS, £ | 1001 0     | _       |              |     |      |       |    |                         | 15         |
|     |                              | 4094 2 0   | 1       | 3837 14      | 7   | 256  | 7     | 5  | -                       | 3656       |
| 11  | Total Expenses               | 3689 .0 5  |         | 3496 11      | 8   | 192  | 9     | 2  | _                       | 3425       |
| N   | let Revenue £                | 405 1 7    | 1       | 341 3        | 4   | 63   | 10    | 3  |                         |            |
|     |                              |            |         | 011 0        | T   | 00 . | 10    | 0  | _                       | 231        |
| P   | assengers, No.               | 67239      |         | 65149        |     | 20   | 090   |    |                         | 60537      |
| P   | arcels, &c., No.             | 2103       |         | 2084         |     | 1    | 19    |    | _                       | 1466       |
| G   | oods, Tons                   | 5220       |         | 6651         | )   | 52   | ?1    |    | _                       | 5261       |
| M   | inerals, Tons                | 1952       |         |              | 5   |      | _     |    | -                       | -          |
| Li  | ive Stock, No.               | 7277       |         | 6219         |     | 10   | 58    |    |                         | 66.25      |

6

From the foregoing it will be observed that there is an increase in the gross receipts of £256 7s. 5d., an increase in working expenses of £192 9s. 2d., and a consequent increase in Net Revenue of £63 18s. 3d. as compared with the corresponding period of last year.

The Warrants for the three months' Dividend to 31st July, 1896, were duly posted to the Shareholders on the 15th of August last, in pursuance of the resolution to that effect passed at the preceding half-yearly meeting.

The Directors retiring by rotation are Messrs. Jas. F. Lombard, J.P., and Wm. M. Murphy, J.P., who, being eligible, offer themselves for re-election.

The Auditors, Messrs. Craig, Gardner & Co., also retire, and being eligible, offer themselves for re-election.

> JAMES F. LOMBARD, Chairman.

W. J. KENNEDY,

Secretary.

HEAD OFFICES: 39 DAME STREET, DUBLIN. 3rd February, 1897.

COMPANY, LIMITED

RAILWAYS

SOUTH CLARE

Statement of Accounts to 31st October, 1896.

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

|  |  |                                 |  | T NTY THEOR HAT  |          |
|--|--|---------------------------------|--|------------------|----------|
| ACTS OF PARLIAMENT.  | JAMENT.                                    |                                 | 4 per Cent. Guar-<br>anteed £10 Shares | Unguaranteed     | TOTAL.   |
|  |  |                                 |  | ±10 Dhares.      |          |
| The Companies Acts, 1862 to 1883<br>The Tramways and Public Companies (Ireland) Act, 1883, 46 & 47 Vie., c. 43<br>The Tramways Order in Council (Treland) (South Clare Railways) Confirma-<br>tion Act, 1890, 53 & 54 Vie., c. 210 | md) Act, 1883, 46 &<br>South Clare Railway | 47 Vic., c. 43<br>(s) Confirma- | £120,000                               | $\pounds 20,000$ | £140,000 |
|  |  |                                 |  |                  |          |
| No. 2STATEMENT OF SHARE CAPITAL CREATED, SHOWING PROPORTION RECEIVED.  | HARE CAPITAL                               | CREATED, SHO                    | WING PROPOR                            | TION RECEIVE     | D.       |
| DESCRIPTION.   | Amount                                     | Amount                          | Calls in                               | Calls not        | Amonnt   |

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|   | Created.           | Received.                | Arrear. | yet Made. | Unissued. |  |
|---|--------------------|--------------------------|---------|-----------|-----------|--|
| Guaranteed 4 per Cent. Shares<br>Ordinary Unguaranteed Shares | £120,000<br>20,000 | $\pounds 120,000$ 20,000 | 11      | 11        | 11        |  |
|   | £140,000           | £140,000                 | 1       |           | 1         |  |

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

Nil.

No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT,-TO 31st OCTOBER, 1896.

|   |                      |  | -                                      |              |
|---|----------------------|--|--|--------------|
|   | q                    | -  | -                                      |              |
| Ę.  | ໜຶ                   | 0  | 0                                      | 0            |
| Total.  | ÷                    | 120,000                                  | 20,000                                 | £140,000 0 C |
| ing<br>r to<br>96.  | d,                   |  |  |              |
| unt<br>dur<br>yean  | u <sup>2</sup>       |  |  |              |
| Amount<br>Received during<br>the Half-year to<br>31st Oct., 1896. | z                    | :  |  |              |
| 96.   | d.                   | 0  | 0                                      | 0            |
| 1 to<br>1 16  | âo                   | 0  | 0                                      | 0            |
| Amount<br>Received to<br>30th April, 1896.                        | બ                    | 120,000                                  | 20,000                                 | £140,000 0 0 |
|   | 2 s. d. BY RECEIPTS- | 30.000 0 0 per Account No. 2 120,000 0 0 | per Account No. 2 20,000 0 0           |              |
|   | d.h                  | 00                                       | >                                      | 0            |
|   | âo                   | 00                                       |  | 0            |
| TOTAL.  | æ                    | 120,000 0 0                              | 000°01                                 | £140.000     |
| BRE   |                      |  |  |              |
| ded<br>lf-y<br>, 189  | ŝ                    |  |  |              |
| Expended<br>Expended<br>during Half-yeau<br>31st Oct., 1896       | £ s. d.              | :  |  | :            |
| 396.  | d.                   | 00                                       | >                                      | 0            |
| unt<br>led i  | 20                   | 00                                       | >                                      | 0            |
| Amount<br>Expended to<br>30th April, 1896.                        | ÷                    | 130,000                                  | 10000                                  | £140,000 0 0 |
|   | To Expenditure-      | raffic, &                                | ······································ |              |

No. 5.-DETAILS OF CAPITAL EXPENDITURE.

8

-Nil.

Kilrush and Kilkee section opened 13th August 1892, and Miltown and Moyasta section on 23rd December, 1892.

| 1896.             |
|-------------------|
| TOCK31st OCTOBER, |
| WORKING S         |
| OF                |
| No. 6RETURN       |
|                   |

|   | LOCOMOTIVE. |                              | COACHING.       | ING. |              |                         | MERC  | HANDISB | MERCHANDISS AND MINERAL. | RAT.              |         |
|---|-------------|------------------------------|-----------------|------|--------------|-------------------------|---|---------|--------------------------|-------------------|---------|
|   | Engines.    | Compo-<br>site,<br>1st & 3rd | Third<br>Class. |      | Break<br>Van | Open<br>Goods<br>Wagona | Open Covered Covered Timber Ballast Toral.<br>Goods Goods Covered Timber Ballast Toral. | Covered | Timber<br>Trucks.        | Baliast<br>Wagons | T OTAL. |
| Stock on 3 ist Oct., 1896, S. C. $R_{Y}.$ | 63          | 61                           | 4               | 1    | 9            | 1                       | 9   | 15      | 1                        | 1                 | 21      |
|   | 33          | 21                           | 4               | 1    | 9            | I                       | 9   | 15      | 1                        | 1                 | 21      |

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

9

Nil.

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

Nil.

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No. 10.--NET REVENUE ACCOUNT FOR HALF-YEAR ENDED 31st OCTOBER, 1896.

Mr.

Cr.

|                                | Oct., 1896.       | Oct., 1896. Oct., 1895. |                          | Oct | ., 1896, | Oct., 1896. Oct., 1895 |
|--------------------------------|-------------------|-------------------------|--------------------------|-----|----------|------------------------|
| To General Interest            | £ s. d.<br>0 6 10 | 9                       |                          | R   | £ s. d.  | ×                      |
| (see Account No. 10A) 404 14 9 | 404 14 9          | 341                     | By Revenue Account No. 9 | 408 | 405 1 7  | 341                    |
|                                | 405 1 7           | 341                     |                          | 405 | 1 7      | 341                    |

No. 10A.-GUARANTEED DIVIDEND ACCOUNT.

| d.  | 06  | 69                                    | 0          |
|---|---|---------------------------------------|------------|
| 00  | 14  | 20                                    | 0          |
| 2   | 2,400   | 1,995                                 | £4,800 0 0 |
| Y Net Revenue Account (April, 1896)   | 0 0 Clare, to 30th April, 1896 2,400 0 0<br>Net Revenue Account (October, 1896) 404 14 9<br>Amount due by Grand Jury of the Conner. | Clare to 31st October, 1896 1,995 5 3 | £4         |
| Å.  |   |                                       |            |
| To Guaranteed Dividend, to 1st May, 1896 2,400 0 0<br>, Guaranteed Dividend to 31st July 1896 1,200 0 0 | 1,200   |                                       | £4,800 0 0 |
| To (  | *   |                                       |            |

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

|   | _   | _                      |  |
|---|---|------------------------|--|
|   | 6   | හ                      |  |
|   | £404 14 9   | 1,995 5                |  |
|   | ***   |                        |  |
| 1 | ***   | •••                    |  |
|   | * * *   | •••                    | 0  |
|   | ***   |                        | n £120,000   |
|   | Available from Net Revenue Account No 10<br>Amount to be contributed by County of Claro | ··· alar in firmed for | Dividend for Six Months at 4 per cent. per annum o |

| Oct.,<br>1895.                          | £<br>16<br>22   | 99   | 38      |   | 208      |                                    | £693<br>47  | 99<br>89<br>90   1                                      | 618               |                     | Le Contra                     | 34  | 39   | 49             |            |
|---|---|--|---------|---|----------|------------------------------------|---|---|-------------------|---------------------|-------------------------------|---|--|----------------|------------|
| Oct., 1896.                             | 2 8. d,<br>18 9 7   | 7 7  |         |   | 212 12 3 | 1 1 6                              | 2 8. d.<br>703 6 2<br>31 11 0<br>35 0 5   | 921.15  | 12                | 8                   | 8.                            | 00 00   | 33 19 1<br>133 19 10<br>11 5 8   | -              | -          |
| CREPAIRS AND RENEWALS OF CARRIAGES Oct. | SALARTER-<br>Office Expenses and General Superintendence<br>Vages |  |         | Hire of Carriages and Wagons                | TOTAL    | DTRAFFIC EXPENSES.                 | Salaries and Wages, &c.<br>Fuel, Lighting, Water and General Stores<br>Clothing | Finung, Statonery and Tickets                           | TOTAL             | EGENERAL CHARGES.   | xpenses                       | Autuors and Arbitrators' Fees<br>Salaries of Secretary, Accountant and Clerks | Advertising<br>Advertising<br>Fire Inurance, Fidelity, & Accident Premiums |                | There a    |
| Oct.<br>1895.                           | 28<br>533<br>115  | 148  | 25      | 6<br>28                                     | 34       | 208                                |   | 31  |                   | 252<br>392          | 6                             | 724   | 134<br>957   | 391            | 1.140      |
| Oct., 1896.                             | £ 8. d.<br>93 9 4<br>10 2<br>86 4 2                               | 676 3 8<br>5 19 0<br>23 12 0                         | 29 11 0 | 23 10 0                                     | 23 10 0  | 729 4 8                            |   | £ 5. d.<br>36 19 3                                      |                   | 251 14 7<br>415 8 2 | 20 10                         | 767 6 7   | 161 2 3<br>247 8 6   | 408 10 9       | 1.212 10 7 |
| AMaintenance of Way, Works, &c.         | MAINTEMANCE AND RENEWAL OF PERMANENT WAY-<br>Natures              | REFAIRS OF ROADS, BRIDGES, SIGNALS & WORKS-<br>Wages | 5       | NEVAIRS OF STATIONS AND BUILDINGS-<br>Wages |          | MIURS MAINTAINED-Single, 26, TOTAL | BLOCOMOTIVE POWER.  | SALARTR-<br>Office Expenses and General Superintendence | RUNNING EXPENSES- | une working of Loc  | Oil, Tallow, and other Stores | LOCOMOTIVE REPAIRS-   | Wages  | Hire of Engine | Терта с    |

No. 13.-GENERAL BALANCE SHEET.

· . .

31st October, 1896.

Cr.

£118 10 405 1 1,995 5 £4,990 19 2,472 ". Amount due by the Grand Jury of County Clare to the 30th April, 1896 .... " Amount due by the Grand Jury of County of Clare to the 31st October, 1896 ... ., Amount due by other Companies By Cash in Bank of Ireland To WILLIAM MURPHY, DIVIDEND ACCOUNT £2,007 190...DIVIDEND RESERVE FUND...1,358 112...Amount due to other Companies...7735...Sundry Outstanding Accounts......228 155..Outstanding Dividends......118 103..Guaranteed Dividend Account......112 000 £4,990 19 3

3 Miles Miles Miles Constructing, Miles Worked Authorised, Onstructed, or to be Constructed, by Engines. 26 No. 14.-MILEAGE STATEMENT.-31st OCTOBER, 1896. 26 26 Line owned by Company

13

4 00

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No. 15.-STATEMENT OF TRAIN MILEAGE, HALF-YEAR ENDED 31st OCTOBER, 1896.

| 1896               |  |
|--------------------|--|
| Increase, October, | 1,757  |
| October, 1895      | 37,960   |
| October, 1896.     | 39,717   |
|                    | Passenger, Goods, and Cattle Trains, as returned by West Clare Co. |

JAMES F. LOMBARD, Chairman. W. J. KENNEDY, Secretary and Accountant,

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, WILLIAM BARRINGTON, M.I.C.E., Engineer. WILLIAM BARRINGTON, M.I.C.E., Engi

14

CERTIFICATE RESPECTING ROLLING STOCK.

Carriages, Wagons, Machinery,

and Tools have, during the notive GEORGE HOPKINS, Loco I hereby certify that the whole of the Company's Plant, Engines, half-year, been maintained in good working order and repair. 19th November, 1896.

Superintendent, West Clare Railway

AUDITORS' CERTIFICATE

hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company, the Revenue of the half-year has been charged with all expenses which in our judgment ought to be paid thereout. CRAIG, GARDNER & CO., Auditors. DUBLIN, 27th January, 1897. We that and

THE

Tralee and Fenit Railway Company.

## **REPORT OF DIRECTORS**

STATEMENT OF ACCOUNTS TO 31ST DEC., 1896,

AND

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 23rd of FEBRUARY, 1897,

AT 3.15 O'CLOCK P.M.

#### 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 23rd day of February, 1897, at 3.15 o'clock p.m., for the purpose of receiving the Directors' report, with statement of accounts, for the half-year ending 31st December, 1896, for the re-election of Directors and Auditor, and for the general business of the Company.

The transfer books of the Company will be closed from the 16th day of February, 1897, until after the meeting.

Dated this 6th day of February, 1897.

By order,

CHARLES HENRY BINGHAM, Secretary.

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

#### Directors.

EDWARD WILLIAM O'BRIEN, D.L., Cahirmoyle, Ardagh, Co. Limerick, Chairman.

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

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

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

ST. JOHN HENRY DONOVAN, J.P., Seafield, Spa, Tralee.

PERCY B. BERNARD, Castle Hackett, Tuam, The Waterford, Limerick, and Western Director.

#### TRALEE AND FENIT RAILWAY COMPANY.

#### DIRECTORS' REPORT

#### For the Half-Year ending 31st December, 1896.

In submitting the Nineteenth Report with Statement of Accounts for the Half-year ending 31st December, 1896, your Directors are pleased to be able to point out that the Gross Receipts for the period stated are larger than for any similar Half-year since 1890.

The Gross Receipts for the Half-year amount to  $\pounds 833$  125. 7*d.*, and the Net Receipts, after deducting working expenses, to  $\pounds 333$  95. o*d.*, as against  $\pounds 708$  os. 3*d.* and  $\pounds 283$  4s. 1*d.* respectively, for the corresponding period of 1895.

The number of Passengers carried was 12,598, representing  $\pounds 242$  6s. od., as against 10,630, representing  $\pounds 220$  9s. 5d., an increase in number of 1,968, and in amount of  $\pounds 21$  16s. 7d. over the corresponding Half of last year.

The Goods show an increase of 695 tons, and an increase in receipts of  $\pounds_{24}$  5s. 6d.

Minerals show an increase of 520 tons, and an increase in receipts of  $\pounds 35$  55. 11d.

Parcels and miscellaneous traffic show an increase of  $\pounds$  44 45. 4d.

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 | 5    |             | ross<br>eipts |    |     | let |    | pe | arnin<br>er m<br>r wee | ile | Number of passengers. | Goods and minerals. |
|------------------|------|-------------|---------------|----|-----|-----|----|----|------------------------|-----|-----------------------|---------------------|
|                  | 1    | £           | s.            | d. | £   | s.  | d. | £  | s.                     | d.  |                       | Tons.               |
| 31st Dec., 1887  |      | 479         | 5             | 9  | 191 | 14  | 4  | 2  | 6                      | I   | 16,927                | 1,235               |
| 30th June, 1888  |      | 346         | 16            | 3  | 138 | 14  | 6  | I  | 13                     | 4   | 9,281                 | 1,459               |
| 31st Dec., 1888  |      | 379         | 12            | 0  | 151 | 16  | 10 | I  | 16                     | 6   | 13,755                | 1,055               |
| 30th June, 1889  |      | 669         | 3             | II | 267 | 13  | 7  | 3  | 4                      | 4   | 10,487                | 5,546               |
| 31st Dec., 1889  |      | 775         | 9             | IO | 310 | 3   | II | 3  | 14                     | 7   | 14,794                | 9,262               |
| 30th June, 1890  |      | 721         | 4             | 10 | 288 | 9   | II | 3  | 9                      | 4   | 8,725                 | 8,316               |
| 31st Dec., 1890  |      | 896         | II            | 4  | 358 | 12  | 6  | 4  | ΰ                      | 7   | 13,526                | 9,939               |
| 30th June, 1891  |      | 1,003       | 12            | 7  | 401 | 9   | 0  | 4  | 16                     | 6   | 11,919                | 10,235              |
| 31st Dec., 1891  |      | 775         | 5             | 2  | 310 | 2   | I  | 3  | 14                     | 7   | 11,280                | 9,703               |
| 30th June, 1892  |      | 605         | 14            | 8  | 242 | 5   | IO | 2  | 18                     | 2   | 7,655                 | 7,086               |
| 31st Dec., 1892  | •••• | 637         | 14            | 7  | 255 | I   | 10 | 3  | I                      | 4   | 9,625                 | 7,964               |
| 30th June, 1893  |      | <b>8</b> 06 | 13            | 5  | 322 | 13  | 4  | 3  | 17                     | 7   | 9,784                 | 5,806               |
| 31st Dec., 1893  |      | 371         | 12            | II | 148 | 13  | 2  | I  | 15                     | 9   | 11,759                | 2,584               |
| 30th June, 1894  |      | 1,169       | 5             | II | 467 | 14  | 4  | 5  | 12                     | 5   | 10,068                | 12,087              |
| 31st Dec., 1894  |      | 779         | 5             | I  | 311 | 14  | 0  | 3  | 14                     | II  | 12,651                | 7, 101              |
| 30th June, 1895  |      | 1,101       | 6             | 9  | 440 | 10  | 8  | 5  | 5                      | II  | 11,594                | 11,637              |
| 31st Dec., 1895  |      | 708         | 0             | 3  | 283 | 4   | I  | 3  | 8                      | I   | 10,630                | 7,559               |
| 30th June, 1896  |      | 1,116       | 17            | 9  | 446 | 15  | I  | 5  | 7                      | 5   | 13,162                | 7,086               |
| 31st Dec., 1896  |      | 833         | 12            | 7  | 333 | 9   | 0  | 4  | 0                      | 2   | 12,598                | 8,774               |

The Directors who retire by rotation are Sir Wyndham Knatchbull, Bart., and Richard Latchford, Esq., who, being eligible, offer themselves for re-election.

Mr. Henry Holmes is the retiring Auditor, who, being eligible, offers himself for re-election.

EDWD. WM. O'BRIEN, Chairman. CHARLES HENRY BINGHAM, Secretary

WESTMINSTER CHAMBERS, 11, VICTORIA STREET, LONDON.

15th February, 1897.

#### TRALEE AND FENIT RAILWAY COMPANY.

6

#### ENGINEER'S REPORT.

14, WESTMORELAND STREET, DUBLIN, 3rd February, 1897.

#### GENTLEMEN,

I beg to report to you as follows on the condition of your line :—

Taking the line as a whole it is in fair working order, and since I made my last Report the Working Company has given the question of repairs and renewals a good deal of attention. There are still a good many points, particularly in connection with the Permanent Way works, which require to be attended to at an early date, as enumerated in the details of my Report, which I beg to send you, but nothing to call for special mention here.

l have the honour to be,

Gentlemen,

Yours faithfully,

S. G. FRASER.

To the Chairman and Directors, TRALEE AND FENIT RAILWAY COMPANY, 11, Victoria Street, London, S.W.

|  | Balance.                          | Tasar    |
|--|-----------------------------------|----------|
|  |                                   | Stock or |
| ıpany.   | ED OR                             | 1        |
| the Com  | CAPITAL CREATED OR<br>SANCTIONED. |          |
| eated by   | CAPI                              | Stock or |
| d and cr   | IZED.                             | 1.4      |
| authorize  | CAPITAL AUTHORIZED.               |          |
| f Capital  | САРІТ                             | Stock or |
| No. 1Statement of Capital authorized and oreated by the Company. | 1010                              |          |
| No.  | PUT NENT                          |          |

AND FENIT RAILWAY COMPANY

TRALEE

31ST DECEMBER, 1896.

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52:

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£ 60,000

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£ 15,000

£ 45,000

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Act,

Tralee and Fenit Railway

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45,000

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|---|-----------------|---|-------------------|------------------|------------------|
| DESCRIPTION.                            | AMOUNT CREATED. | AMOUNT CREATED. AMOUNT RECEIVED. CALLS IN ARREAR. AMOUNT UNCALLED. AMOUNT UNISSUED. | CALLS IN ARREAR.  | AMOUNT UNCALLED. | AMOUNT UNISSUED. |
|   | r e             | <i>k</i>  | 3                 | ę                | <i>k</i>         |
| Ordinary Shares                         | 15,000          | 13,850  | 1,150             | :                | :                |
| Guaranteed Shares.                      | 30,000          | 30,000  |                   |                  |                  |
|   | 15 000          | 42 RED  | 1.160             |                  |                  |

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

|   | Raised b                    | Raised by Loans.      | Dirit                                   |  |
|---|-----------------------------|-----------------------|---|--|
|   | At 5 per cent. Total Loans. | Total Loans.          | Naised by issue of Depenture.<br>Stock. | Total raised by Loans and<br>by Debenture Stock. |
| Existing 30th June, 1896<br>Existing at 31st December, 1896   | £<br>15,000<br>15,000       | £<br>15,000<br>15,000 | Nil.<br>Nil                             | لم<br>15,000                                     |
| Increase  | : :                         | : :                   |   |  |
|   |                             |                       |   |  |
| Total amount authorized to be raised by Loans and Debenture Stock as per Statement No. 1<br>Total amount raised by Loans as above | ire Stock as per            | Statement No          |   | 15,000   |
|   |                             |                       |   | 12,000   |

58,850 0 0 11,907 7 6 70,757 7 6 00 s. d. Cr. Total. 43,850 X Amount Received this Half-year. : : 
 58,850
 0

 Balance to General Balance Sheet No. 13
 Amount Received to 30th June, 1896. s. d. 42 No. 4.- Receipts and Expenditure on Capital Account. ď. 70,757 7 6 £ 5. Total. Amount Expended this Half-year. £ s. d. Amount Expended to 30th June, 1896. 9 £ 5. d. 70,757 7 On Land Works, &c. TO EXPENDITURE :---

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Balance, being available borrowing powers at 31st December, 1896

Dr.

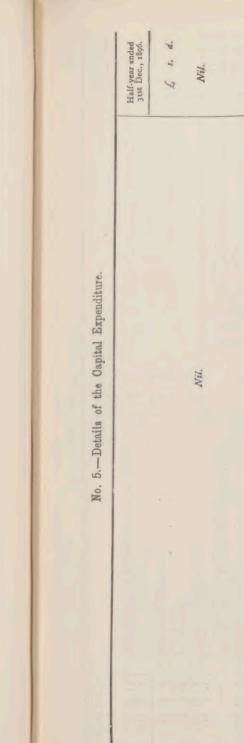
£ 70,757 7

9

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70,757

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No. 6 .- Return of Working Stock.

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

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

ď. £ 5. Nil.

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On Lines in course of construction

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

To 31st Dec., 1896. Nil. Nil.

| Dr.<br>Half-year ended<br>3181 Dec., 1895.           | EXPENDITURE.  | No. 9,Røvenue Acoount.<br>Halfyear ended Halfyear end<br>31st Dec., 1896. 31st Dce., 189 | 9,Røvenue Account,<br>Half year ended Half year ended<br>31st Dec., 1896. 31st Dee, 1895. | Receipts,  | Or.<br>Half-year ended<br>31st Dec., 1896.           |
|--|---|--|---|--|--|
| 424 IG 2<br>174 I II<br>20 I5 0<br>37 I 10<br>13 8 5 | To Working Expenses<br>60 per cent. of Receipts paid to Waterford,<br>Limerick, and Western Railway Company<br>,, General Charges<br>,, Traffic Inspector's Salary<br>,, Engineering<br>,, Law Costs<br>,, Arbitration Expenses | 5 5. 4.<br>500 3 7<br>20 0 0 0<br>20 0 0<br>5 0 0<br>25 0 0<br>17 4 0                    | £ 5. d.<br>220 9 5 By<br>8 18 1<br>421 0 11<br>57 11 10                                   | <i>£</i> s. <i>d</i> .<br>220 9 5 By Passengers .<br>8 18 1 ., Parcels, &c<br>21 0 11 ., Goods .<br>57 11 10 ., Minerals . | 242 5 0.<br>242 6 0.<br>53 2 5<br>92 17 9<br>92 17 9 |
| 675 3 4<br>32 16 11                                  | ", Balance to Net Revenue Account No. 10  | 741 3 4<br>92 9 3  |   |  |  |
| £708 0 3   |   | £833 12 7  | £833 12 7 £708 0 3  |  | £833 12 7  |

|--|

£ 22,557 17 10

£ 22,557 17 10

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No. 14.-Mileage Statement.

|                        | Miles Authorised.   | Miles Constructed.  | Miles to be Constructed. | Miles worked by Engines. |
|------------------------|---------------------|---------------------|--------------------------|--------------------------|
| Lines owned by Company | Miles. Chains.<br>8 | Miles. Chains.<br>8 | Miles. Chains.<br>Nil.   | Miles. Chains.           |
|                        |                     |                     |                          |                          |

No. 15.-Statement of Train Mileage.

| Half-year ended<br>31st Dec., 1896. | Miles,<br>5,241<br>352  | 5,593 |
|-------------------------------------|---|-------|
|                                     |   |       |
|                                     | 2.4   |       |
|                                     |   |       |
|                                     |   |       |
|                                     |   |       |
|                                     |   |       |
|                                     |   | K     |
|                                     |   |       |
|                                     |   |       |
|                                     | Passengers and Goods Trains mixed<br>Special Cattle and Goods |       |
| Half-year ended<br>31st Dec., 1895. | Miles.<br>5, 248<br>352                                       | 5,600 |

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EDWD. WM. O'BRIEN, Chairman of the Company.

man of the Company. CHAS. H. BINGHAM, Secretary of the Company.

> AUDITORS' CERTIFICATE, We do hereby certify that we have examined the foregoing Accounts of the Tralee a find the same to be a true statement according to the Books of the Company.

and

11th February, 1897.

and

Fenit Railway Company to the 31st December, 1896, JNO. S. CHAPPELOW, F.C.A., IO. Lincoln's Inn Fields, *Auditors*. HENRY HOLMES,

1 reornary, 1097

TRALEE AND DINGLE LIGHT RAILWAY

OR TRAMWAY.

## REPORT

OF THE

# COMMITTEE OF MANAGEMENT

AND

# Statement of Accounts,

For Six Months ended 30th NOVEMBER, 1896.

OFFICES :-

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NELSON STREET, TRALEE.

TRALEE:

Quinnell & Sons, Printers and Stationers.

#### Committee of Hanagement.

3

Lieut.-Col. W. ROWAN, J.P., Chairman Denny-street, Tralee.
Hon. E. A. DEMOLEYNS, Dingle.
Rev. J. MOLYNEUX, P.P., Castlegregory.
F. COLLIS SANDES, Esq., J.P., Oakpark, Tralee.
G. F. TRENCH, Esq., J.P., Abbeylands, Ardfert.
M. O'F. SLATTERY, Esq., Mall, Tralee.

Arbitrators appointed by Board of Trade. SINGLETON GOODWIN, Esq., C.E., Curro House, Spa, Tralee HENRY WEBSTER, Esq., C.E., Rosemount, Wexford. CHARLES E. LEAHY, Esq., Ballycarthy, Tralee.

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**Bolicitor.** T. HUGGARD, Esq.

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Engíneer. G A. E. HICKSON, Esq.

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**Manager**. R. A. PARKES.

-----:0:-----

S. SWEENEY.

Tralee and Dingle Light Railway or Tramway.

#### COMMITTEE'S REPORT.

Your Committee, appointed at the July Assizes, 1896, in submitting the accompanying Report of the working of the Undertaking for the Half-year ending 30th November, 1896, are glad to be able to show a steady increase in Receipts over the corresponding half-years of 1894 and 1895-the amounts being respectively £2,690 19s 8d £2 876 14s 10d, and for the half-year ending November, 1896, £3,277 7s 10d, being an increase of £400 13s or 14 per cent on the corresponding half-year of 1895, and nearly 22 per cent on that of 1894. The increase is considerable under all heads of Traffic, except Live Stock, which shows only about £6 more than 1895 : this speaks well for the energy and zeal of the General Manager. Turning to the expenditure side of the Account we find the maintenance of the Permanent Way shows a considerable increase on 1895, but a decrease on 1894. this is owing to the delay in the delivery of a supply of new sleepers which should have arrived in 1895, so that while no charge for that item appears in the Account for 1895, it amounts to £329 in 1896. There is a reduction under the head of Locomotive Power of over £300, which shows the economy exercised in this Department.

Carriage and Wagon Repairs are also lower. Traffic Expenses and General Charges are higher : this is owing, partly to increased Traffic which necessitates overtime, and partly to the fact that your Committee on looking into the Salaries of the Employees found it necessary to increase a few of them. An item under the head of Land Account, amounting to £275 8s 8d, appears in 1896 for the first and last time, being the balance of the purchase of land taken for Line after realizing the amount of 671 Guaranteed Shares left to the Company for that purpose by the Contractor (173 of which were assigned to Mr. Thomas Huggard, but returned by him on Mr. Worthington becoming Bankrupt), and £119 7s. Dividend received from the Court of Bankruptey.

Your Committee have made a definite proposal to the Postal Authorities for the carriage of the Mails to Dingle and Castlegregory, but no reply, beyond a formal acknowledgment, has yet been received.

The Privy Council has sanctioned the commutation of the Treasury Contribution of  $\pounds 2,400$  a year towards Interest on the Guaranteed Shares into a capital sum of  $\pounds 80\,000$ , to be applied to paying off two-thirds of the Guaranteed Share Capital --this, when carried out, will effect a permanent reduction of  $\pounds 800$  a year in the amount payable by the Guaranteeing Baronies for Interest; the matter is in the hands of the Legal Advisers of the Government, and the formal order is expected daily.

We recommend that a sum not exceeding £600 be borrowed, repayable, principal and interest in 2.) years, for the pu pose of building Stationmaster's Houses at Dingle and Tralee, the want of which has been brought prominently forward in all the reports made on the Line; the outlay will be more than repaid by the rents received from the occupants and are absolutely necessary for the protection of your property.

The Committee has held fortnightly meetings instead of monthly, as required by the Order in Council, and the attendance has been regular on the part of all the members.

On the whole, we think that the Line shows steady progress, and we may hope that the period is not very distant when the receipts will be able to meet the working expenses.

> WM. ROWAN, Chairman. S. SWEENEY, Secretary.

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Statement of Accounts, made up to 30th November, 1896.

No. 1.-STATEMENT OF CAPITAL AUTHORISED.

| Total.                                     | s. d.                                                  | EIVED                                                                   | sued.                                                         | s. d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Nil.                    |
|--------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| To                                         | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$ | N RECI                                                                  | Calls in Amount not Amount<br>Arrear. yet Called up Unissued. | d. ž s. d. ž s. d. ž s. d. j                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | X                       |
| Inguaran-<br>ed Shares<br>of £5.           | s. d.                                                  | RTIO                                                                    | int not<br>ulled up                                           | £ s. d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Nil.                    |
| te                                         | £<br>30,000                                            | PROP(                                                                   | Amou<br>yet Ca                                                | के : :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4                       |
| Cent.<br>nteed<br>of £5.                   | s. d                                                   | VING                                                                    | ls in<br>rear.                                                | £ s. d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Nil.                    |
| 4 per Cent.<br>Guaranteed<br>Shares of £5. | £<br>120,000                                           | VOHS                                                                    | Call                                                          | ₩ : :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                         |
|                                            | 1                                                      | ATED,                                                                   | int<br>red.                                                   | s. d.<br>0 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0 0                     |
|                                            | 1888,                                                  | L CRE/                                                                  | Amount<br>received.                                           | £ s.<br>120,000 0<br>30,000 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 150,000                 |
|                                            | )rder,                                                 | ATI                                                                     | d.                                                            | . q.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 0 0                     |
| ORDER IN COUNCIL.                          | The Tralee and Dingle Light Railway Order, 1888,       | No. 2-DESCRIPTION OF SHARE CAPITAL CREATED, SHOWING PROPORTION RECEIVED | Amount<br>created.                                            | E         s.         d.         e         s.         e         s.         f         s.         d.         s.         f         f         s.         f         s. | 150,000 0 0 150,000 0 0 |
| IN CO                                      | ight R                                                 | F SHA                                                                   |                                                               | nt., ]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                         |
| DER                                        | ngle I.                                                | 0 N0]                                                                   | ION.                                                          | Per Ce                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                         |
| OR                                         | ind Di                                                 | RIPT                                                                    | RIPTI                                                         | Four ]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                         |
|                                            | ralee a                                                | DESC                                                                    | DESCRIPTION                                                   | Guaranteed Fou<br>Unguaranteed,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                         |
|                                            | The T                                                  | No. 2-                                                                  |                                                               | Guara<br>Ungua                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                         |

|                                                   |      |                                                   |                                         | -                                                              |                                               | -       |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | _            |
|---------------------------------------------------|------|---------------------------------------------------|-----------------------------------------|----------------------------------------------------------------|-----------------------------------------------|---------|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
|                                                   | 1    | 1                                                 | d.                                      | 0                                                              | 0                                             | 0       | 1                                     | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |
|                                                   |      |                                                   |                                         | 0                                                              |                                               | 0       | 2.0                                   | 9400%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 0            |
|                                                   |      |                                                   | ŝ                                       | 120,000 0                                                      | 30,000 0                                      | 0       |                                       | 0000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0            |
|                                                   |      |                                                   | 48                                      | ,00                                                            | ,00                                           | £150,00 |                                       | 00 00 m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0            |
|                                                   |      |                                                   |                                         | 120                                                            | 30                                            | £15     |                                       | $t \\ 117,358 \\ 14,130 \\ 8,178 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333 \\ 10,333$ | 00'          |
| CK                                                |      | LN                                                |                                         |                                                                |                                               |         |                                       | 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | £150,000 0 0 |
| TO                                                |      | DO                                                |                                         | Ac.                                                            | AC                                            |         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 48           |
| 202                                               |      | CC                                                |                                         | Guaranteed Shares, per Ac-<br>count, No. 2,                    | onguaranteed onares, per Ac-<br>count, No. 2, |         |                                       | 1 1 2 2 1 1-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |              |
| JRJ                                               |      | Y                                                 |                                         | d .                                                            | es.                                           |         | RE.                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |
| lTI                                               |      | LAI                                               |                                         | res                                                            |                                               |         | IUI                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |
| EL                                                |      | PIJ                                               |                                         | Sha<br>2,                                                      | count, No. 2,                                 |         | DIJ                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |
| EE                                                |      | CA                                                |                                         | uaranteed Sh<br>count, No. 2,                                  | 0.                                            |         | INE                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |
| D                                                 |      | Z                                                 | PTS                                     | t, N                                                           | t, N                                          |         | [d]                                   | ISO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              |
| IN                                                |      | 0                                                 | CEI                                     | ran                                                            | un                                            |         | E                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |
| P P                                               |      | RE                                                | RE                                      | dua                                                            | CO                                            |         | AL.                                   | Ex:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              |
| AN                                                | Ι.   | ITU                                               | BV RECEIPTS                             | ,                                                              |                                               |         | TIC                                   | 161                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              |
| No. 3-CAPITAL RAISED BY LOANS AND DEBENTURE STOCK | Nil. | No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT |                                         |                                                                | 10                                            |         | No. 5-DETAILS OF CAPITAL EXPENDITURE. | Permanent Way,<br>Rolling Stock,<br>Purchase of Land,<br>Engineering, Law and other Expenses,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |              |
| N                                                 |      | EI                                                | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | . 0                                                            | £150,000 0 0                                  |         | E                                     | pu                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              |
| B                                                 |      | IXI                                               | 2                                       | n<br>O                                                         | 10                                            |         | 0                                     | Permanent Way,<br>Rolling Stock,<br>Purchase of Land,<br>Engineering, Law an                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |              |
| EL                                                |      | DE                                                | d                                       | × 00'                                                          | ,000                                          |         | ITS                                   | Vay<br>4,<br>Lan<br>Lan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |              |
| AIS                                               |      | IN                                                |                                         | 150                                                            | 150                                           |         | TA                                    | Permanent W <sup>z</sup><br>Rolling Stock,<br>Purchase of L <sup>z</sup><br>Engineering, L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |              |
| R                                                 |      | S                                                 |                                         | 0.                                                             | 148                                           |         | DE'                                   | ner<br>s St<br>ise<br>ise                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |              |
| AL                                                |      | PT                                                |                                         | p.                                                             |                                               |         | T                                     | ma<br>ling<br>cha                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |
| TI                                                |      | EI                                                |                                         | 0.5                                                            |                                               |         | 0.                                    | Per<br>Pur<br>Ang                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |
| AP                                                |      | EEC                                               |                                         | ine, N                                                         |                                               |         | Z                                     | u l                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              |
|                                                   |      | H                                                 |                                         | n I.                                                           |                                               | 1       |                                       | o po                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |              |
| 0. 3                                              |      | . 4                                               |                                         | 01                                                             |                                               |         |                                       | nde                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              |
| Z                                                 |      | N                                                 |                                         | Expenditure on Line up to date, per Account, No. 5 150,000 0 0 |                                               |         |                                       | Amount Expended on Permanent Way,<br>Do Do Rolling Stock,<br>Do Do Purchase of Land<br>Do Do Bogneering, Law                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |              |
|                                                   |      |                                                   |                                         | per                                                            |                                               |         |                                       | E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |
|                                                   |      |                                                   |                                         | per<br>te,                                                     |                                               |         |                                       | un                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              |
|                                                   |      |                                                   |                                         | Exda                                                           |                                               |         |                                       | Do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              |
|                                                   |      |                                                   |                                         | To Expenditure on Line up to<br>date, per Account, No. 5       |                                               | 1       |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |
| _                                                 |      |                                                   |                                         |                                                                |                                               |         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              |

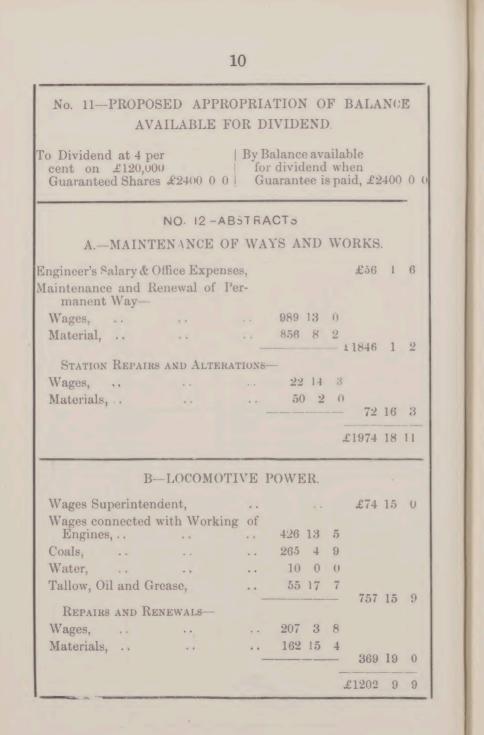
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6

|                               | Bogie Trucks                                 | 2                          |                                                          | s. d.<br>Nil.                                | URE.                                                                         | l.<br>l.                 |
|-------------------------------|----------------------------------------------|----------------------------|----------------------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------|--------------------------|
|                               | Timber Trucks.                               | 5                          | JNT.                                                     | 27 C2                                        | TIUNE                                                                        | £ s.<br>Nil              |
|                               | Combined Cattle.<br>& Goods Trucks.          | 14                         | 1000                                                     | 13                                           | EXPE                                                                         |                          |
|                               | Open Trucks.                                 | 19                         | AL A                                                     |                                              | THER                                                                         |                          |
| rock.                         | Goods Brake                                  | 2                          | CAPIT                                                    | :                                            | ST FUR                                                                       |                          |
| G S1                          | std Cl. Carriages<br>with Brake Vans.        | ~                          | NO E                                                     | :                                            | O MEI                                                                        | ::                       |
| RKIN.                         | sta Class.<br>Carriages.                     | 4                          | TURI                                                     |                                              | BLE T                                                                        |                          |
| No. 6-RETURN OF WORKING STOCK | Composite<br>Carriages<br>1st and 3rd Class. | 4                          | No. 7-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT | :                                            | AVAILA                                                                       | :::                      |
| URN (                         | Locomotives.                                 | 1 5                        | ER EX                                                    | , åc.,                                       | SSETS                                                                        |                          |
| -RET                          |                                              |                            | URTH                                                     | g Stock                                      | THER A                                                                       |                          |
| No. 6                         |                                              | 896.                       | COF F                                                    | Rollin                                       | AND 0                                                                        | ::                       |
|                               |                                              | aber, 1                    | IMATH                                                    | f Line,                                      | OWERS                                                                        |                          |
|                               |                                              | Voven                      | -EST                                                     | tion o                                       | AL PC                                                                        |                          |
|                               |                                              | Stock 30th November, 1896. | No. 7-                                                   | On construction of Line, Rolling Stock, &c., | Ne. 8-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE. | Guaranteed,<br>Ordinary, |
|                               |                                              |                            | -                                                        |                                              |                                                                              |                          |

| Cr.         | Half year ended<br>30th Nov, 1896.                      | d. £ s. d.<br>8<br>8<br>11<br>8<br>1555 10 3<br>1555 10 3<br>1704 5 8<br>1711 11<br>1711 11<br>1711 11<br>1711 11<br>1601 16 1                                                                                                                                                                                                                                                                                                                                                                                          | 4879 3 11 | s.<br>16                                                                               | 1 01 1001 |
|-------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------|-----------|
|             | Half.<br>30th                                           | £ 8.<br>185 17<br>1248 6<br>121 5<br>121 5<br>126 16<br>198 15                                                                                                                                                                                                                                                                                                                                                                                                                                                          |           | alee                                                                                   |           |
| Т.          | RECEIPTS.                                               | By Passengers-<br>1914<br>11 1st Class, 1914<br>12 3rd Class, 27854<br>13 rd Class, 27854<br>14 Parcels and Miscel-<br>15 0ods,<br>16 cods,<br>17 Live Stock,<br>17 Live Stock,<br>17 Sundry Receipts,<br>18 Sundry Receipts,<br>19 G.S & W.R. refund,<br>19 G.S & W.R. refund,<br>19 Sundry Receipts,                                                                                                                                                                                                                  |           | ENUE ACCOUNT.<br>By amount due by Grand Jury and Tralee<br>Town Commission,            |           |
| JE ACCOUNT. | Half-year<br>ended<br>30th Nov.'95                      | £         s.         d.           188         8         10           188         8         4           1123         14         8           114         8         4           114         8         1           113         1         8           113         1         8           113         1         6           193         13         7           193         16         3           0         5         0           8         5         0           2949         6         1           1627         16         2 | 4577 2 3  | No. 10-NET REVENUE ACCOUNT.<br>& s. d.  <br>1601 16 1<br>2400 0 0<br>Town Commission,  |           |
| 9-REVENUE   | Half-year Half-year<br>ended 30th Nov,'96, 30th Nov,'95 | <i>£</i> 8. d.<br>1974 18 11<br>1202 9 9<br>332 17 1<br>305 13 9<br>305 13 9<br>19 18<br>275 8 8                                                                                                                                                                                                                                                                                                                                                                                                                        | 4879 3 11 | -NET REVI<br>2 8. d.  <br>2460 0 0                                                     | 4001 16 1 |
| No.         | EXPENDITURE.                                            | To Maintenance of Ways, Works and<br>Stations. (see Abstract A),<br>., Locomotive Power "B, "B,<br>., Carriage and Waggon Repairs<br>and Renewals, (see Abstract C),<br>., Traffic Expenses "E, "E,<br>., Comparion Loss and I)amage to<br>Goods Do. Cattle,<br>., Rates and Taxes,<br>., law Expenses,<br>., law Expenses,                                                                                                                                                                                             |           | No. 10.<br>To Balance from Revenue Account No. 9,<br>,, Balance available for Dividend |           |
| Dr.         | Half-year<br>ended<br>30th Nov, '95.                    | <ul> <li>£ s. d.</li> <li>11657 19 2</li> <li>11514 19 4</li> <li>323 19 5</li> <li>767 4 4</li> <li>4 1 0</li> <li>20 17 4</li> <li></li> </ul>                                                                                                                                                                                                                                                                                                                                                                        | 4577 2 3  | To Balance fr.<br>,, Balance a                                                         |           |

-This amount represents balance refunded out of 220 paid (1, 5, & W. R. Company in August 1894, bowards expenses of surveying (this line).



| C.—REPAIRS & RENEW                                                                                                                                                                     | ALS OF CAR                             | RIAGE                                                                  | S &                                                                                                                                                                                                                                | WAG  | GGC | NS |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-----|----|
| CARRIAGES.—                                                                                                                                                                            |                                        |                                                                        |                                                                                                                                                                                                                                    |      |     |    |
| Wages,                                                                                                                                                                                 | * *                                    | £81 19                                                                 |                                                                                                                                                                                                                                    |      |     |    |
| Materials,                                                                                                                                                                             | • •                                    | 77                                                                     | 7 9                                                                                                                                                                                                                                |      | 7   | 6  |
|                                                                                                                                                                                        |                                        |                                                                        |                                                                                                                                                                                                                                    | 100  | "   | 0  |
| WAGGONS                                                                                                                                                                                |                                        |                                                                        |                                                                                                                                                                                                                                    |      |     |    |
| Wages,                                                                                                                                                                                 |                                        | 68 1                                                                   |                                                                                                                                                                                                                                    |      |     |    |
| Materials,                                                                                                                                                                             |                                        | 16 1                                                                   | 2 2                                                                                                                                                                                                                                |      |     |    |
|                                                                                                                                                                                        |                                        |                                                                        |                                                                                                                                                                                                                                    | 85   | 5   | 0  |
|                                                                                                                                                                                        |                                        |                                                                        |                                                                                                                                                                                                                                    |      |     |    |
|                                                                                                                                                                                        |                                        |                                                                        |                                                                                                                                                                                                                                    | £244 | 12  | 6  |
| D — TRA                                                                                                                                                                                | FFIC EXPEN                             | ISES.                                                                  |                                                                                                                                                                                                                                    | _    |     |    |
| Salaries and Wages,                                                                                                                                                                    |                                        | £560 (                                                                 | 3 4                                                                                                                                                                                                                                |      |     |    |
| 01 /1:                                                                                                                                                                                 |                                        | 25 1                                                                   | -                                                                                                                                                                                                                                  |      |     |    |
| Printing and Advertising.                                                                                                                                                              |                                        |                                                                        | 3 10                                                                                                                                                                                                                               |      |     |    |
| Stationery,                                                                                                                                                                            |                                        |                                                                        | i 8                                                                                                                                                                                                                                |      |     |    |
| Fuel and Lighting,                                                                                                                                                                     |                                        |                                                                        | 7 3                                                                                                                                                                                                                                |      |     |    |
| Materials                                                                                                                                                                              |                                        | 32                                                                     |                                                                                                                                                                                                                                    |      |     |    |
| Travelling Expenses                                                                                                                                                                    |                                        | 14                                                                     | · · ·                                                                                                                                                                                                                              |      |     |    |
| Miscellaneous,<br>Waggon Covers,                                                                                                                                                       |                                        | 5 19<br>16 1                                                           |                                                                                                                                                                                                                                    |      |     |    |
| waggon covers,                                                                                                                                                                         |                                        | 101                                                                    |                                                                                                                                                                                                                                    | £832 | 17  | 1  |
|                                                                                                                                                                                        |                                        |                                                                        |                                                                                                                                                                                                                                    |      |     |    |
| TA CITAN                                                                                                                                                                               | ERAL CHAI                              |                                                                        |                                                                                                                                                                                                                                    |      |     |    |
|                                                                                                                                                                                        |                                        | £32 16                                                                 |                                                                                                                                                                                                                                    |      |     |    |
|                                                                                                                                                                                        |                                        | 0 -                                                                    |                                                                                                                                                                                                                                    |      |     |    |
| Chairman Salary,<br>Secretary Salary,                                                                                                                                                  | · · · · · · · · · · · · · · · · · · ·  | 65 (                                                                   | 0 (                                                                                                                                                                                                                                |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe                                                                                                                      | rence Expense                          | es, 11 1'                                                              | 7 10                                                                                                                                                                                                                               |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor                                                                                                      | rence Expense                          | es, 11 17<br>39 18                                                     | 7 10<br>3 0                                                                                                                                                                                                                        |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor<br>Arbitrators' Fees,                                                                                | rence Expense<br>                      | es, 11 17<br>39 18<br>12 1:                                            | 7 10<br>8 0<br>2 0                                                                                                                                                                                                                 |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor<br>Arbitrators' Fees,<br>Auditors' Fees,                                                             | rence Expense<br><br>                  | es, 11 17<br>39 18                                                     | 7 10<br>3 0<br>2 0<br>0 0                                                                                                                                                                                                          |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor<br>Arbitrators' Fees,<br>Auditors' Fees,<br>Postage & Telegrams,                                     | rence Expense<br><br><br>              | es, 11 17<br>39 18<br>12 1:<br>5 (                                     | 7 10<br>8 0<br>2 0<br>0 0<br>5 0                                                                                                                                                                                                   |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor<br>Arbitrators' Fees,<br>Auditors' Fees,<br>Postage & Telegrams,<br>Travelling Expenses<br>Telephone | rence Expense                          | es, 11 17<br>39 18<br>12 1:<br>5 ()<br>12 5<br>8 ()<br>1 15            | 7 10<br>8 0<br>2 0<br>0 0<br>5 0<br>0 0<br>5 0<br>0 0<br>5 0                                                                                                                                                                       |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor<br>Arbitrators' Fees,<br>Auditors' Fees,                                                             | rence Expense                          | es, 11 17<br>39 18<br>12 12<br>5 (0<br>12 5<br>8 (0<br>1 15<br>9 95 (0 | 7       10         3       0         2       0         0       0         5       0         0       0         5       0         0       0         0       0         0       0         0       0         0       0         0       0 |      |     |    |
| Chairman Salary,<br>Secretary Salary,<br>Clearing House and Confe<br>Co. Surveyor<br>Arbitrators' Fees,<br>Auditors' Fees,<br>Postage & Telegrams,<br>Travelling Expenses<br>Telephone | rence Expense<br><br><br>on on Cheques | es, 11 17<br>39 18<br>12 1:<br>5 ()<br>12 5<br>8 ()<br>1 15            | 7     10       8     0       2     0       0     0       5     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0                                                                 |      |     |    |

| 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0 00                                                                                                    |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1~ 20                                                                                                   | 15                | m 1 1 1 m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 825                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 119<br>275                                                                                              | £1219             | £8252 17<br>132 17<br>755 7<br>7 1<br>89148 3                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| To Moynihan, $\pounds 0$ Moynihan, $\emptyset$ Moynih | osts 14 3<br>osts 14 3<br>id Lynch. Costs, 14 1<br>Do 17 14 1<br>Do 17 14 1<br>Do 6 6<br>earney Do 40 5 | Total, £1219 15 8 | No. 14—GFNERALBALANCE SHEET.To Dividend to 31st May, 1896,<br>$30th$ Nov, 1896,<br>$30th$ Nov, 1896,<br>$30th$ Nov, 1896,<br>$2400 0 0$ $42400 0 0$<br>Tralee Town Commission<br>$1143 5 3$<br>$5 3$<br>$2400 0 0$ hy amount due by Grand Jury and<br>Tralee Town Commission<br>$1143 5 3$<br>$5 3$<br>$204 18 4$ "Sundry Accounts due by Co.<br>$1143 5 3$<br>$1143 5 3$<br>$1143 5 3$<br>$1143 5 3$<br>$1143 5 3$<br>$1143 5 0$ "Sundry Accounts due to<br>$1000000000000000000000000000000000000$ |

12

Miles Worked by Engines. 371 1206-31,861 Constructed. Miles to be Nil. Wm. ROWAN, Chairman. S. SWEENEY, Secretary. No. 16-STATEMENT OF TRAIN MILEAGE. с - с No. 15-MILEAGE STATEMENT. : : Constructed. Miles  $37\frac{1}{2}$ Mixed Goods and Passenger Trains Authorised. Miles . .  $37\frac{1}{2}$ • Ballast

Tralee & Dingle Light Railway or Tramway.

## AUDITOR'S CERTIFICATE.

I the Auditor of the Tralee and Dingle Railway, have examined the Accounts for the six months ended 30th November, 1896, and I hereby certify that the said accounts contain a full and true statement of the financial condition of the Railway, and that the Revenue Account of the halfyear has only been charged with such expenses which, in my judgment ought to be paid thereout (with the exception of £275 8s. 8d paid on foot of Land Account, and which said sum of £275 8s. 8d has been included in award of arbitrators), showing an excess over the earnings of the line of £1,601 16s 1d., together with £2,400 interest on Guarantee-making a total of  $\ldots$   $\ldots$  £4001 16 1

The above amount has been allocated as follows:

| Barony o  | of Corkaguiny      |      | £2000 | 18 | 0  |      |
|-----------|--------------------|------|-------|----|----|------|
| , ,       | Clanmaurice        |      | 500   | 4  | 6  |      |
| 9:        | Trughenackmy,      | out- |       |    |    |      |
|           | side Sanitary      | Dis- |       |    |    |      |
|           | trict of Tralee    |      | 1300  | 11 | 9  |      |
|           |                    |      |       |    |    |      |
| Total pay | yable by Grand Ju  | ry   | 3801  | 14 | 3  |      |
| Sanitary  | District of Tralee |      | 200   | 1  | 10 |      |
|           |                    |      |       |    | £4 | 1001 |

WILLIAM HYNES, Grand Jury Auditor, Co. Kerry.

16 1

22ND JANUARY, 1897.

## TRALEE & DINGLE LIGHT RAILWAY OR TRAMWAY.

## ENGINEER'S REPORT.

GENTLEMEN,—The Permanent Way and Works of your Line have been kept in good repair during the half-year ending Nov. 30th last.

1507 cubic yards of ballast have been used in maintenance at a cost of  $\pounds 63$ .

The cargo of 13,000 sleepers, mentioned in last report, are now all used, and a further supply will be required within the next six months.

The fencing has been well maintained.

The Goods Store at Aunascaul has been completed, and an additional siding is being laid in Castlegregory.

I would wish to point out that considerable inconvenience and expense is caused through not having the Electric Tablet installed all over the line.

The section of the line already worked under that system has proved most satisfactory, and has facilitated the running of trains with ballast and materials. The installation of the tablet system would be specially useful between Aunascaul and Dingle.

A considerable alteration has been made at Tralee Transfer Station, by the request and at the expense of the Great Southern and Western Railway Co.

I am, Gentlemen,

Your obedient servant,

G. A. E. HICKSON. Engineer.

20th January, 1897.



Tralee and Dingle Light Bailway or Tramway:

LOCOMOTIVE SUPERINTENDENT'S REPORT.

GENTLEMEN,

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

Your obedient Servant,

THOMAS TURNER.

January 20th, 1897.

Materford & Central Ireland Railway.

## REPORT AND ACCOUNTS

FOR

The Half-Year ended 29th September, 1896, TO BE SUBMITTED TO THE SHAREHOLDERS, At the One Hundred and Third Half Yearly GENERAL MEETING On NOVEMBER 19th, 1896.

NOTICE IS HEREBY GIVEN, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held at No. 46, FLEET STREET, in the UITY OF DUBLIN, ON THURSDAY, the 19th day of NOVEMBER, 1896, at THREE O'Clock precisely, for the transaction of the ordinary business of the Company.

At such meeting a resolution will be submitted to the proprietors to increase the number of directors to nine, and, if approved, to appoint a director in pursuance of such resolution.

At the conclusion of the ordinary general meeting a special meeting will be held to sanction the creation and issue for the general purposes of the Company of Debenture stock authorized by The Central Ireland Railway Act, 1896, not exceeding in amount  $\pm 10,000$  in such manner and amounts and at such times as the directors may consider will best conduce to the interests of the company.

The Transfer Books will be closed from MONDAY, the 9th NOVEMBER, and will not be opened until after the said Half-Yearly General Meeting.

By Order,

E. A. NEALE, SECRETARY.

WATERFORD TERMINUS, October 31st, 1896.

## Waterford and Central Ireland Railway.

## DIRECTORS :

Colonel JOHN N. CAHILL, J.P., Ballyconra House, Co. Kilkenny, Chairman. JOSHUA D. CHAYTOR, Esq., 30, Anglesea Street, Dublin. The Right Honorable Viscount De VESCI, Abbeyleiz. CHARLES F. DILLON, Esq., Cratloe, Merrion Road, Dublin. JOHN C. KELLY, Esq., 3, Beresford Place, Dublin. JAMES McCANN, Esq., J.P., 29, Anglesea Street, Dublin. JOSEPH STEPHENSON, Esq., Elmhurst, Waterford. LAURENCE A. WALDRON, Esq., 24, Anglesea Street, Dublin.

## DIRECTORS' REPORT.

## The details of the Revenue for the Half-year are as follow :--

As the figures shewn for 1896 include the receipts of the late Kilkenny Junction Company from the 1st May, the added receipts of the two Companies for the same period are given for 1895 for the purpose of comparison,

| Description.                 | Half-year end<br>29th September<br>1896. | er, with Kilkenny<br>Junct. receipts<br>from 1st May<br>added. | Turnerse  | Decrease.          |
|------------------------------|------------------------------------------|----------------------------------------------------------------|-----------|--------------------|
| Passengers .                 | £ s. d<br>7,778 4 0                      |                                                                | £ s. d.   | £ s. d.<br>589 6 2 |
| Parcels, Horses, &           | e 1,201 12 1                             | 1,095 5 3                                                      | 106 6 10  |                    |
| Mails .                      | . 773 6 8                                | 620 16 8                                                       | 152 10 0  | *** ***            |
| Goods .                      | . 6,797 6 2                              | 6,749 7 4                                                      | 47 18 10  |                    |
| Coals .                      | . 2,180 11 10                            | 1,937 12 9                                                     | 242 19 1  | *** :              |
| Live Stock .                 | . 2,085 18 6                             | 1,965 5 8                                                      | 120 12 10 |                    |
| Gt. Western Traffi<br>Rebate | PEO 0 0                                  | 666 0 0                                                        |           | 16 0 0             |
| Rents, &c.                   | . 225 11 0                               | 266 16 10                                                      |           | 41 5 10            |
|                              | 21.692 10 3                              | 21,668 14 8                                                    | 23 15 7   |                    |

The full Abstract of Accounts shows that after providing for all Interest, the balance to the Credit of the Net Revenue Account amounts to  $\pounds 4,659$  6s. 4d., out of which your Directors recommend a Dividend on the New Preference 6 per Cent. Stock at the rate of 4 per Cent. per Annum, and that the balance of  $\pounds 229$ 8s. 4d. be carried forward to the next Account. The Directors also recommend the usual Dividends of 4<sup>±</sup>/<sub>2</sub> 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 cut 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 Company's Act for the Extension of the Central Ireland Railway from Mountmellick to Mullingar, and for the Amalgamation of the Kilkenny Junction Company, and other purposes, has received the Royal assent.

Pursuant to notice which has been given to that effect, a resolution will be submitted to the Proprietors to sanction the creation and issue for the general purposes of the Company of Debenture Stock authorized by the Central Ireland Railway Act, 1896, not exceeding in amount  $\pounds$ ,10,000, in such manner and amounts and at such times as the Directors may consider will best conduce to the interests of the Company.

The Amalgamation of the Kilkenny Junction Company has been carried into effect as from the 1st May, in accordance with the terms of the Act.

The Preference Stock of the Company has, as from 1st May, been converted into New Preference 6 per Cent. Stock, with Dividends contingent on the profits of each year, causing an addition to Capital of  $\pounds 24,610$ , but cancelling arrears of interest amounting to  $\pounds 246,113$ .

The Debenture Stocks of the Company have been consolidated into one Consolidated 3 per Cent. Debenture Stock, bearing interest at the rate of 3 per Cent. per atnum, in accordance with the Scheme approved by the Proprietors at the Extraordinary General Meeting on 31st August last. Although the nominal amount of the Debenture Stock is thereby increased, no additional burden of interest payment is placed on the Company.

The terms of the rebate agreement with the Great Western Company have not yet been finally concluded. An estimated amount has been included in the accounts for the half-year.

The vacant seat on the Board has been filled by the appointment of the Right Honourable Viscount De VESCI.

Lord GREVILLE, who was an active Director of the Kilkenny Junction Company, has consented to join the Board, and resolutions to admit of this will be proposed at the Meeting.

> JOHN N. CAHILL, Chairman. E. A. NEALE, Secretary.

HEAD OFFICES, WATERFORD, October 31st, 1896.

It is proposed to post the Dividend Warrants on the 28th proximo

| -                                                                                                                                            | CAPITA               | CAPITAL AUTHORIZED. | RIZED.                              | Capital Ci           | Capital Created or Sanctioned | anctioned.                |                      | BALANCE. |        |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------|-------------------------------------|----------------------|-------------------------------|---------------------------|----------------------|----------|--------|
| 02                                                                                                                                           | Stock and<br>Shares. | Loans               | TOTAL.                              | Stock and<br>Shares. | Loans.                        | TOTAL.                    | Stock and<br>Shares. | Loans.   | TOTAL. |
| -                                                                                                                                            | £ 250,000            | £ 83,000            | £ 333,000                           | £<br>250,000         | £<br>83.000                   | £<br>333,000              | 48 :                 | લ્સ :    | ચ્ચ :  |
| Waterford & Kilkenny Rail-                                                                                                                   | 000 000              | 000000              | 000 000                             | 000 000              | 00 000                        | 000 000                   |                      |          |        |
| Waterford and Central Inc.                                                                                                                   | mn'nnt               | 00,000              | 200,000                             | non'no               | 00,000                        | 200,000                   |                      |          | •••    |
| land Railway Act, 1868                                                                                                                       |                      | 10,000              | 10,000                              |                      | 10,000                        | 10,000                    |                      | :        |        |
| Namerora and Central Ire-<br>land Railway Act, 1872 -                                                                                        | :                    | 30,000              | 30,000                              | •                    | 30,000                        | 30,000                    | :                    | :        | :      |
| under Regulation of Rail-<br>wys' Act, 1889 -<br>Central Ire'and Railway Ac',                                                                | :                    | 2,000               | 7,000                               | :                    | 000'2                         | 2,000                     | :                    | :        | •      |
| 1896. Amalgamation of Kil-<br>kenny Junction Co. and oon-<br>version of Preference Stock<br>Do. Other Purposea<br>Do. Stock Cancelled-1885 - | 339,057              | 156,540<br>50,000   | 495,597<br>50,000<br>3,115          | 339,057<br>          | 156,540                       | 495,597<br>3,115          | ::::                 | 50,000   | 50,000 |
|                                                                                                                                              | 785,942              | 402,540             | 1,188,482                           | 785,942              | 352,540                       | 1,138,482                 |                      | 50,000   | 50,000 |
| Nominal advition to Capital on<br>Consolidation of Debenture<br>Stocks                                                                       |                      | 88,974              | 88,974                              |                      | 88.974                        | 88,974                    | :                    | ÷        | :      |
|                                                                                                                                              | 785,942              | 491,514             | 1,277,456                           | 785,942              | 441,514                       | 1,227,456                 |                      | 50,000   | 50,000 |
| AF                                                                                                                                           | PITAL A              | UTHORI              | STATEMENT OF CAPITAL AUTHORIZED FOR | MAKING               | GF CE                         | MAKING OF CENTRAL IRELAND | RELAND               | RAILWAY. | Υ.     |
| The Centrol Ireland Railways<br>Act, 1866, as amended by the Wa-<br>berford and Central Ireland Act,<br>1873, and the Waterford and Cen-     | લ્સ                  | લ્ફ                 | 48                                  | લ્યુ                 | ಇ                             | ಳ                         | લ્ટ                  | સ્       | æ      |
| Bailway (Transfer)                                                                                                                           | 27,480               | 000.00              | 27.480                              | 27,480               | : :                           | 27,480                    | ; :                  | ::       | ::     |
| 1. Contaut a communication of acore                                                                                                          | 907,480              | 90.000              | 997 480                             | 97 480               |                               | 27.480                    |                      |          |        |

4

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

|                                                                                                                                                                                                                                             | DESCE                                                                                                                                                                      | DESCRIPTION.                                                                                                                                                                                                                                                |                                                             |                                             | Amount<br>Created.                            | An                    | Amount<br>Received.     | 24<br>                                    | Calls in<br>Arrear. | Ur                | Amount<br>Uncalled.                  | Unissued.                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------|-----------------------------------------------|-----------------------|-------------------------|-------------------------------------------|---------------------|-------------------|--------------------------------------|--------------------------|
| Original W. & C. I. Stock<br>Do. Issued for Amalgumation of Kilkenuy Junction<br>New Preference 6 per cent. Stock<br>Issued in aubetitation for £196,885 Preference<br>Stock, and extinguishing arrears of Interest<br>of £246,113 183. 1d. | V. & C. I. Stock<br>ed for Analgematio<br>Company-See ta<br>Company-See ta<br>rence 6 per cent. Sto<br>d in substitution f<br>Stock, and extinguis<br>of £246,113 183. 1d. | nal W. & C. I. Stock<br>. Issued for Amalgamation of Kilkenuy Junction<br>Company-See table No. 5<br>Preference 6 per cent. Stock<br>Issued in substitution for £196,885 Preference<br>Stock, and extinguishing arrears of Interest<br>of £246,113 183. 1d. | kenny Jur<br><br>,885 Prefe<br>ears of ln                   | action tence                                | $250,000 \\ 314,447 \\ 321,495 \\ 221,495 \\$ | 56                    | £<br>564,417<br>221,495 |                                           | 1 1                 |                   |                                      | લ્લુ : :                 |
|                                                                                                                                                                                                                                             |                                                                                                                                                                            |                                                                                                                                                                                                                                                             |                                                             |                                             | 765,942                                       | - 78                  | 785,942                 |                                           | :                   |                   |                                      | :                        |
| No. 3.                                                                                                                                                                                                                                      |                                                                                                                                                                            | CAPITA                                                                                                                                                                                                                                                      | L RAIS                                                      | CAPITAL RAISED BY LOANS AND DEBENTURE STOCK | LOANS                                         | AND L                 | EBEN                    | TURE                                      | STO                 | CK.               |                                      |                          |
|                                                                                                                                                                                                                                             |                                                                                                                                                                            | (Prefere                                                                                                                                                                                                                                                    | RAISED BY LOANS.<br>(Preferential Redeemable<br>Mortgages.) | OANS.<br>leemable<br>e.)                    |                                               |                       | De                      | Raised by issue<br>of<br>Debenture Stock. | / issue<br>Stock.   |                   |                                      | Total raised<br>by Loans |
|                                                                                                                                                                                                                                             |                                                                                                                                                                            | At 3<br>per<br>Cent.                                                                                                                                                                                                                                        | At 5<br>per<br>Cent.                                        | Total.                                      | At 3<br>per<br>Cent.                          | At 34<br>per<br>Cent. | At 4 /                  | At 44 A<br>per<br>Cent. C                 | At 45 At Per Cent.  | At 5 per<br>Cent. | Total raised<br>by Debent.<br>Stock. | Debenture<br>Stock.      |
| Existing at 25th March, 1896<br>Existing at 29th Sept., 1896                                                                                                                                                                                | March, 1896<br>Sep <sup>+</sup> ., 1896                                                                                                                                    | 2,360                                                                                                                                                                                                                                                       | £<br>123                                                    | <b>£</b><br>2,483                           | £<br>\$38,154                                 | 29,545                | 4.900 5                 | 54,590 1:                                 | £ 12,700 8          | £<br>82,288<br>   | £<br>194,023<br>438,154              | £<br>194,023<br>440,637  |
| Increase<br>Decrease                                                                                                                                                                                                                        | :::                                                                                                                                                                        | 2,360                                                                                                                                                                                                                                                       | 123                                                         | 2,483                                       | 438,154                                       | ::                    | ::                      |                                           | ::                  | ::                | 244,131                              | 246,614                  |

5

£ 441,514 440,637

11:1

Balance being available borrowing powers at 29th September, 1896

No 4-BECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

|   |                                                                  |                                                                      |                                                                   |                          | -                                       |                                                                  |                                     |          |                                      |
|---|------------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------------|--------------------------|-----------------------------------------|------------------------------------------------------------------|-------------------------------------|----------|--------------------------------------|
| 1 |                                                                  | 1                                                                    |                                                                   | -0                       | 6                                       | 0                                                                | 0                                   | 6        |                                      |
|   | Total<br>Received to<br>29th Sept.,<br>1896,                     | 00                                                                   | 0                                                                 | 0                        | 0                                       | 9 (                                                              |                                     |          | 6                                    |
|   | Total<br>ceived<br>th Sep<br>1896,                               |                                                                      | 785,942 0                                                         |                          | -                                       |                                                                  | 10                                  | 1,437 17 | 1,228,423 6                          |
| 1 | Total<br>ceived<br>th Se<br>1896.                                | 48                                                                   | 94                                                                | 2,483                    | 154                                     | 406                                                              | 986                                 | 437      | 433                                  |
|   | 29 Be                                                            |                                                                      | 785                                                               | CJ.                      | :38                                     |                                                                  | 226                                 | Ι,       | 58                                   |
| 1 | . 60                                                             | 1.0                                                                  |                                                                   | 0                        | 4                                       |                                                                  | 1                                   |          | 1,2                                  |
|   | Amount re-<br>ceived during<br>half-year<br>29th Sept.,<br>1896. | s. d.                                                                | 0                                                                 | 0                        | 0                                       | 11 0 0                                                           | 0                                   | :        |                                      |
|   | Amount re<br>ived duri<br>half-year<br>9th Sept.<br>1896.        | an                                                                   | ~                                                                 |                          | -                                       | 0                                                                | 61                                  | ÷        |                                      |
| 1 | ved<br>ved<br>thali                                              | ભ                                                                    | ,05                                                               | 2,483                    | ,13                                     | 11                                                               | 68                                  | :        |                                      |
| - | Cei<br>29                                                        |                                                                      | 339                                                               | 60                       | 244                                     |                                                                  | 585                                 |          |                                      |
|   | - 0                                                              | d.                                                                   | 0                                                                 |                          | 0 0 244,131 0 0 438,154 0               | 0                                                                | 641,303 9 0 585,682 0 0 1,226,985 9 | :        |                                      |
|   | Amonut<br>Received to<br>25th March,<br>1896,                    | 20                                                                   | 0                                                                 | :                        | 0                                       | 6                                                                | 6                                   |          |                                      |
|   | Amonut<br>sceived 1<br>th Marcl<br>1896.                         |                                                                      | 85                                                                |                          | 53                                      | 395                                                              | 33                                  |          |                                      |
|   | An<br>ece<br>th<br>11                                            | સ                                                                    | 6.8                                                               | :                        | 194,023                                 |                                                                  | .30                                 | 1        |                                      |
|   | 22 B                                                             |                                                                      | 44                                                                |                          | 19                                      |                                                                  | 641                                 |          |                                      |
| - |                                                                  |                                                                      | er.                                                               | 3                        | ů *                                     | + +                                                              |                                     |          |                                      |
|   |                                                                  |                                                                      | Shares and Stock, as per<br>Account No. 2 446,885 0 0 339,057 0 0 | Loans, per Account No. 3 | Debenture Stock, per Ac-<br>count No. 3 | Premium on 34 per Cent.<br>Debenture Stock                       |                                     | 4        |                                      |
|   |                                                                  |                                                                      | 5                                                                 | at ]                     | per-                                    | ck                                                               |                                     |          |                                      |
|   |                                                                  | 1.                                                                   | ck.                                                               | ino                      | . k                                     | 2 Sp                                                             |                                     |          |                                      |
|   |                                                                  | 1                                                                    | Sto                                                               | Acc                      | toc<br>0.3                              | 34                                                               |                                     |          |                                      |
|   |                                                                  | LS                                                                   | pu                                                                | H                        | N'S                                     | on                                                               |                                     | Ce       |                                      |
|   |                                                                  | IIP                                                                  | al                                                                | pe                       | ant                                     | pei                                                              |                                     | Balance  |                                      |
|   |                                                                  | SCE                                                                  | A                                                                 | ns,                      | col                                     | De                                                               |                                     | Ba       |                                      |
|   |                                                                  | By RECEIPTS-                                                         | sha                                                               | loa                      | Oeb                                     | rei                                                              |                                     |          |                                      |
| - |                                                                  | By                                                                   | 012                                                               | H                        | H                                       | M                                                                |                                     |          |                                      |
| 1 | 8 -                                                              | 8. d.                                                                | 4 13                                                              | 0                        |                                         |                                                                  |                                     | -        | 0                                    |
|   | d t                                                              | 30 1                                                                 | - 10                                                              | 0                        |                                         |                                                                  |                                     |          | 9                                    |
|   | Total<br>pended<br>th Ser<br>1896.                               |                                                                      | 76                                                                | 8.750                    |                                         |                                                                  |                                     |          | 33                                   |
| 1 | Total<br>Expended to<br>29th Sept.,<br>1896.                     | સ                                                                    | 84,394                                                            | 00                       |                                         |                                                                  |                                     |          | 8,4                                  |
|   |                                                                  |                                                                      | 1,1                                                               |                          |                                         |                                                                  |                                     |          | 1.92                                 |
|   | ing                                                              | d.                                                                   | -                                                                 |                          |                                         |                                                                  | 7.41                                |          | -                                    |
|   | dur<br>dur<br>sepi                                               |                                                                      | N                                                                 |                          |                                         |                                                                  |                                     |          | 63                                   |
|   | Amount ex-<br>ended during<br>half-year<br>29th Sept.,<br>1896.  | 000                                                                  |                                                                   | :                        |                                         |                                                                  |                                     |          | 90                                   |
|   |                                                                  |                                                                      |                                                                   |                          |                                         |                                                                  |                                     |          |                                      |
|   | Am<br>bence<br>bu<br>29t                                         | 4                                                                    | -<br>R                                                            |                          |                                         |                                                                  |                                     |          | 34,8                                 |
| - | <u>A</u>                                                         | 1. 10 to                                                             | 5 004,0                                                           | 0                        | _                                       | _                                                                | L                                   |          | 8 584,8                              |
| - |                                                                  | . d. 2                                                               | 5 5 5                                                             |                          |                                         | -                                                                | 4                                   |          | 1 8 584,8                            |
| - |                                                                  | 8. d. £                                                              | 2 19 3 384,2<br>4 5 5                                             | 0                        |                                         |                                                                  | 4                                   |          | 7 4 8 584,8                          |
| - |                                                                  | £ 8. d. £                                                            | ,4/2 19 3 304,2<br>,394 5 5                                       | 0                        |                                         | 1                                                                | 4                                   |          | ,617 4 8 584,8                       |
| - | nount<br>mded to<br>March,<br>89.1.                              | £ 8. d. £                                                            | 84,394 5 5                                                        |                          |                                         |                                                                  | 4                                   |          | 643,617 4 8 584,8                    |
| - |                                                                  | £ 8. d. £                                                            | - 84,394 5 5                                                      | 0                        |                                         | 0                                                                | 10                                  |          | £643,617 4 8 584,906 2 1 1,228,423 6 |
|   |                                                                  | E B. d. E                                                            |                                                                   | 8,750 0                  |                                         | ,750                                                             | ,750                                |          | 2643,617 4 8 584,8                   |
|   |                                                                  | The first of the second                                              | . 5) - 84,394 5 5                                                 | 8,750 0                  | 5,000                                   | £3,750                                                           | £8,750                              |          | 2643,617 4 8 584,8                   |
|   |                                                                  | Twoffind Front and a for a                                           | No. 5) - 84,394 5 5                                               | 8,750 0                  | 5,000                                   | eat<br>st-<br>±3,750                                             | 48,750                              |          | £643,617 4 8 584,8                   |
|   |                                                                  | RE- & B. d. &                                                        | k (No. 5) - 84,394 5 5                                            | 8,750 0                  | 5,000                                   | Great<br>West-<br>- £3,750                                       | £8,750                              |          | 2643,617 4 8 584,8                   |
|   |                                                                  | TURE- & B. d. &                                                      | rent of traine - 330, 472 19 3 364, (No. 5) - 84, 394 5 5         | 8,750 0                  | 5,000                                   | id Great<br>& West-<br>£3,750                                    | 48,750                              |          | 2643,617 4 8 584,8                   |
|   |                                                                  | NDITURE-                                                             | g Stock (No. 5) - 84,394 5 5                                      | 8,750 0                  | 5,000                                   | v and Great<br>rrn & West-<br>54 · · · £3,750                    | 48,750                              |          | £643,617 4 8 584,8                   |
|   |                                                                  | FENDITURE-                                                           | king Stock (No. 5) - 84,394 5 5                                   | 8,750 0                  | 5,000                                   | nny and Great<br>thern & West-<br>1854 • • • £3,750              | 48,750                              |          | 2643,617 4 8 584,8                   |
|   |                                                                  | EXPENDITURE 8. d. 28<br>In Lines onen for Twoffing Front and a for a | Torking Stock (No. 5) - 84,394 5 5                                | 8,750 0                  | 5,000                                   | lkenny and Great<br>Southern & West-<br>rrn, 1854 £3,750         | 48,750                              |          | 2643,617 4 8 584,8                   |
|   |                                                                  | 8. d.                                                                | Working Stock (No. 5) - 84,394 5 5                                | 0                        |                                         | Kilkenny and Great<br>Southern & West-<br>ern, 1854 • • • £3,750 | 483,750                             |          | 2643,617 4 8 584,8                   |

|                                                                                                                                             |                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                              |                                    |                      |           | _                       |                     |                               | _                             |                               |          |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------|-----------|-------------------------|---------------------|-------------------------------|-------------------------------|-------------------------------|----------|
| d.                                                                                                                                          | 9                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 0 0                                                                                                                                                                                          | 01                                 | 2                    |           | leral.                  | Platform<br>Wagon.  | 1                             | 1                             | ÷                             | :        |
| 6.<br>£ 8.<br>179 4                                                                                                                         | 55 17                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                              | 1000                               |                      |           | I Min                   | Timber Trucks       | 9                             | 9                             | :                             | :        |
| 9681<br>F                                                                                                                                   |                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 170,987<br>24,610                                                                                                                                                                            | 195,832                            | 584,806              |           | e and                   | Coal Trucks.        | 35                            | 35                            |                               | :        |
| ER.                                                                                                                                         |                                                                                                                                           | in the d                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1896,                                                                                                                                                                                        | i                                  |                      |           | udis                    | Cattle Wagons       | 20                            | 20                            | 1:                            | :        |
| TEME                                                                                                                                        | and Con-                                                                                                                                  | tation over at same amount 23,453<br>(W. and C. I. 3 per cent. Con-) £154,057 issued<br>(solidated Debenture Stock 263,720<br>W. and C. I. Original Stock 263,720<br>do. do. do 30,427                                                                                                                                                                                                                                                                                                                   | st May,                                                                                                                                                                                      |                                    | as per Account No. 4 |           | Merchandise and Mineral | Covered<br>Wagons.  | 132                           | 132                           | :                             | :        |
| TH SEI                                                                                                                                      | Stock .                                                                                                                                   | cok ∫ £1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | g on 1s                                                                                                                                                                                      |                                    | Accoun               |           |                         | Horse Bozes.        | 9                             | 9                             | :                             | 1:       |
| NG 297<br>at                                                                                                                                | crence                                                                                                                                    | aken over at same amount<br>(W. and C. I. 3 per cent. C<br>i solidated Debenture Sto<br>W. and C. I. Original Stock<br>do. do. do. do.                                                                                                                                                                                                                                                                                                                                                                   | existin                                                                                                                                                                                      | :                                  | as per               |           |                         | Сагтівge<br>Тгискв. | 53                            | 67                            | :                             | :        |
| ENDI                                                                                                                                        | of Pref                                                                                                                                   | I.3 per<br>Debent<br>Origina<br>do                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Stock                                                                                                                                                                                        | :                                  | Total                |           | Ð                       | Втаке Уапя.         | 11                            | 11                            | :                             | :        |
| YEAR<br>and M                                                                                                                               | ersion .                                                                                                                                  | over at<br>and C.<br>lidated<br>do.<br>do.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ference<br>46,113                                                                                                                                                                            | Ċ                                  |                      | STOCK.    | COACHING                | Composites.         | 1                             | 1                             | :                             | :        |
| IALF.                                                                                                                                       | ; Conv                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 385 Pre                                                                                                                                                                                      | :                                  |                      | ING S     | OAC                     | Third Class.        | 00                            | 10                            | 67                            | :        |
| FOR F                                                                                                                                       | on Co.                                                                                                                                    | 22,483<br>24,23,483<br>24,23,483<br>52,890<br>131,860<br>131,860<br>160,296<br>160,296<br>160,575                                                                                                                                                                                                                                                                                                                                                                                                        | £196,8                                                                                                                                                                                       | ital                               |                      | WORKING   | C                       | Зесолд Сlass.       | 9                             | 9                             | 1                             | :        |
| Worki                                                                                                                                       | Jancti                                                                                                                                    | a 20 √ 20 m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | of the<br>lich am                                                                                                                                                                            | to cal                             |                      | I OF      |                         | First Class.        | 3                             | 3                             | 8                             | :        |
| ENDIT<br>Block                                                                                                                              | lkenny                                                                                                                                    | e Stock<br>Stock<br>Stock<br>Stock                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | r cent.<br>ate, wh                                                                                                                                                                           | Iddition                           |                      | RETURN OF |                         | .noola8             | C1                            | CJ                            | :                             | :        |
| L EXP.                                                                                                                                      | n of Ki                                                                                                                                   | TON KU<br>mable f<br>ebentur<br>eber ture<br>referenc<br>ires                                                                                                                                                                                                                                                                                                                                                                                                                                            | 12 <sup>1</sup> / <sub>2</sub> pe                                                                                                                                                            | Nominal addition to capital        |                      | RI        | OTIVE.                  | Tenders.            | 6                             | 6                             | :                             | :        |
| TRAFFIC<br>TRAFFIC                                                                                                                          | amatic<br>oks                                                                                                                             | a UNCT<br>Bedee<br>Bedee<br>Ccent. I<br>Con<br>Sent. I<br>Sent. P<br>Sent. P                                                                                                                                                                                                                                                                                                                                                                                                                             | being<br>erest t                                                                                                                                                                             |                                    |                      |           | Locomorive.             | Engines.            | 10                            | 10                            | 1                             | :        |
| TRA                                                                                                                                         | malg<br>Stor                                                                                                                              | vny<br>erence<br>bere<br>per<br>per<br>per<br>per<br>Drdin                                                                                                                                                                                                                                                                                                                                                                                                                                               | f int                                                                                                                                                                                        | Stock                              |                      |           |                         |                     | 1 :                           | :                             | :                             | i        |
| No. 5. DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 20ти SEPTEMBER, 1896.<br>LINES OPEN FOR TRAFFIC :- 4<br>LINES OPEN FOR TRAFFIC : | Cost of carrying into eff. ct Amalgamation of Kilkenny Junction Co.; Conversion of Preference Stock and<br>solidation of Debenture Stocks | AMALGAMATION OF KLUKERNY JUNCTION KALUWAN VOMIANY<br>KIlkenny Junction Preference Redeemable Mortgages 22, 489<br>Krilkenny Junction 5 per cent. Debenture Stock A 20, 700<br>For Kilkenny Junction 5 per cent. Debenture Stock B 131, 89<br>For Kilkenny Junction 5 per cent. Telest ture Stock B 130, 280<br>For Kilkenny Junction 6 per cent. Preference Sharcs 40, 202<br>For Kilkenny Junction 6 per cent. Preference Sharcs 40, 267<br>For Kilkenny Junction 6 per cent. Preference Sharcs 60, 575 | Conversion of Praference Stock, being 12½ per cent. of the £196,885 Preference Stock axisting on 1st May,1896<br>cancelling all arrears of interest to that date, which amounted to £246,113 | Consolidation of Debenture Stocks. |                      |           |                         |                     | Stock on the 25th March, 1896 | Ditto on the 29th Sept., 1896 | Increased aring the half-year | ditto    |
| LINES O                                                                                                                                     | arrying                                                                                                                                   | MATION<br>Ikenny J<br>r Kilker<br>Arrear<br>r Kilker<br>Arrear<br>r Kilken<br>r Kilken                                                                                                                                                                                                                                                                                                                                                                                                                   | on of F<br>celling                                                                                                                                                                           | ttion of                           |                      |           |                         |                     | le 25th                       | ne 29th                       | utingth                       | ditto,   |
| No. 5.<br>LIN                                                                                                                               | Cost of cs<br>soli                                                                                                                        | AMALGA1<br>Kii<br>Fo<br>Fo<br>Fo<br>Fo                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Conversio                                                                                                                                                                                    | Consolida                          |                      | No. 6.    |                         |                     | tock on th                    | itto on th                    | ncreased.                     | Decrease |

Dr.

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

|                      |                                                    |                                                                                                                               | 1        |
|----------------------|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------|
| RE.                  | TOTAL.                                             | 20 8. d.<br>500 0 0<br>300 0 0                                                                                                | £800 0 0 |
| FURTHER EXPENDITURE. | In subsequent<br>Half-years.                       | £ s. d.<br>} not ascertained                                                                                                  |          |
| FUR                  | During the<br>Half-year ending<br>25th March, 1897 | £ s. d.<br>500 0 0<br>300 0 0                                                                                                 | £800 0 0 |
|                      |                                                    | LINES OPEN FOR TRAFFIC:<br>Additional Station Accommodation.<br>Board of Trade Requirements-Interlocking and<br>Block Working | Total    |

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

| £ s. d. | 0 0                                                                 | 1,437 17 9                                                 | 2 3       |
|---------|---------------------------------------------------------------------|------------------------------------------------------------|-----------|
| લ્ય     | 50,877 0 0                                                          | 1,437                                                      | £49,439 2 |
| 28 d.   | Do. authorized but rot yet created, as par Account No. 1 50,000 0 0 | LESS-Balance to Debit of Capital Account, per Account No 4 | Total     |

| -                    |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                               |                                                                                                  | 62 0                                                                                                                    |
|----------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
|                      | ar<br>pt.,                                 | d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4 0                                                                                                                           | 6 9<br>9                                                                                         | 0 0                                                                                                                     |
| Cr.                  | Half-year<br>ended<br>Mh Sept.<br>1896.    | αĝ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                               | 1,974 18                                                                                         | 650 0<br>225 11<br>.692 10                                                                                              |
|                      | Hulf-year<br>ended<br>29th Sept.,<br>1896. | લ્ય                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 7,778                                                                                                                         | 1,974 18                                                                                         | 650 0<br>225 11<br>£21,692 10                                                                                           |
|                      |                                            | 2 3. d.<br>247 7 11<br>1,726 11 10<br>1,726 11 10<br>388 11 10<br>2,786 8 8<br>2,786 8 8<br>348 10 0<br>348 10 0<br>150 7<br>150 7<br>150 7<br>150 1<br>150 100 1<br>150 100 100 100 100 100 100 100 100 100 | 12                                                                                                                            | 6 2<br>118 6<br>111 10                                                                           |                                                                                                                         |
| CCOUNT.              | RECEIPTS,                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | , Parcels, Horses, Carriages, &c.                                                                                             | 29,782 Tons)                                                                                     | ", Great Western Traffic Rebate<br>(estimated)<br>"Special & Miscellaneous Receipts,<br>viz., Rents, Transfer Fees, &c. |
| No. 9REVENUE ACCOUNT | Half-year<br>ended 29th<br>Sept., 1895.    | 28<br>193<br>1,234<br>1,234<br>1,234<br>1,234<br>1,23<br>814<br>1,950<br>323<br>336<br>41                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 5,648<br>724                                                                                                                  | 5,529<br>1,597<br>1,688                                                                          | 545<br>263<br>£16,594                                                                                                   |
| No. 9F               | Half-year<br>ended<br>29th Sept.,<br>1896. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 366 11 2<br>225 0 0<br>8 11 9<br>2 4 1<br>61 15 8                                                                             | 12,489 12 3                                                                                      | 11,258 17 4<br>10,483 12 11<br>£21.692 10 3                                                                             |
|                      | EXPENDITURE.                               | To                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ", Rent of Waterford Station<br>", Do. do. New<br>", Compensation Losses<br>", Do. Personal Injurice-<br>", Land Rent Charges | LESS-Received for Working<br>Kilkenny Jun.Railway £901 17 9<br>Central Ireland Railway £938 17 2 | Balance carried to Net Revenue<br>Account                                                                               |
| Dr.                  | Half-year<br>ended 29th<br>Sept., 1895.    | 2,598<br>3,798<br>2,526<br>824<br>3,318<br>1,122<br>1,122<br>1,122<br>1,22<br>1,22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 367<br>225<br>150<br>                                                                                                         | 4,503                                                                                            | 8,144<br>8,450<br>16,594                                                                                                |

9

| 64                   | 1                               |               |                                |                                |                              | 10                 |  |
|----------------------|---------------------------------|---------------|--------------------------------|--------------------------------|------------------------------|--------------------|--|
|                      |                                 |               | By Balance brought from last   | Half-year's Account            | Ditto from Revenue Account.  | No. 9 10           |  |
| 29th Sept., 1895     | 3                               |               | 394                            |                                |                              | 8.450              |  |
| 29th Sept.,<br>1896. | £ 8. d.                         |               | 3                              |                                |                              | 32 1 3             |  |
|                      | To Interest on Mortgage and De- | benture Loans | ". Interest on Debenture Stock | ", Interest on Temporary Loans | " Interest on Preference Re- | deemable Mortgages |  |
| 10                   | -                               |               |                                |                                | -                            | 1                  |  |

No. 10.-NET REVENUE ACCOUNT.

Dr.

| Cr                         | Half-year ended<br>29th Sept.,<br>1996  | last                                                  | ", Ditto from Revenue Account, 502 10 1<br>No. 9    | " Interest on Debenture Stock, 155 4 0                                    | P11 001 7 0 |
|----------------------------|-----------------------------------------|-------------------------------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------|-------------|
| No. 10NET REVENUE ACCOUNT. | 1 Half-year ended<br>29th Sept., 1895   | £<br>394                                              | 8.450                                               | 22                                                                        | 28.916      |
| )NET REV                   | Half-year ended<br>29th Sept.,<br>1896. | £ s. d.<br>6,309 19 5                                 |                                                     | 6,432 U 8<br>4,659 6 4                                                    | £11.091 7 0 |
| No. 16                     |                                         | To Interest on Mortgage and De- & s.<br>benture Loans | ", Interest on Preference Re-<br>deemable Mortgages | ., Balance, being amount avail. 4,659 6<br>able for Dividend (See No. 11) |             |
| Dr.                        | Half-year ended<br>19th Sept., 1895.    | لا<br>461<br>4,242<br>48                              |                                                     | 4,165                                                                     | 28.916      |

| Balance available for Dividend as per Account No. 10 |
|------------------------------------------------------|
|                                                      |

## No. 12.-ABSTRACT .

11

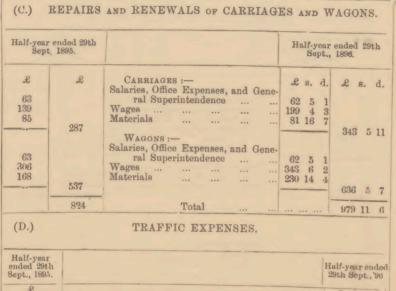
### (A.) MAINTENANCE OF WAY, WORKS, &c.

| 29th                              | ear ended<br>5 Sept.,<br>895. |                   |                  | Ha | 29th | ear end<br>Sept.,<br>896. | led |   |
|-----------------------------------|-------------------------------|-------------------|------------------|----|------|---------------------------|-----|---|
| £<br>1,797<br>1,405<br>302<br>120 | £<br>174<br>3,202<br>422      |                   | <br>1775<br>1219 |    | 20   | 172<br>2,995              | 10  |   |
|                                   | £3.798                        | Total             |                  |    |      | £3,691                    | 13  | - |
| (B.)                              |                               | LOCOMOTIVE POWER. |                  |    |      |                           |     | 1 |

| 290                      | vear ended<br>h Sept.,<br>1895. | 1                                                                                                                                                            | 1                  | Hal      | 29t  | ear end<br>h Sept.<br>896. | led     |         |
|--------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------|------|----------------------------|---------|---------|
| £                        | £<br>131                        | Salaries, Office Expenses, and<br>General Superintendence                                                                                                    | £<br>              | s.       |      | £<br>128                   | в.<br>7 | d.<br>2 |
| 762<br>857<br>123<br>105 | - 1,827                         | Running Expenses :—<br>Wages connected with run-<br>ning of Locomotive Engines<br>Coals<br>Water<br>Oil, Tallow, and other Stores<br>Repairs and Renewals :— | 124                | 10<br>16 | G    | 1,882                      | 9       | 5       |
| 399<br>168               | - 567                           | Wages<br>Materials                                                                                                                                           | <b>38</b> 0<br>140 |          | 10-1 | 520                        | 17      | 9       |
|                          | £2,525                          | Total                                                                                                                                                        |                    |          | . 1  | £2,531                     | 14      | 4       |

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

12



| ended 29th<br>hept., 1895.                      |                                                                                                                                                                                                                                       |                                       | Half-year ende<br>29th Sept., '90                    |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------------------|
| £<br>2,074<br>139<br>61<br>120<br><br>31<br>893 | Salaries and Wages<br>Fuel, Lighting, Water, and General Stores<br>Clothing<br>Printing, Stationery, and Tickets, and Advertising<br>Wagon Covers. Ropes, &c<br>Miscellaneous Expenses<br>Cartage Service, and Waterford Bridge Tolls | · · · · · · · · · · · · · · · · · · · | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
| 3.318                                           | Total                                                                                                                                                                                                                                 |                                       | 3,346 0 7                                            |

GENERAL CHARGES.

(E.)

| Half-year<br>ended 29th<br>(Sept., '95. |                       |        |       |        |           | Half-ye<br>29th S | ear e<br>Sept | ended<br>., '96 |
|-----------------------------------------|-----------------------|--------|-------|--------|-----------|-------------------|---------------|-----------------|
| £<br>100                                | Directors             |        |       |        | <br>      | <br>£             | 8.            | d.              |
| 21                                      | Anditora              | •••    | • • • | •••    | <br>      | <br>100           | 0             | 0               |
| 496                                     | Salaries of Secretary | ····   | •••   |        | <br>• • • |                   | 0             | 0               |
| 57                                      | Office Expenses       |        | •••   | •••    | <br>***   | <br>451           | 6             | 6               |
| 1                                       | Advantiging           |        | •••   | •••    | <br>• • 4 | <br>75            | 16            | 6               |
|                                         | Fire Insurance and (  | Nonka? |       |        | <br>      | <br>3             | 19            | 5               |
| 126                                     | Railway Clearing Ho   | JIELKS | Gua   | rantee |           |                   | 15            | 10              |
| 72                                      | Telegraph Expenses    | use    | ***   |        | <br>      | <br>124           |               | 4               |
| 249                                     | Special Expenditure   | ***    | •••   | ***    | <br>+*    | <br>73            | 15            | 2               |
| 60 20                                   | special Expenditure   |        | ***   |        | <br>      | <br>20            | 0             | 0               |
| £1,122                                  |                       | Tota   | 1     | ***    | <br>•••   | <br>895           | 12            | 9               |

NO. 13-CENTRAL IRELAND RAILWAY (Constituted a separate Capital and Undertaking under the Acts of 1866, 1873, 1875, 1877, 1878 and 1896).

|                                                                 |                                               | Amount                                                   | T                                    |                                                               | Amonnt       | Amount<br>received during |                                      |
|-----------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------|--------------------------------------|---------------------------------------------------------------|--------------|---------------------------|--------------------------------------|
|                                                                 | Amount<br>expended to<br>25th March,<br>1896. | expended<br>during<br>half-year,<br>29th Sept.,<br>1896. | expended to<br>29th Sept.,<br>1896.  |                                                               |              | f-yen<br>Sep<br>896.      | S06                                  |
| To EXPENDITURE-                                                 | £ 3. d.                                       | £ 8. d.                                                  | £ 8. d.                              | By RECEIPTS-                                                  | £ 8. d.      | & 8. d.                   | 27,480 0 0                           |
| In and towards Con-<br>struction                                | 49,681 7 8                                    |                                                          | 49,681 7 8                           | Great Western Rebate 39,136                                   | 5            |                           | 39,136 5 5                           |
| paid out of<br>stern Rebate.                                    | 14,111 7 7                                    | 490 15 8                                                 | 14,602 3 3                           |                                                               |              |                           |                                      |
|                                                                 | 63,792 15 3                                   | 490 15 8                                                 | 64,283 10 11                         |                                                               |              |                           |                                      |
| Balance                                                         |                                               | :                                                        | 2,332 14 6                           |                                                               |              |                           |                                      |
|                                                                 |                                               |                                                          | 266,616 5 5                          |                                                               | 266,616 5 5, | *** *** ***               | £66.616 5 5                          |
|                                                                 | No. 14                                        | Centra                                                   | 14Central Ireland I                  | Railway-REVENUE ACCOUNT.                                      | COUNT.       |                           | Cr.                                  |
| EXPENI                                                          | EXPENDITURE.                                  | -                                                        | Half-year ended<br>29th Sept., 1896. | RECEIPTS.                                                     |              |                           | Half-year ended<br>29th Sept., 1896. |
|                                                                 |                                               |                                                          | £ 8. d.                              |                                                               |              | £ 8. d.                   | £ 8. d.                              |
| To Working Expenses (70 per Cent. Gross Receipts)<br>,, Balance | per Cent. Gross                               | s Receipts)                                              | 328 17 2<br>140 18 9                 | By Passengers, (3.820)<br>,, Parcels, Horses & Carriages, &c. | es, &c.      | 136 5 4<br>22 17 4        | 159 2 8                              |

13

0 10

0 00 2

308

: :

Receipts

Miscellaneous

5.5

11 £469 15

Goods, &c..

C1

No. 15. GENERAL BALANCE SHEET.

| Half-year ended<br>29th Sept.,<br>189t. | 3                                                                                              |         | e Stock (£8,541) 5,694 0 0                  | 123 0                                                                          | ls on hand 3,053 5 0 | •                                                                          | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |                                 | sonnection with 2,205 3 10                                                  | £17,625 3 9 |
|-----------------------------------------|------------------------------------------------------------------------------------------------|---------|---------------------------------------------|--------------------------------------------------------------------------------|----------------------|----------------------------------------------------------------------------|------------------------------------------------------|---------------------------------|-----------------------------------------------------------------------------|-------------|
| 2                                       | By Capital Account, Balance at Debit thereof as per                                            |         |                                             |                                                                                |                      | ", Traure Accounts due to the Company .<br>"Debts due by other Companies . | " Amount due by General Post Office                  | " Sundry outstanding Accounts . | ", Suspense Account-Payments in connection with<br>Mullingar Extension Bill |             |
| Half-year ended<br>28th Sept.,<br>1896. | To Net Revenue Account, Balance at 2. 3. d.<br>Credit thereof, as per Account No. 10 4.659 6 4 | 3,383 3 | ". Debts due to other Companies 2,029 12 10 | ", Amount due to Clearing Houses 1,359 17 10<br>", Sundry outstanding Accounts |                      |                                                                            |                                                      |                                 |                                                                             | £17,625 3 9 |

14

## MILEAGE STATEMENT

| Half-year ended 29th Sept., 1896. | ., 1896. |   |     | Miles<br>Authorized.<br>M. C. | Miles<br>Constructed.<br>M. C. | Miles constructing<br>or<br>to be Constructed<br>M. C. | Miles Worked<br>by Engines.<br>M. C. |
|-----------------------------------|----------|---|-----|-------------------------------|--------------------------------|--------------------------------------------------------|--------------------------------------|
| Lines Owned by Company            | :        | : | :   | 59.32                         | 59.32                          | :                                                      | 59.32                                |
| Do. Worked                        | :        | : | *** | 36.10                         | 6.63                           | 29.27                                                  | 6.63                                 |
|                                   |          |   |     | 6F 20                         | A 15                           | 29.27                                                  | 66.15                                |

|                                  | -                                |                                         |                                      |                                 |
|----------------------------------|----------------------------------|-----------------------------------------|--------------------------------------|---------------------------------|
|                                  | ept., 1896.                      | Total.                                  | 71,8125                              | 31,3725                         |
|                                  | Half-year ended 29th Sept., 1896 | W. & C. I. Other Lines<br>Line. Worked. | 4,2594                               | 2094                            |
| EAGE.                            | Half-yea                         | W. & C. I.<br>Line.                     | 67,5534                              | 31,1634                         |
| TIF                              |                                  |                                         | :                                    | :                               |
| AINA                             |                                  |                                         | -                                    | :                               |
| No. 17STATEMENT OF TRAIN MILEAGE |                                  |                                         |                                      | Trains                          |
|                                  |                                  |                                         | 68,214 <sup>k</sup> Passenger Trains | 24,440 Goods and Mineral Trains |
| No. 17                           | ept., 1895.                      | Total.                                  | 68,214§                              | 24,440                          |
|                                  | Half-year ended 29th Sept., 1895 | Other Lines<br>Worked.                  | 33,9594                              | 1,7964                          |
|                                  | Half-year                        | W. & C. I. Other Lines<br>Line. Worked. | 34,255                               | 22,6431                         |

103,185

4,4683

98,7161

92,6544

35,756

56,8983

JOHN N. CAHILL, Chairman.

E. A. NEALE, Secretary.

15

DR.

## CERTIFICATE RESPECTING THE PERMANENT WAY

16

-

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

G. H. JEPHSON, Engineer.

Waterford Terminus, 2nd November, 1896.

## 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

D. McDOWELL, Locomotive Superintendent.

Waterford Terminus, 2nd November, 1896.

## AUDITORS' CERTIFICATE.

We have examined the Accounts of the Waterford and Central Ireland Railway Company for the Half-year ended the 29th September, 1896, 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 eur judgment, ought to be paid thereout.

M. R. STEPHENSON, J. G. POWELL, Auditors.

Head Offices, Waterford Terminus, 6th November, 1896.

Materford, Jungarban, and Lismore

Railway.

## **REPORT OF THE DIRECTORS**

AND

## STATEMENT OF ACCOUNTS.

To 31st December, 1896,

## TO BE SUBMITTED TO THE PROPRIETORS

## AT THE

Filtieth Half-yearly Ordinary General

## Meeting

TO BE HELD AT

THE COMPANY'S OFFICES, NEW QUAY,

IN THE CITY OF WATERFORD,

At Twelve o'Clock noon,

On THURSDAY, the 17th JUNE, 1897.

## DIRECTORS.

W. G. D. GOFF, Esq., J.P., WATERFORD, Chairman. JAMES PENROSE, Esq., J.P., LISMORE CASTLE, Deputy Chairman.

SIR JAMES RAMSDEN, FURNESS ABBEY, BARROW-IN-FURNESS, LANCASHIRE, R. J. USSHER, ESQ., J.P., CAPPAGH HOUSE, LISMORE. C. MORLEY, ESQ., D.L., PORTLAW, COUNTY WATERFORD. CHARLES E. DENNY, ESQ., MAYPARK, WATERFORD.

Waterford, Dungarban, and Lismore Bailway.

NOTICE is HEREBY GIVEN, that the FIFTIETH 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 17th day of JUNE, 1897, at Twelve o'Clock, noon, for the purpose of receiving the Report of the Directors and Statement of Accounts for the past Half-year ; and for transacting the business of the General Meeting.

The Register of Transfers will be closed on and from the roth day of JUNE, until such Ordinary Meeting shall have been held.

W. G. D. GOFF, Chairman.

THOMAS O'MALLEY, Secretary,

Waterford, May 29th, 1897.

Waterford, Bungarban, and Sismore Bailway.

## DIRECTORS' REPORT.

For the Half-year ending 31st Dec., 1896.

The Directors submit the usual detailed Statement of the Traffic Receipts for the half-year ending 31st Dec., 1896 :--

## COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS.

|                                                                             | Half-        | year  | 189 | 96. | Half-         | year 1 | 895 | -  | Iner       | ease, | 189 | 6. | Dec        | reas | ie, '96 |
|-----------------------------------------------------------------------------|--------------|-------|-----|-----|---------------|--------|-----|----|------------|-------|-----|----|------------|------|---------|
| Description.                                                                | No.          | £     | s.  | d.  | No.           | £      | 8.  | d. | No.        | £     | 8.  | d. | No         | £    | s. d.   |
|                                                                             |              |       |     |     | 079           |        | -   |    |            |       |     | _  | -          | -    |         |
| lst Cl. Single                                                              | 2043         | 334   | 8   | 8   | 2393          | 376    | 9   | 6  |            |       |     | -1 | 350        | 42   | 0 10    |
| 3rd ,, ,,                                                                   | 18066        | 1488  | 16  | 6   | 17949         | 1348   | 2   | 3  | 117        | 140   | 14  | 3  |            |      |         |
| lst "Return                                                                 | 4386         | 489   | 15  | 7   | 4656          | 470    | 18  | 11 |            | 19    | 16  | 8  | 270        |      |         |
| 3rd ,, ,,                                                                   | 48872        | 2289  | 15  | 8   | 45772         | 2166   | 3   | 9  | 3100       | 123   | 11  | 11 |            |      |         |
| Excess Fares<br>& Sundries                                                  |              | 31    |     |     |               |        |     |    |            | 2     |     |    |            |      |         |
| Total of Pas-<br>sengers                                                    | 73367        | 4634  | 11  | 5   | 70770         | 4391   | 0   | 9  | 2597       | 243   | 10  | 7  |            |      |         |
| Parcels, Ex-<br>cess Lug-<br>gage, Hor-<br>ses, Carri-<br>ages, Dogs,<br>&c |              | 638   | 14  | 6   |               | 664    | 3   | 7  |            |       |     |    |            | 25   | 9 1     |
| Mails                                                                       | <br>Tons     | 95    | 0   | 0   |               | 95     | 0   | 0  |            |       |     |    |            |      |         |
| Goods & Coals                                                               | 15782        | 3838  | 5   | 8   | Tons<br>15740 | 3762   | 16  | 1  | Tons<br>42 | 75    | 9   | 7  |            |      |         |
| Live Stock                                                                  | No.<br>23833 | 1200  | 15  | 0   | No.<br>27031  | 1431   | 2   | 5  |            |       |     |    | No<br>3198 | 230  | 7 5     |
| Total Traffic<br>Receipts                                                   |              | 10407 | 6   | 7   |               | 10344  | 2   | 10 |            | 63    | 3   | 8  |            |      |         |

In the half-year the Passengers' and Goods' Receipts exhibit an increase of £319 0s. 2d. In Live Stock Traffic, however, there is a falling off amounting to £230 7s. 5d., mainly due to the unsettled condition of the bacon trade at Waterford during the latter months of the half-year.

On the 16th September last the Board of Works informed the Directors that, under instructions from Her Majesty's Treasury, it was their intention to at once advertise the line for sale, in order to realize their mortgage loan of £93,270 with overdue interest. The determination thus announced was so contrary to anything the Directors could have expected, having only twelve months before, on the initiative of the Board of Works, given them an undertaking to complete the relaying of the line within nine years, during which period the entire net earnings, with the consent of the Board, were to be applied to that purpose, that the Directors lost no time in bringing before the Treasury the hardship and injustice of such a proceeding as affecting the interests of the ratepayers of the County and City of Waterford, the Duke of Devonshire, who is so large a creditor of the Company, and the whole body of shareholders. Certain proceedings in Parliament ensued, with the result that further action has been postponed till the Treasury have matured a plan on which they are engaged for dealing with the whole subject.

Replying to a Deputation of Members of Parliament, representatives of public bodies, and ratepayers, which waited on him on 30th April last, the Right Hon. R. W. HANBURY, Secretary to the Treasury, stated :--

"There are three sets of people interested-or rather four.

"In the first place the Directors and shareholders, in "the next place the ratepayers and the locality at "large. We shall endeavour to bear in mind the

" interests of all parties."

Beyond this the Directors have no information to communicate to the shareholders, except to say that any action that may be taken by the Treasury will not affect their position as regards the baronial guarantee.

During the half-year one and a quarter miles of line were relaid with steel rails and crossoted sleepers, making  $18\frac{3}{4}$  miles completed to 31st December last.

The Directors who retire by rotation are R. J. USSHER and CORNELIUS MORLEY, Esquires; the retiring Auditor is J. ALLINGHAM, Esq., all of whom are eligible for re-election.

> W. G. D. GOFF, Chairman. THOMAS O'MALLEY, Secretary.

Board Room, Waterford, May, 29th, 1897.

## Waterford, Bungarban, & Lismore Bailway Company.

## 

HALF-YEAR ENDING 31st DEC, 1896.

|                                                                  | 1                                 | 1       | -  |                                                           |                                                           |                                                           |         |
|------------------------------------------------------------------|-----------------------------------|---------|----|-----------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|---------|
|                                                                  |                                   | Total.  | ÷  |                                                           | 2                                                         | 1                                                         |         |
| NY.                                                              | BALANCE.                          | Loans.  | e4 |                                                           |                                                           |                                                           |         |
| E COMPA                                                          | É                                 | Shares. | £  |                                                           |                                                           |                                                           | -       |
| ID BY TH                                                         | 0 0R                              | Total.  | 4  | 280,000                                                   | 93,333                                                    | 20,000                                                    | 393,333 |
| CREATE                                                           | CAPITAL CREATED OR<br>SANCTIONED. | Loans.  | £  |                                                           | 93,333                                                    | 20,000                                                    | 113,333 |
| IZED ANI                                                         | CAPIT                             | Shares. | ÷  | 280,000                                                   |                                                           |                                                           | 280,000 |
| AUTHOR                                                           | SIZED.                            | Total.  | £  | 280,000                                                   | 93,333                                                    | 20,000                                                    | 393,333 |
| CAPITAL                                                          | Capital Authorized.               | Loans.  | Ş  | 1                                                         | 93,333                                                    | 20,000                                                    | 113,333 |
| MENT OF                                                          | CAPIT                             | 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   |

| CEIVED.                                                              | Amount Amount<br>Uncalled. Unissued. | £<br>ii. Nii.                                                                                                                                                                                                                                                                                                                                              | Nil. Nil. |                                                     | TOTAL RAISED BY LOANS.                 | £113,270 16 8                | 113,333 0 0<br>113,270 16 8                                                                                                               | £62 3 4 |
|----------------------------------------------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------|----------------------------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------|
| PROPORTION RE                                                        | Calls in Amo<br>Arrear. Unca         | £ £<br>Nil. Nil.                                                                                                                                                                                                                                                                                                                                           | Nil. N    | E STOCK.                                            | RAISED BY ISSUE OF<br>DEBENTURE STOCK. | Nil.                         | it No. 1                                                                                                                                  |         |
| SHOWING THE                                                          | Amount<br>Received.                  | £<br>280,000                                                                                                                                                                                                                                                                                                                                               | 280,000   | AND DEBENTUR                                        |                                        | 16 8                         | ed as per Statement                                                                                                                       |         |
| L CREATED,                                                           | Amount<br>Created.                   | £<br>280,000                                                                                                                                                                                                                                                                                                                                               | 280,000   | D BY LOANS                                          | RAISED BY LOANS<br>At 4 per Cent.      | £93,270 16 8                 | of Capital creat                                                                                                                          |         |
| STATEMENT OF SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. |                                      | to a Dividend of 5 per<br>s years, granted for the<br>vay, and for thirty-five<br>r public traffic payable<br>ried off the rateable pro-<br>Waterford, and of the<br>terford.                                                                                                                                                                              |           | No. IIICAPITAL RAISED BY LOANS AND DEBENTURE STOCK. | RAISED BY LOANS<br>At 5 per Cent.      | £20,000 0 0                  | e raised by Loan in respect<br>as above                                                                                                   |         |
| No. IISTATEME                                                        | 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<br>years after its opening for public traffic payable<br>by presentment to be levied off the rateable pro-<br>perty of the County of Waterford, and of the<br>County of the City of Waterford. | Total     | No.                                                 |                                        | Existing at 31st Dec., 1896. | Total Amount authorised to be raised by Loan in respect of Capital created as per Statement No. 1<br>Total amount raised by Loan as above |         |

7.

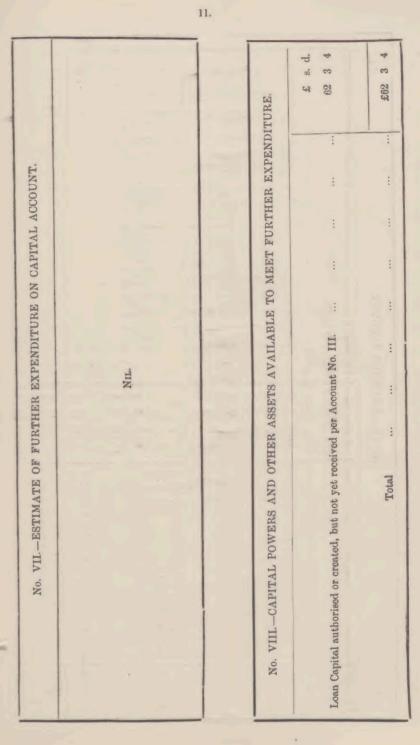
|                                                    |                                                                         |         |                 | _                             | _                            |            | _ |             |
|----------------------------------------------------|-------------------------------------------------------------------------|---------|-----------------|-------------------------------|------------------------------|------------|---|-------------|
| Cr.                                                | Total.                                                                  | £ 8. d. |                 | 280,000 0 0                   | 113,270 16 8                 | 85,029 4 0 |   | 478,300 0 8 |
| T.                                                 | Amount re-<br>ceived during<br>half-year<br>ending<br>31st Dec., 1896.  | £ 8. d. |                 |                               |                              | :          | 1 |             |
| TAL ACCOUN                                         | Amount<br>received to<br>30th June,<br>1896.                            | £ s. d. |                 | 280,000 0 0                   | 113,270 16 8                 | :          |   |             |
| No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |                                                                         |         | BY RECEIPTS:    | Shares (per<br>Account No. 2) | Loans (per<br>Account No. 3) | Balance    |   |             |
| S AND EXPE                                         | Total.                                                                  | £ 8. d. | 6               | 478,300 0 8                   |                              |            |   | 478,300 0 8 |
| IVRECEIPT                                          | Amount ex-<br>pended during<br>half-year<br>ending 31 st<br>Dec., 1896. | £ s. d. | 2               | :                             |                              |            |   |             |
| No.                                                | Amount<br>expended to<br>30th June,<br>1896.                            | £ s. d. |                 | } 478,300 0 8                 | 1                            |            | - |             |
| Dr.                                                |                                                                         |         | TO EXPENDITURE: | On Line open for Traffic.     |                              |            | V |             |

8.

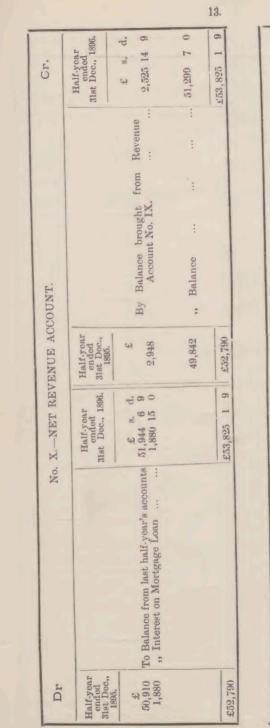
No. V.-DETAIL OF CAPITAL EXPENDITURE FOR HALF.YEAR ENDING 31st DEC, 1896.

NIL.

|                                      |                          |                                   | _                            | _                   |                               |                               |
|--------------------------------------|--------------------------|-----------------------------------|------------------------------|---------------------|-------------------------------|-------------------------------|
| -                                    | KERAL.                   | Timber Trucks                     | 4                            | 4                   | :                             |                               |
|                                      | AND MII                  | enogaW sitteD                     | 50                           | 50                  | :                             |                               |
|                                      | MERCHANDISE AND MINERAL. | Goods Wagons<br>(covered)         | 50                           | 50                  | :                             | •••                           |
|                                      | MERO                     | (open)<br>Wagons<br>Goods or Coal | 31                           | 31                  | :                             |                               |
| K.                                   |                          | Break Vana                        | 9                            | 9                   | :                             | :                             |
| STOC                                 |                          | аярииТ өулгияЭ                    | 61                           | 53                  | :                             | :                             |
| No. VIRETURN OF HIRED WORKING STOCK. | COACHING                 | Horse Boxes                       | 33                           | 66                  | :                             | :                             |
| 10 M 01                              | CoA                      | Composite                         | 61                           | 67                  | :                             | :                             |
| HIRE                                 |                          | sealO bridT                       | 12                           | 12                  | :                             | :                             |
| IN OF                                |                          | First Class                       | 4                            | 4                   | •                             | :                             |
| RETUF                                | Locomotive.              | Tenders                           | 9                            | 9                   | :                             | :                             |
| VIF                                  | Locow                    | Engines                           | L                            | 2                   | :                             | :                             |
| No.                                  |                          | 11-22                             | :                            | :                   | :                             | :                             |
|                                      |                          |                                   | :                            | :                   | -                             | :                             |
|                                      |                          |                                   | Stock on the 30th June, 1896 | Do. 31st Dec., 1896 | Increase during the half-year | Decrease during the half-year |



| Cr.                    | Half-year<br>ended<br>Dec. 31, 1896.      | 13                                                                                                                                                                                                | 10 407 6 7         | 2                  |                    | 76 11 10           |                                                    | 1                                      | £10,483 18 5 |
|------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|----------------------------------------------------|----------------------------------------|--------------|
|                        |                                           | $\pounds$ $\pounds$ $\pounds$ $\pounds$ $d.$<br>4,602 16 6<br>31 14 11<br>638 14 6<br>938 14 6<br>935 0 0                                                                                         | 010                |                    | 3 15 0<br>72 16 10 |                    |                                                    |                                        | 14           |
| JUNT.                  | RECEIPTS,                                 | By Passengers<br>Excess Fares, &c.<br>Parcels, Horses, Car<br>Mails<br>Merchandise & Minerals                                                                                                     | Live Stock         |                    | Rent, &c.          | Milleage of Wagons |                                                    | 1                                      |              |
| INUE ACCC              | Half-year<br>ended<br>Dec. 31,<br>1895.   | £<br>4,362<br>664<br>864<br>3,763                                                                                                                                                                 | 1,431              | ¢                  | 72                 | 1                  |                                                    |                                        | £10,419      |
| No. IXREVENUE ACCOUNT. | Half-year<br>ended<br>Dec. 31, 1896.      | £ 8. d.<br>3,329 1 0<br>1,797 11 7<br>715 2 8<br>2,3275 2 8<br>583 16 11<br>137 19 4                                                                                                              | 8,890 19 10        |                    | 1,510 3 5          | 10,401 3 3         | 2,438 12 3                                         | 7,962 11 0<br>2521 7 5                 | £10,483 18 5 |
| A                      | EXPENDITURE.                              | To Maintenance of Way, { see Abstract A.<br>Works, and Stations { see Abstract A.<br>Locomotive Power<br>Carriage & Wagon Repairs do, C.<br>Traffic Expenses<br>General Charges do, E.<br>Gatemen | C1 -               | Mileage Wagons 576 |                    |                    | Less Received for Working Fermoy &<br>Lismore Line | Balance carried to Net Revenue Account | 1 9          |
| Dr.                    | Half-year<br>ended<br>31st Dec.,<br>1895. | $\pounds$<br>3,602<br>1,787<br>1,787<br>2,339<br>2,339<br>564<br>138                                                                                                                              | 9,033<br>906<br>80 |                    |                    | 10,487             | 3,016                                              | 7,471 2,948                            | £10,419      |



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

NIL.

14.

|                                   | No. XIIABSTRACTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 5.                                                   |                        |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|------------------------|
| Half year<br>ended<br>Dec. 31, 95 | WORKS, &c.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Half-year<br>Dec.                                    | ending 31st<br>, 1896. |
| £167                              | Salaries, Office Expenses, and General<br>Superintendence<br>Maintenance and Renewal of Permanent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | £ s. d<br>173 4 6                                    | .   £ s.               |
| 1641<br>1780                      | Way :Wages<br>Materials                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1698 2 4<br>1364 7 7                                 | 1.75                   |
| 3588<br>493<br>215                | Repairs of Roads, Bridges, Signals & Works<br>Repairs of Stations and Buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 505 16 9<br>161 16 8                                 | - 3235 14 667 13       |
| 4296                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                      | 667 13<br>3903 7 1     |
|                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                      |                        |
| 669<br>26                         | Less received for Old Materials<br>,, Grass Rent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 547 18 4<br>26 8 6                                   | 574 6 10               |
|                                   | MILES MAINTAINED :- Single, 58.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                      | 014 0 10               |
| 3601                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                      | 3329 1                 |
| В.                                | LOCOMOTIVE POWER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                      |                        |
| £<br>36                           | Salaries, Office Expenses, and General<br>Superintendence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | £ s. d.<br>40 2 2                                    | £ 8. (                 |
| 581<br>618<br>40                  | Wages connected with the working of<br>Locomotive Engines<br>Coal<br>Water                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |                        |
| 92                                | Oil, Tallow, and other stores                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 91 10 11                                             | 1360 5 1               |
| 1367<br>317<br>103                | REPAIRS AND RENEWALS :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 339 18 3<br>97 8 3                                   |                        |
|                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                      | 437 6 6                |
| 1787                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                      | 1797 11 7              |
| C. RE                             | PAIRS AND RENEWALS OF CARRIA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | GES AND V                                            | WAGONS.                |
|                                   | CARRIAGES : -<br>Salaries, Office Expenses, and General                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | £ s. d.                                              | £ s. d                 |
| 29<br>184<br>85                   | Superintendence        Wages        Materials                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |                        |
| 298                               | WAGONS :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                      | 283 3 9                |
| 30<br>162<br>113                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 31 13 5<br>200 13 4                                  |                        |
| 110                               | Materials                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 199 12 2                                             | 431 18 11              |
| 603                               | and the second s | 0                                                    | 715 2 8                |

### TRAFFIC EXPENSES. D. Half-year ending Dec. 31, 1896. Half-year ended Dec. 31, 1895 £ s. d. 1664 0 10 Salaries and Wages ... £1687 Water and General Stores 214 8 2 202 75 15 8 Printing, Stationery, and Tickets 73 Rent of Telegraphs .... 136 11 1 136 213 6 4 213 Cartage Miscellaneous (including Travelling) Expenses ... 15 19 10 15 7 11 5 Clothing ... 13 £2,327 13 4 £2339 GENERAL CHARGES. E. £ s. d. £ 100 0 0 100 Directors 12 2 0 10 Auditors 224 10 6 Salaries-Secretary and Accountant ... 223 11 18 2 Office Expenses ... ... ... 16 Advertising, Printing, and Stationery ... 16 17 4 17 30 0 0 Travelling and Miscellaneous Expenses 20 86 19 2 Audit Office Expenses... 80 20 12 6 Arbitration Expenses... 16 38 6 6 38 Fire Insurance 42 10 9 Railway Clearing House Expenses 43 £583 16 11 £563

15.

No. XII. - ABSTRACTS-CONTINUED.

W. G. D. GOFF, CHAIRMAN OF COMPANY. R. T. MORTIMER, Accountant of Company.

| EC., 1896.                        | TOTAL.                                | Miles.<br>54,268 <u>4</u><br>12,3594                           | 66,6273            |
|-----------------------------------|---------------------------------------|----------------------------------------------------------------|--------------------|
| Half-Year Ending 31st Dec., 1896. | W. D. & L.<br>RAILWAY. W. D. & L. RV. | Miles.<br>18,284 <sup>3</sup><br>2,670 <sup>3</sup>            | 45,6724 20,9554 66 |
| HALF-YEAR                         | W. D. & L.<br>RAILWAY.                | Miles.<br>35,9833<br>9,688 <u>4</u>                            | 45,6724            |
|                                   |                                       | Passengers and (toods Trains-Mixed<br>Special Cattle and Goods |                    |
| )EC., 1895.                       | TOTAL.                                | Miles.<br>53,440<br>12,942 <del>4</del>                        | 66,3824            |
| HALF-YEAR ENDING 31ST DEC., 1895. | Line Worked<br>by<br>W. D. & L. Rv.   | Miles.<br>13,0403<br>2,7924                                    | 20,8331            |
| HALF-YEAR                         | W. D. & L.<br>Railway.                | Miles.<br>35,3994<br>10,149½                                   | 45,5843            |

No. XV.-STATEMENT OF TRAIN MILEAGE.

|                         | 6                     | No. N | IIVMILE. | No. XIVMILEAGE STATEMENT. | MENT.                                                                                 |           |                                   |                             |                |
|-------------------------|-----------------------|-------|----------|---------------------------|---------------------------------------------------------------------------------------|-----------|-----------------------------------|-----------------------------|----------------|
| Half-year<br>ended.     |                       |       |          |                           | Half-year                                                                             | ending 31 | Half-year ending 31st DEC., 1896. | 6.                          |                |
| 31st Dec.,<br>1895.     |                       |       |          | Miles<br>Authorized.      | d. Constructed.                                                                       |           | Miles to be<br>Constructed.       | Miles worked<br>by Engines. | orked<br>ines. |
| Miles. Chains.<br>42 71 | Line owned by Company | :     |          |                           | Miles. Chains. Miles. Chains. Miles. Chains. Miles. Chains 42 71 – – 42 71 – – 142 71 | 71 M      | iles. Chains.<br>— —              | Miles. C<br>42              | hains<br>71    |
| 15 21                   | Line Worked ,, ,,     | :     |          | . 15 21                   | 1 15                                                                                  | 21        | 1                                 | 15                          | 21             |
| 58 12                   |                       |       |          | 58 1                      | 12 58                                                                                 | 12        | -                                 | 58                          | 12             |

|                           | 6.                                | Miles worked<br>by Engines. |
|---------------------------|-----------------------------------|-----------------------------|
|                           | 31st DEC., 189                    | Miles to be<br>Constructed. |
| rr.                       | Half-year ending 31st DEC., 1896. | Miles<br>Constructed.       |
| GE STATEMEN               |                                   | Miles<br>Authorized.        |
| No. XIVMILEAGE STATEMENT. |                                   |                             |
|                           | Half-year<br>ended.               | 31st Dec.,<br>1895.         |

|                               | NO | n-TITY        | ENE      | NO. ALLGENERAL BALANCE SHEET.                                         |                 |              | Cr.      |    |
|-------------------------------|----|---------------|----------|-----------------------------------------------------------------------|-----------------|--------------|----------|----|
| To Temporary Loans            |    | 52,0          | £ s. d.  | By Capital Account, Balance at Debit thereof as                       | ebit thereof as |              | £ s. d.  | d. |
| " Sundry Outstanding Accounts |    | . 120,638 0 7 | 0 7      | per Account No. IV                                                    |                 | . 85,029 4 0 | 4 (      | 0  |
| " Amount due Clearing House   | :  |               | 387 19 9 | Net Revenue Account, Balance at Debit thereof<br>as per Account No. X | Debit thereof   | 51,299 7     | 7        | 0  |
|                               |    |               |          | General Stores-Materials on hand                                      |                 | 4,349 0 9    | 0        | 6  |
|                               |    |               |          | Sundry Outstanding Accounts                                           |                 | _            | 551 8 0  | 0  |
|                               |    |               |          | Amount due by General Post Office                                     | :               |              | 107 10 0 | 0  |
|                               |    |               |          | Suspense Account                                                      | ::              | 26,914 2 6   | 01       | 9  |
|                               |    |               |          | Cash at Bankers                                                       | :               | 4,775 8      | 00       | I  |
|                               |    |               |          |                                                                       |                 |              |          |    |
|                               |    | £173,026 0 4  | 4        |                                                                       | -               | £173,026 0 4 | 0        | 4  |

Dr.

16.

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.

Waterford, 24th March, 1897.

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.

Waterford, 24th March, 1897.

JAMES OTWAY, ENGINEER.

AUDITORS' CERTIFICATE.

We hereby certify that we have examined the Half-yearly Accounts of the Waterford, Dungarvan, and Lismore Railway Company, for the Halfyear ending the 31st Dec., 1896, and that they contain a full and true Statement of the Financial Condition of the Company.

> WILLIAM GALLWEY, JOHN ALLINGHAM, JUNR. AUDITORS.

Waterford, 24th March, 1897.

Materford, Limerick and Mestern Railway.

## REPORT OF DIRECTORS

## STATEMENT OF ACCOUNTS

AND

To 31st DECEMBER, 1896,

TO BE SUBMITTED AT THE

## 103rd Half=Yearly Meeting

OF

## THE PROPRIETORS,

TO BE HELD AT THE

OFFICES OF THE COMPANY. WATERFORD TERMINUS,

ON

SATURDAY, THE 20th DAY OF FEBRUARY,

## Directors :

PERCY B. BERNARD, ESQ., D.L., Chairman. Sit FRANCIS WILLIAM BRADY, Bart., Deputy Chairman. SAMUEL BURKE, ESQ., TERENCE MCMAHON, ESQ., Lord Arthur Butler, W. M. Murphy, ESQ., J.P. Lord Castletown of Upper Ossory, Antony O'Connor, Esq., LUCIUS O. HUTTON, ESQ., ALEX. W. SHAW, ESQ., J.P. MARTIN F. MAHONY, ESQ., JOHN N. WHITE, ESQ., J.P.

WATERFORD, LIMERICK AND WESTERN RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the 103rd 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 SATURDAY, the 20th day of FEBRUARY, 1897, at the hour of a Quarter past Twelve o'clock, in the afternoon, for the transaction of the business of a General Meeting.

The Stock and Share Transfer Books of the Company will be closed from SATURDAY, the 6th proximo, inclusive, until after the conclusion of the said Meeting.

By Order,

JOHN J. MURPHY,

Head Offices, Waterford Terminus, 28th January, 1897.

Secretary.

## Waterford, Limerick & Western Railway.

## DIRECTORS' REPORT For the Half-year ending 31st December, 1896.

The following tabulated statement shows the Traffic Receipts of the Company, exclusive of the worked lines and the lines between Claremorris and Collooney, for the half-year ended 31st December, 1896, as contrasted with the corresponding period of the preceding year :--

| Description.                                                                                                                  | Half<br>Dece<br>18                           |                           | er,                          | Half<br>Dece<br>18                                               |                | er,                                         | Increase<br>in<br>1896.                | Decrease<br>in<br>1896.                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------|------------------------------|------------------------------------------------------------------|----------------|---------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Passengers—<br>1st Class Single<br>2nd ,,<br>3rd ,,<br>1st Class Return<br>2nd ,,<br>3rd ,,<br>Periodical Tickets<br>Sundries | 2110<br>9030<br>1392<br>3632<br>13028<br>531 | 2<br>IC<br>I6<br>18<br>I2 | 8<br>10<br>9<br>10<br>4<br>0 | £<br>1209<br>2373<br>9451<br>1603<br>3714<br>13584<br>488<br>323 | 11<br>14<br>15 | d.<br>I<br>I0<br>I<br>6<br>7<br>3<br>7<br>8 | £ s. d.<br>                            | $ \begin{array}{c} \pounds & \text{s. d.} \\ 121 & 11 & 5 \\ 262 & 19 & 0 \\ 420 & 18 & 1 \\ 210 & 7 & 9 \\ 81 & 18 & 9 \\ 555 & 18 & 11 \\ \end{array} $ |
| Total                                                                                                                         | 31320                                        | 3                         | 9                            | 32750                                                            | I              | 7                                           | 31                                     | 1429 17 10                                                                                                                                                |
| Parcels and Miscellaneous<br>Mails<br>Goods<br>Minerals<br>Live Stock                                                         | 4918<br>33514<br>6260                        | 16<br>10<br>15            | 3<br>0<br>10                 | 6011<br>4818<br>31574<br>6053<br>11945                           | 15<br>13<br>8  | 6<br>5                                      | 100 I 3<br>1939 <u>16</u> 6<br>207 7 5 | 344 12 10<br><br>934 4 8                                                                                                                                  |
| Total Traffic Receipts. £                                                                                                     | 92692                                        | 0                         | 6                            | 93153                                                            | 10             | 8                                           |                                        | 461 10 2                                                                                                                                                  |

The receipts arising on the lines between Claremorris and Collooney are not included in the foregoing statement, so as to preserve a correct comparison. The lines having been opened on the 1st October, 1895, only three months' receipts were obtained in the half-year ending December, 1895, compared with six months' receipts in the half-year now closed.

.1

Five miles, 428 yards of the permanent way were re-laid with steel rails and creosoted sleepers during the past half-year, and the cost charged to revenue. The length of the line owned by the Company now laid in steel represents  $97\frac{1}{2}$  per cent., leaving less than seven miles to be re-laid.

In the Locomotive, Carriage and Wagon Department the renewals have received careful attention. Four engines received extensive repairs, two passenger brake vans were built, and 17 covered wagons and one open coal wagon re-constructed, and the cost charged to revenue. Thirty coal wagons were built in our workshops; and six carriages and one 20-ton travelling crane were purchased under contracts, and, being additions to stock, the cost has been charged to capital account. The additions to the carriage and wagon shops at Limerick have been completed.

The capital expenditure amounted to  $\pounds_{12,495}$ , the details of which are shewn in statement No. 5 annexed.

Lines of railway are being projected—one to connect Waterford with the Dublin, Wicklow and Wexford Company at New Ross, and another to connect Waterford with Rosslare Harbour. Your Directors consider the line connecting Waterford with New Ross, promoted by the Dublin, Wicklow and Wexford Company, likely to be of advantage to your Company. The necessary steps will be taken in Parliament to protect your interests as to both lines as occasion may require. A Wharncliffe meeting, to approve the permissive clauses of the Bill promoted by the Dublin, Wicklow and Wexford Company, will be held, of which due notice will be given.

The interest paid upon the Debenture Stock amounted to  $\pounds$ 19,649 17s. 11d., and the balance available for Dividend is  $\pounds$ 20,655 17s. 1d. The dividends upon the Preference Stocks and Shares will absorb  $\pounds$ 19,166 13s. 4d., leaving a balance of  $\pounds$ 1,489 3s. 9d. to be carried forward to the current half year.

The Directors who retire by rotation are Messrs. Bernard, Burke, McMahon and Murphy, and, being eligible, they offer themselves for re-election.

5

Mr. Anthony Cadogan is the auditor, who retires by rotation, and he offers himself for re-election.

## By Order,

PERCY B. BERNARD, Chairman. JOHN J. MURPHY, Secretary.

Board Room,

Waterford, 5th February, 1897.

P.S.—A Proxy Form is enclosed herewith, and any proprietor who is unable to attend in person is requested to complete and return it so as to reach the Secretary not later than the morning of Thursday, the 18th inst.

RECEIPTS OF TRAFFIC COMPARATIVE STATEMENT

.

THE WATERFORD, LIMERICK & WESTERN RAILWAY COMPANY'S SYSTEM (LINES OWNED & LEASED) FROM IST JANUARY, 1586.

|         | ed Receipts. Year ending Receipts. |           | <i>k</i> |                 | 1000    | 102,904 3, 1087 191,984 | 103,368 » , 1888 192,622 | IO8,246 1880 202 008 |         | 22 23      | 33 33   | 104,107 , , 1892 196,942 | 104,829 ,, ,, 1893 198,970 | 112,693 1804 710 89. | 114.03A    |         |
|---------|------------------------------------|-----------|----------|-----------------|---------|-------------------------|--------------------------|----------------------|---------|------------|---------|--------------------------|----------------------------|----------------------|------------|---------|
|         | Worked<br>on                       | alst Dec. |          | 272             |         |                         | 280                      | 280                  | 280     | 000        |         |                          | 280                        | 297                  | 3508 8     |         |
|         | Half-year ending                   |           |          | 31st Dec., 1886 | ·· 1887 | 000                     | ,, ,, 1000               | », 1889              | ,, 1890 | ISOT       | 1800    | 2001 (1 (1               | »» », 1893                 | " " I894 …           | " " I895 … | 2000    |
|         | Receipts.                          |           | £        | 84,654          | 89,080  | 80.250                  | +0-10-                   | 94,762               | 98,535  | 98,852     | 92.835  | 11110                    | 94,141                     | 107,191              | 108,906    | 116.012 |
| Miles . | Worked<br>on<br>30th June.         | 1         |          | 272             | 272     | 280                     | 00                       | 700                  | 280     | 280        | 280     | 280                      | -                          | 297 +                | 297        | 350%    |
|         | Half-year ending                   |           |          | 30th June, 1886 | » 1887  | » 1888                  | 1880                     | 6000                 | " 1890  | ,, 1891 ,, | 1, 1892 | ,, 1893                  |                            |                      | , 1895     | , 1896  |
|         | Half-J                             |           |          | 30th Ju         | 66      | 6 6 6 6                 |                          |                      | 6 6 6   | 5 2 2      | 3.9 5   | 3.9                      |                            | 66 66                | 53 33      | 55 55   |

6

Tralee and Fenit Line (8 miles) opened 5th July, 1887.
Tuam and Claremorris Line (17 miles) opened 3oth April, 1894; also receipts under Great Western agreement included in traffic receipts instead of Special Entry in Revenue a/c, No. X.
& Claremorris and Collooney Lines (47 miles) and running powers into Sligo, from 1st October, 1895.

## STATEMENT OF ACCOUNTS

TO 31st DECEMBER, 1896.

WATERFORD, LIMERICK AND WESTERN RAILWAY COMPANY.

STATEMENT OF ACCOUNTS FOR HALF-YEAR ENDED 31st DEC, 1896.

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

|                                        |                        |                                          | -                                                             |                                                                                                                                                 |                                                                      |                   |                               |                   |                                               |                 |                            |
|----------------------------------------|------------------------|------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-------------------|-------------------------------|-------------------|-----------------------------------------------|-----------------|----------------------------|
|                                        | Total                  | 2                                        | 373                                                           |                                                                                                                                                 |                                                                      |                   | ECE, E                        | E . e E           |                                               | 2.10            | :                          |
| BALANCE.                               | Loans                  | 2                                        | :                                                             |                                                                                                                                                 | ::                                                                   | ::                | : : :                         | : :):             | : : :                                         |                 |                            |
|                                        | Stock<br>and<br>Shares | 2                                        | 371                                                           |                                                                                                                                                 | ::                                                                   | ::                |                               | : ::              | 374                                           |                 |                            |
| ANCTIONED.                             | Total                  | ×                                        | I,137,4623                                                    | 66,600<br>30,000<br>12,000                                                                                                                      | 42,000<br>66,600                                                     | 459,150           | 50,000<br>133,000             | 38,431<br>289,000 | 2,552,5233                                    | 69,7983         |                            |
| CAPITAL CREATED OR SANCTIONED.         | Loans                  | ×                                        | 297,500                                                       | 16,600<br>7,000                                                                                                                                 | 7,000<br>16,600                                                      | 184,900           | 33,000                        | 38,431<br>289,000 | 949,031                                       |                 | 040.021                    |
| CAPITAL (                              | Stock<br>and<br>Shares | 4                                        | 839,962                                                       | 50,000<br>23,000<br>12,000                                                                                                                      | 35,000<br>50,000<br>69,280                                           | 274,250           | 50,000<br>100,000<br>75,000   |                   | I,603,492§                                    | 69,7983         | 1,673,201                  |
| RIZED.                                 | Tutal                  | £<br>1,000,000                           | 17,500<br>120,000                                             | 1, 137, 500<br>66, 600<br>30, 000<br>12, 000                                                                                                    | 42,000<br>66,600<br>103,280                                          | 459,150<br>25,000 | 50,000<br>133,000<br>100,000  | 38,431<br>289,000 | 2,552,561                                     | 69,798 <u>1</u> | 2.622,3594                 |
| CAPITAL AUTHORIZED.                    | Loans                  | k<br>250,000                             | 17,500<br>30,000                                              | 297,500<br>16,600<br>7,000                                                                                                                      | 7,000-<br>16,600<br>34,000                                           | 184,900           | 33,000<br>25,000              | 38,431<br>289,000 | 949,031                                       | :               | -                          |
| CAPI                                   | Stock<br>and<br>Shares | £<br>750,000                             | <br>90,000                                                    | 840,000<br>50,000<br>23,000<br>12,000                                                                                                           | 35,000<br>50,000<br>69,280                                           | 274,250           | 75,000                        |                   | I,603,530                                     | 69,7984         | Total £ 1,673,3284 949,031 |
| ACTS OF PARLIAMENT, OR CERTIFICATER OF | THE BOARD OF TRADE.    | Waterford and Limerick Railway Act, 1845 | Limerick and Foynes ", 1850<br>Waterford and Limerick ", 1853 | Waterford and Limerick ,, 1860<br>Athenry and Ennis Junction ,, 1862<br>Waterford and Limerick, Limerick and<br>Fournes and Reichlood, 2010 and | on Railway Act<br>nerick<br>leconnell (Transfer)<br>rick Railway Act |                   | rick ",<br>Certificates under |                   | Nominal addition to, Capital on Consolidation | Shares          | Total £1                   |

8

NO. IA.-STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY FOR COLLOONEY AND CLAREMORRIS LINES.

| 1                              |                                 |    |                                                                                                                                               |                                             |                                                            |
|--------------------------------|---------------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------------------------------------|
| s.                             | Total                           | 5  | -                                                                                                                                             | 420                                         | 420                                                        |
| BALANCE.                       | Shares Government<br>Grant      | t. |                                                                                                                                               |                                             |                                                            |
|                                | Shares                          | 2  | :                                                                                                                                             | 420                                         | 420                                                        |
| R SANCTIONED.                  | Total                           | ę  | 171,000                                                                                                                                       | 98,580                                      | 269,580                                                    |
| CAPITAL CREATED OR SANCTIONED. | Government<br>Grant<br>received | £  | 80,000 91,000 171,000 80,000 91,000                                                                                                           | 29,000                                      | I 50,000                                                   |
| CAP                            | Shares                          | E. | 80,000                                                                                                                                        | 39,580                                      | 119580                                                     |
| ZED.                           | Total                           | £  | 171,000                                                                                                                                       | 99,000                                      | 270.000                                                    |
| CAPITAL AUTHORIZED.            | Govern-<br>ment<br>Grant        | ×  | 91,000                                                                                                                                        | 40,000 59,000 99,000 39,580                 | I 50,000                                                   |
| CAPIT.                         | Shares                          | 4  | 80,000                                                                                                                                        | 40,000                                      | I 20,000                                                   |
|                                |                                 |    | <ol> <li>The Waterford and Limerick<br/>(Collonorgy and Swineford)<br/>Railway Order, 1892</li> <li>Waterford and Limerick (Clare-</li> </ol> | morris to Swineford) Railway<br>Order, 1892 | Total, $\cancel{k}$ 120,000 150,000 270.000 119580 150,000 |

No. II.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. DESCRIPTION. Amount Amount Amount Amount Amount Created. Connoilidations on Toral. Unissued.

|                                                                                                                                                                                                                             | (*                                    |                                                | Consolidations.               |                                       |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------------|-------------------------------|---------------------------------------|---------------------|
| Ordinary £50 Shares                                                                                                                                                                                                         | 598,450<br>6621                       | \$ 597,550                                     | 3                             | * ::                                  | £<br>1,562 <u>4</u> |
|                                                                                                                                                                                                                             | 599, 1123                             | 597,550                                        | ::                            | 597,550                               | I,562½              |
| 4 per cent. Consolidated Preference Stock, $\dots$ 1873 Act 53 per cent. Preference $\pounds 25$ Shares $\dots$ 1873 Act 5 per cent. Perpetual Preferential Stock $\dots$ 33 per cent. Perpetual Preferential Stock $\dots$ | 710,426<br>28,275<br>8,450<br>327,033 | 662,060 <u>3</u><br>28,275<br>7,675<br>275,005 | 42,565 <u>4</u><br><br>27,233 | 704,626<br>23,275<br>7,675<br>302,238 | 5,800<br><br>24,795 |
|                                                                                                                                                                                                                             |                                       |                                                |                               |                                       | 1000 00             |

No. IIA.-STATEMENT OF SHARE CAPITAL CREATED FOR COLLOONEY AND CLAREMORKIS LINES, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION                                                                        | Amount<br>Created | Amount<br>eceived | Amount<br>Unissued |
|------------------------------------------------------------------------------------|-------------------|-------------------|--------------------|
| 4 per cent. L'10, Baronial Guaranteed Shares, Co. Sligo<br>4 per cent. ,, Co. Mayo | 80,000<br>39,580  | 80,000<br>39,580  | * : :              |
| Total,                                                                             | 119,580           | 19,580            | :                  |

No. III.-CAPITAL RAISED BY DEBENTURE STOCK.

|                                                                                                                                |          |           |          |                      | RAISED BY I           | RAISED BY ISSUE OF DEBENTURE<br>STOCKS. | ĸĸ                                | Total                |
|--------------------------------------------------------------------------------------------------------------------------------|----------|-----------|----------|----------------------|-----------------------|-----------------------------------------|-----------------------------------|----------------------|
|                                                                                                                                |          |           |          | At 4<br>per<br>cent. | At 44<br>per<br>cent. | At 4#<br>per<br>cent.                   | At 4 <sup>§</sup><br>per<br>cent. | Debenture<br>Stocks. |
|                                                                                                                                |          |           |          | k                    | £                     | 2                                       | K.                                | £ s. d.              |
| Existing at 30th June, 1896                                                                                                    | :        |           | :        | 508,240              | 41,150                | 10,000                                  | 372,974                           | 932, 364 0 0         |
| Existing at 31st December, 1896                                                                                                |          | :         |          | 508,240              | 41,150                | 10,000                                  | 372,974                           | 932,364 0 0          |
| Increase                                                                                                                       |          | :         | :        | :                    | :                     | :                                       | :                                 |                      |
| Decrease                                                                                                                       |          | :         | :        | :                    | :                     | 1                                       | - I                               | : :                  |
| Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per<br>Statement No. I | raised b | y Loans a | and by D | ebenture Stock       | s in respec           | et of Capital o                         | created, as per                   | per 040.021 0.0      |
| Total Amount raised by Debenture Stocks, as above                                                                              | Stocks,  | as above  | :        |                      |                       | :                                       |                                   | ) (                  |

.... 932,364 0 0 £ 16,667 0 0

Balance, being availab Borrowing Powers at close of 31st December, 1896

|                                                    |                                                                                                                 |                  |                                               |                                      |                           |                                                         | -                          |           |                  | 0                                         | 0                         | 101     | 9       |
|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------------|--------------------------------------|---------------------------|---------------------------------------------------------|----------------------------|-----------|------------------|-------------------------------------------|---------------------------|---------|---------|
| Í                                                  |                                                                                                                 | d.               | 0                                             | 0                                    |                           | H                                                       | H                          | 0         |                  |                                           | 2                         | 2       |         |
| Cr.                                                | 1 to<br>1896                                                                                                    | ŝ                | OI                                            | 0                                    |                           | 18                                                      | 00                         |           | C                | 0                                         |                           |         | 1       |
| 0                                                  | Total<br>ceived<br>Dec., 1                                                                                      |                  | 565                                           | 364                                  |                           | 9,383 18                                                | 313                        |           | 3                | 580                                       | 7,356                     | 936     | 594     |
|                                                    | Total<br>Received to<br>31st Dec., 1896.                                                                        | 2                | 10,                                           | 932,364 0                            |                           | 6,                                                      | I 2,                       | 0         | 50,000           | 119,580                                   | 7.                        | 276,936 | 27,594  |
|                                                    | 318                                                                                                             |                  | 0 1,570,565 10                                | 6                                    |                           |                                                         | 62,512,313                 |           | -                |                                           |                           |         |         |
|                                                    | 96                                                                                                              | d.               |                                               |                                      |                           | 9                                                       |                            |           |                  |                                           |                           |         |         |
|                                                    | Amount<br>Received<br>during<br>Half-year<br>31st Dec., 1896                                                    | ŝ                | OI                                            |                                      |                           | 153 13                                                  | 3                          |           | 5                |                                           | 1                         | :       | 6       |
|                                                    | Amount<br>Received<br>during<br>Half-year<br>st Dec., 18                                                        |                  | 96                                            | 1                                    |                           | 53                                                      | 50                         |           |                  |                                           | :                         |         |         |
|                                                    | R Hd dd                                                                                                         | 2                | I "6                                          |                                      |                           | _                                                       | 7 49,350                   | 6         |                  |                                           |                           | 10      |         |
| i                                                  | the second se | d.,              | 0 49, I 96 IO                                 | 0                                    |                           | ~                                                       | 1                          | 1         | 0                | 0                                         | 0                         | 0       |         |
| N                                                  | Amount<br>Received to<br>30th June, 1896                                                                        |                  | 0                                             | 0                                    |                           | 4                                                       | 4                          |           | 0                | 0                                         | 2                         | S       |         |
| OC                                                 | Amount<br>Received to<br>th June, 189                                                                           | ŵ                | 60                                            | 4                                    |                           | 0                                                       | 63                         |           | 8                | 119,580                                   | 7,356                     | 36      |         |
| CC                                                 | Amo                                                                                                             | 72               | 1,36                                          | 2,36                                 |                           | 9,230                                                   | 2,9                        |           | 0,0              | 9.5                                       | 7,3                       | 276,936 |         |
| A .                                                | Reg                                                                                                             |                  | I, 521, 369                                   | 932,364                              |                           | 2                                                       | 2,462,963                  |           | I 50,000         | 11                                        |                           | 27      |         |
| IV.                                                |                                                                                                                 | 1                |                                               |                                      |                           | Su Su                                                   | 1 (1                       |           |                  | er<br>A.                                  | aro-                      |         |         |
| LId                                                | 15.1                                                                                                            | 1                | Shares and Stock,<br>per A/c No. II           | Dehenture Stock,<br>per A/c No. III. | es                        | gain, less Discount<br>allowed on Issuing<br>Shares, &c |                            |           | Government Grant | Baronial Shares. per<br>Account, No. IIA. | Baro-                     |         |         |
| CAI                                                | 1                                                                                                               | <br>LS           | Sto.                                          | Sto.                                 | har                       | DIS<br>n Is<br>c.                                       |                            |           | nt C             | No                                        | res                       |         |         |
| Z                                                  | 1.                                                                                                              | IP               | n on o                                        | c N                                  | s p                       | gain, less Di<br>allowed on I<br>Shares, &c.            |                            |           | Imei             | al Sl                                     | emium on<br>nial Shares   |         | e       |
| 0                                                  |                                                                                                                 | ECI              | A/6                                           | entu<br>A/                           | eite                      | n, lo<br>we<br>ares                                     |                            |           | ern              | onia<br>cou                               | ul S                      |         | Balance |
| RE                                                 |                                                                                                                 | BY RECEIPTS :    | per                                           | )eh(                                 | Forfeited Shares          | Shall                                                   |                            |           | GOV              | Bar                                       | Premium on<br>nial Shares |         | Bal     |
| TU                                                 |                                                                                                                 | P P              |                                               |                                      |                           |                                                         | 2                          | 5         | -                |                                           | E E                       |         |         |
| No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |                                                                                                                 | q.               | 00                                            |                                      | 0                         |                                                         | 00                         | -         |                  |                                           | 3                         |         |         |
| EN                                                 | to<br>1896                                                                                                      | ŝ                | 14                                            | ç                                    | 20                        |                                                         |                            |           |                  |                                           | -                         |         |         |
| XP                                                 | Total<br>ended<br>Dec.,                                                                                         |                  | 493                                           |                                      | 012                       |                                                         | 894                        | 401       |                  |                                           | .44                       |         |         |
| E                                                  | Total<br>Expended to<br>31st Dec., 1896                                                                         | 12               | 2,126,493 14                                  |                                      | 303,012 18                |                                                         | I 15,894                   | 2,545,401 |                  |                                           | 271,442 13                |         |         |
| QN                                                 | E) 31s                                                                                                          |                  | 2,1                                           |                                      | (4)                       |                                                         |                            | 2,5       |                  |                                           |                           |         |         |
| A                                                  |                                                                                                                 | 1                | 5                                             |                                      | I                         |                                                         |                            | 10        |                  |                                           | 4                         |         |         |
| TS                                                 | Amount<br>Expended<br>during<br>Half-year<br>31 at Dec., 1896                                                   | d.               | 5,696 18 6                                    |                                      | 6,798 7 11                |                                                         |                            | 9         |                  |                                           | 4                         |         |         |
| EIF                                                | Amount<br>Expended<br>during<br>Half-year                                                                       | - vi             | 1 0                                           |                                      | 00                        |                                                         | ÷                          | 2         |                  |                                           | 0                         |         |         |
| C                                                  | Annount<br>Expended<br>during<br>Half-year                                                                      | 42               | ,69(                                          |                                      | .79                       |                                                         |                            | ,49       |                  |                                           | 3,322                     |         |         |
| -R]                                                | I                                                                                                               |                  |                                               |                                      | 3 6                       |                                                         | 1                          | 0 12,495  |                  |                                           |                           |         |         |
|                                                    | 36                                                                                                              | d.               | 0                                             |                                      | 3                         |                                                         | 00                         |           |                  |                                           | 268,120 8 10              |         |         |
| Ξ.                                                 | Amount<br>Expended to<br>30th June, 1896                                                                        | in               | 16                                            |                                      | 296,214 10                |                                                         |                            | 15        |                  |                                           | 0                         |         |         |
| °Z                                                 | Amount<br>cpended 1<br>h June, 1                                                                                |                  | 961                                           |                                      | 214                       |                                                         | 894                        | 606       |                  |                                           | 120                       |         |         |
|                                                    | An                                                                                                              | 42               | 20,                                           |                                      | 66,                       |                                                         | 15,                        | 2,532,905 |                  |                                           | 268                       |         |         |
|                                                    | 8.98                                                                                                            |                  | 2,1                                           |                                      |                           |                                                         | н                          | 1 2       |                  |                                           |                           |         |         |
|                                                    |                                                                                                                 | 1                | nes open for<br>Traffic (No. V.) 2,120,796 16 |                                      | WORKING SUCCA<br>(No. V.) | 0                                                       | s, 115,894                 |           |                  | ď                                         | ;                         |         |         |
|                                                    | 1 1 1                                                                                                           | 12               | or<br>V.                                      | +                                    | 12                        | to                                                      | P-                         |           |                  | 101                                       | Se                        |         |         |
|                                                    |                                                                                                                 | Int              | 0.                                            | 100                                  | 0.0                       | sue                                                     | other Railway &c. (No. V.) |           |                  | \$* C                                     | morris Lines              |         |         |
|                                                    |                                                                                                                 | ICIN             | oper                                          |                                      | E.                        | ptic                                                    | No                         |           |                  | 1101                                      | 'is ]                     |         |         |
|                                                    |                                                                                                                 | 1 d              | s office                                      |                                      | KIN                       | cri                                                     | her<br>c. (                |           |                  | 400                                       | TOLI                      |         |         |
| . 6                                                |                                                                                                                 | TO EXPENDITURE : | Lines open for<br>Traffic (No. V.             |                                      | VOL                       | Subscriptions                                           | & ot                       |           |                  | Colloner & Clare.                         | 100                       |         |         |
|                                                    | 1.80                                                                                                            | L                |                                               |                                      | -                         | 03                                                      |                            |           |                  |                                           | ten Lineau contra         |         | -       |

11

2,816,843 14 7

2

2,816,843 14 7

£ 2,801,026 3 10 15,817 10 9

| d.   k s. d.             | 7                                         | IO                             | 9                                                                | 4                                     | 63 (                                | × | 0 | 9    | 7   | 0 | 4    |                                               | 2,090 18 0      |                                  | ~                                                   | 23 | 0 6,798 7 11 |
|--------------------------|-------------------------------------------|--------------------------------|------------------------------------------------------------------|---------------------------------------|-------------------------------------|---|---|------|-----|---|------|-----------------------------------------------|-----------------|----------------------------------|-----------------------------------------------------|----|--------------|
| k 5.                     | 61 I2                                     | 305 3                          | 41 9                                                             | 20 16                                 | -                                   |   |   | 49 7 |     |   | 35 0 | 5,946 18<br>250 0                             |                 | 9 861 9                          |                                                     | H  | 510 0 0      |
|                          |                                           |                                |                                                                  |                                       | : (                                 |   | : |      | : • |   | :    |                                               |                 |                                  |                                                     |    | :            |
| LINES OPEN FOR TRAFFIC : | Sundry Works at Limerick. Tuam and Trata. | Expenses, re Purchase of Lands | Arbitrators' Fees and Costs, Re-Works. Tuam and Claremore I inc. | Additional Locomotive Works, Limerick | New Station-house and Works, Tubber |   |   | :    | ock |   |      | <i>Creatit</i> —Waterford Extension—Hulk Sold | WORKING STOCK : | Additional Carriages, Wagons, &c | Board of Trade Requirements-Vacuum Automatic Brakes |    |              |

|                            |                          |                              |                              |                 | - | _                             |                               |
|----------------------------|--------------------------|------------------------------|------------------------------|-----------------|---|-------------------------------|-------------------------------|
|                            |                          | Toral.                       | 1,214                        | I,245           |   | 31                            |                               |
|                            | 1                        | Stores Van.                  | 1                            | I               |   | :                             | :                             |
|                            | CAL.                     | Travelling Cranes            | I                            | 5               |   | I                             | :                             |
|                            | MERCHANDISE AND MINERAL. | Locomotive Coal<br>Wagons.   | 43                           | 43              |   | :                             | :                             |
|                            | AND                      | Permanent Way<br>Wagons.     | 23                           | 25              |   |                               | :                             |
|                            | ANDISF                   | Timber Trucks.               | 32                           | 32              |   | :                             | :                             |
|                            | ERCH                     | Cattle Wagons.               | 168                          | 168             |   | :                             | :                             |
|                            | 2                        | Gooda Wagona<br>(Covered).   | 712                          | 712             |   | :                             |                               |
| VIRETURN OF WORKING STOCK. |                          | (Open).<br>Wagons<br>(Open). | 232                          | 262             |   | 30                            | :                             |
| 5 =                        |                          | .JATOT                       | 162                          | 168             |   | 0                             | ;                             |
| KIN                        |                          | Accident Brake<br>Pilot Van. | I                            | I               |   | :                             | :                             |
| VOR                        |                          | Coods Brake                  | 24                           | 24              |   |                               |                               |
| DF 1                       | ë.                       | Passenger Brake<br>Vans.     | 22                           | 22              |   |                               | :                             |
| Z                          | COACHING.                | Carriage Trucks.             | 7                            | 7               | 1 | • : 1                         | :                             |
| TUF                        | Co                       | Horse Boxes.                 | 16                           | 91              | E | 1                             | :                             |
| RE                         |                          | Composite.                   | 37                           | 39              | 1 | 61                            | :                             |
| VI                         |                          | Third Class.                 | 52                           | 57              |   | 5                             | :                             |
| No.                        |                          | First Class.                 | 3                            | 61              |   |                               | I                             |
|                            | TIVE                     | Tenders.                     | 41                           | 41              | L | :                             |                               |
|                            | LOCOMOTIVE               | Engines.                     | 45                           | 54              |   | :                             | :                             |
|                            |                          |                              | Stock on the 30th June, 1896 | 31st Dec., 1896 | 1 | f-year                        | f-year                        |
|                            |                          |                              | June,                        | Dec.            | r | e hal                         | le hal                        |
|                            |                          |                              | 3oth                         | 31st            |   | ng th                         | ng th                         |
|                            |                          |                              | 1 the                        |                 |   | duri                          | c duri                        |
| PIL                        |                          |                              | ock or                       |                 |   | Increase during the half-year | Decrease during the half-year |
| L. E.                      |                          |                              | Sto                          |                 |   | Inc                           | De                            |

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

|                                                                                                                                |              |          |         |      |     |      | FURI                                                     | FURTHER EXPER                        | EXPRNDITURE. |
|--------------------------------------------------------------------------------------------------------------------------------|--------------|----------|---------|------|-----|------|----------------------------------------------------------|--------------------------------------|--------------|
|                                                                                                                                |              |          |         |      |     |      | During the<br>Half-Year<br>ending<br>30th June,<br>1897. | e In<br>subsequent<br>Half<br>Years. | It Total.    |
| LINES OPEN FOR TRAFFIC :                                                                                                       |              |          |         |      |     |      | 4                                                        | 4                                    | 3            |
| Cattle Pens, Signal and Gate Houses, &c.                                                                                       |              | :        | :       | :    | :   |      | 251                                                      | 202                                  | 018          |
| Fergus Briage (Ennis Line)                                                                                                     | ÷            | :        | :       | :    |     | : :  |                                                          | 100                                  | 150          |
| Trinovani Vard Model                                                                                                           |              | ••••     |         |      |     | :    |                                                          |                                      | ACT I        |
| House on Nounth Dard                                                                                                           |              | :        |         | :    |     | :    |                                                          | 676                                  |              |
| Sundry Plant for Locomoting Document                                                                                           | ••••         | ÷        | ••••    | ;    | ••• | :    |                                                          |                                      |              |
| Caher Vard Alterations                                                                                                         |              |          | ÷       | đ    |     | •••• |                                                          | 897                                  | 807          |
| Board of Trade remirerownes. Interlocking and Diod. W                                                                          | 1. VR71-2    | :        | :       | :    |     | :    |                                                          |                                      | 741          |
| Works at Limerick                                                                                                              | K WOTKING    | :        | :       | :    |     | :    | I,508                                                    |                                      | 1.508        |
|                                                                                                                                | ;            | :        | ••••    | ÷    |     | •••  | 113                                                      | :                                    | 113          |
|                                                                                                                                | :            | :        |         | :    |     |      | 199                                                      | :                                    | 199          |
| Works at Ennis                                                                                                                 | :            | :        |         | ÷    |     | :    | 192                                                      |                                      | 192          |
| Additional Works, Locomotive Department Timerial                                                                               |              |          | :       |      | ) i | :    | I,000                                                    |                                      | I,000        |
|                                                                                                                                | 4            |          | •••     |      |     |      | 342                                                      |                                      | 342          |
| merich                                                                                                                         | :            | :        | ••••    |      |     | •••• | 41                                                       |                                      | 17           |
|                                                                                                                                | •••          | :        |         | :    | 1   | •••• | 260                                                      |                                      | 260          |
| Telegraphs, Battery Houses, &c. Tuam and Claramorris I inc.                                                                    | wie Tino     | ••••     |         |      |     | •••• | 31                                                       |                                      | 31           |
| Coal Stage Denot and Fourisment Timerich                                                                                       | TILS LINE    | ł        |         | :    |     | •    | 300                                                      | :                                    | 300          |
| Half Cost of Passenger Footbuildee Dialtil                                                                                     | :            | ••••     | :       | •••• |     | •••• | 456                                                      |                                      | 456          |
| Improvement of Gradients Athanes and Fanis Costing                                                                             | :            | :        | :       | 1    |     | :    | 125                                                      |                                      | 125          |
| and the second and the second and the second                                                                                   |              | :        | 1       | ÷    | 9   | :    | I,520                                                    |                                      | I,520        |
| LINES IN COURSE OF CONSTRUCTION :                                                                                              | ÷            | :        | ÷       | :    | ÷   | :    | Not                                                      | Ascer                                | tained       |
| Working Stock :<br>Additional Engines, Carriages, Wagons and Horse Boxes<br>Board of Trade requirementsVacuum Automatic Brakes | xes<br>rakes | : :      | 6       | : :  | Ð.  | ::   | I5,585<br>100                                            | I,766                                | 17,351       |
|                                                                                                                                |              |          |         |      |     |      |                                                          |                                      |              |
| I otal Estimated further Expenditure of Capital                                                                                | er Expendi   | iture of | Capital | :    | :   | X    | 23,134                                                   | 3,846                                | 26,980       |
|                                                                                                                                |              |          |         |      |     | -    |                                                          |                                      |              |

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

| s. d.<br>0 0                                                                           | 420 0 0                               | 0          | 1 6                                                  | 18 6          |
|----------------------------------------------------------------------------------------|---------------------------------------|------------|------------------------------------------------------|---------------|
| <i>k</i> s. d.<br>32,970 0 0                                                           | IC                                    | 50,057 0 0 | 27,594 I 6                                           | £ 22,462 18 6 |
| :                                                                                      | 1 10                                  |            |                                                      | · .           |
| :                                                                                      |                                       |            | :                                                    | •             |
|                                                                                        |                                       |            | :                                                    | :             |
| and II.                                                                                | Nos. IA. and IIA.<br>Nos. I. and III. |            | :                                                    | :             |
| nts Nos. I.                                                                            | Nos. I.<br>Nos. I.                    |            | :                                                    | Total         |
| per Accou                                                                              |                                       |            | ł                                                    |               |
| yet received,                                                                          |                                       |            | unt No. IV.                                          |               |
| ed, but not                                                                            |                                       |            | it, per Acco                                         |               |
| ed or creat                                                                            | ditto<br>ditto                        |            | ital Accour                                          |               |
| al authoriz                                                                            | ee<br>al                              |            | nce at Cap                                           |               |
| Share Canital authorized or created, but not yet received, per Accounts Nos. I. and II | ",<br>Loan Capital                    |            | Less-Balance at Capital Account, per Account No. IV. |               |

15

|                  | _                                                   |                                     |                             |                                   |                           |                          |                        |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 16                                |                               |             |                 |               |                           |                       |                                               |              |
|------------------|-----------------------------------------------------|-------------------------------------|-----------------------------|-----------------------------------|---------------------------|--------------------------|------------------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------------------|-------------|-----------------|---------------|---------------------------|-----------------------|-----------------------------------------------|--------------|
| 2                | Current Half.<br>year ending<br>31st Dec            | 1896.<br>£ s. d.                    |                             |                                   | 44,127 8 2                |                          | 53,365 I 2             | 97,492 9 4 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                   |                               |             |                 |               | 1,709 18 6<br>99,202 7 10 |                       | 0 0                                           | 434 10 7     |
|                  |                                                     | £ s. d.<br>32,795 15 8              | 5,869 4 0                   | 10                                |                           | 35,561 3 I<br>6,337 13 7 | 4                      |            | and the second s |                                   | 010 II 2                      | 947 I7 4    |                 | I45 IO O      |                           |                       |                                               |              |
| REVENUE ACCOUNT. | RECEIPTS.                                           | By Passengers                       | Parcels, &c<br>Mails        |                                   | Mouther 1                 |                          |                        |            | Rents, &c., per                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Waterford & Central<br>Ireland Co |                               | Western Co. |                 | West Clare Co |                           | Mileage and Demurrage | Rents and Transfer Fees                       |              |
| -REVENUI         | Half-year<br>ended<br>31st Dec.,                    | 33.535                              | 6,096<br>4,819              | 44,941                            | 22 662                    | 6,091<br>12,252          |                        | 95,936     | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 616                               |                               | 948         |                 | 146           | 97,646                    | 292                   | 450                                           | £ 98, 388    |
| No. IX           | Current Half.<br>Vear ending<br>31st Dec.,<br>1896. | £ s. d.<br>18,784 14 7              | 839 8 9                     | 16,830 14 8                       | 5,776 13 I                | 20,795 15 4              | 4,168 17 9             | 67,196 4 2 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                   |                               | 839 I3 6    | 2,269 9 IO      | 70,305 7 6    | II,370 9 I                | 18                    | 40,788 8 9                                    | 99,723 7 2   |
| Dr.              | EXPRNDITURE.                                        | Maintenance of Way, see Abstract A. | Gatemen at Level Crossings, | Locomotive Power, see Abstract B. | Carriage and Wagon do. C. | Traffic Expenses do. D.  | General Charges do. E. | 1          | Law Charges £432 17 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Compensation, Losses 298 16 2     | Do. Personal Injuries 108 0 0 |             | Kates and Taxes |               | Less                      |                       | Balance carried to Net Revenue Ac-<br>count 4 | <u>6</u> 9 . |
| Half-vear        | ended<br>31st Dec.<br>1895.                         | z,<br>18,787                        | 827                         | 16,300                            | 5,543                     | 19,590                   | 3,497                  | 64,544     | 442                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 329                               | 3                             | 1           | 2,757           | 68,075        | 9,952                     | 58,123                | 40,265                                        | 98,388       |

0 01 Current Half-vear ending 31st Dec., 1896. 1 6 3 4 £ s. d 3 3 I 55 IO 5 00 00 Cr. 44,165 1,004 40,788 604 I,22I 42 No. X.--NET REVENUE ACCOUNT. 41,904 740 40,265 604 53 76 156 Current Half- Half-year year ending 31st Dec., 1896. Dec., 1895 42 £ 44,165 3 0 19,649 17 11 632 16 11 117 15 0 690 6 3 26 17 10 21,117 13 11 1,600 0 0 791 12 0 23,509 5 11 ... 20,655 17 1 s. d. 42 ", Baronial Guaranteed Shares-Dividends payable to 31st Oct.--Collooney to Swineford ... Claremorris to Swineford ... To Interest on Debenture Stock ,, Interest on Temporary Loans ,, Interest on Banking Balances ,, Income Tax Balance ... ,, General Interest ... " Balance available for Dividend 21,112 41,904 132 19,650 170 20,582 20,792 Half-year ended 31st Dec., 1895. Dr. 42

17

£99,723 7 2

£98,388

99,723 7 2

|                                                                 | Current He                          | 31st Dec., 1 | & s. d. E. s.                                       | 20,655 17                                        |                                                                                                    |                                            |                               |                        |
|-----------------------------------------------------------------|-------------------------------------|--------------|-----------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------|------------------------|
| DIVIDEND.                                                       |                                     |              | £ s. d.                                             |                                                  | 13,610 14 4                                                                                        |                                            | 751 13 10                     | 185 0 281              |
| No. XIPROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. |                                     |              | Balance available for Dividend, as per Account No V | 6,201 4 per cent. Consolidated Preference Stock. | 7,349 Interest on 42% Stock Consolidated with 4 per cent. 7 £704,626 (Less Income Tax) 13,610 14 a | 140 5 per cent. Preference Shares 1872 Act | 775 52 " " " 1873 " £28,275 " | 5 » » » » · · · 1873 » |
| N                                                               | Half-year ended<br>31st Dec., 1895. | 2            | 2 :                                                 | 6,201                                            | 7,349                                                                                              | 140                                        | 775                           | 105                    |
|                                                                 | Half-ye<br>31st De                  |              | 21, 111                                             |                                                  |                                                                                                    |                                            |                               |                        |

| _                            |                                                      |             |                                                      |              |                       |        |             |                                         |                                                                             |                                     |           |
|------------------------------|------------------------------------------------------|-------------|------------------------------------------------------|--------------|-----------------------|--------|-------------|-----------------------------------------|-----------------------------------------------------------------------------|-------------------------------------|-----------|
| Current Half.<br>year ending | 20,655 17 1                                          |             |                                                      |              | 1 1 1 1               |        | 19,166 I3 4 | 1,489 3 9                               | i                                                                           |                                     | 1,489 3 9 |
|                              | <i>έ</i> s. d.                                       | 13,610 14 4 | <br>751 12 10                                        | 185 9 7      | 4,488 IO 7<br>130 6 0 |        |             |                                         | :                                                                           |                                     | ×         |
|                              | Balance available for Dividend, as per Account No. X |             | $5\frac{1}{2}$ , , , , , , , , , , , , , , , , , , , | 5 ", Periotu | Inte                  |        |             | Recommended for allocation as follows : | Liviacian of -per cent, per annum on the $\pounds$ 597,550 Ordinary Capital | Balance carried forward to not half |           |
| OTON INCC., IGNO.            | б, 201                                               | 7,349       | 775<br>185                                           | 1.705        | 3,784                 |        |             |                                         |                                                                             |                                     |           |
| 1 4970                       | 21,111                                               |             |                                                      |              |                       | 20,239 |             | \$72<br>                                |                                                                             | 872                                 |           |

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|----|--------------|--|
| ). | XIIABSTRACTS |  |

|                                           | No. XII.—ABSTRACTS                                                                                                                                          |                                     |                                                    |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------------|
| Half-year<br>ended<br>31st Dec.,<br>1895. | A. MAINTENANCE OF WAY,<br>WORKS, &c.                                                                                                                        | Current Half-<br>31st Dec.          | . 1896.                                            |
| £<br>632<br>8,062                         | Salaries, Office Expenses, and Gen. Superintendence<br>Maintenance and Renewal of Permanent Way :                                                           | 8,574 14 7                          | £ s. d.                                            |
| 7,598                                     | Materials                                                                                                                                                   | 6,521 17 7<br>15,864 8 1            |                                                    |
| 16,292<br>2,157                           | Less-Old Materials                                                                                                                                          | 2,746 7 8                           |                                                    |
| 14,135<br>2,555<br>807<br>1,312           | Repairs of Roads, Bridges, Signals, and Works<br>Repairs of Stations and Buildings<br>Ballasting                                                            |                                     | 13,118 0 5<br>3,410 10 6<br>911 15 1<br>1,432 6 10 |
| 18,809                                    | Less-Received for Grass Rents                                                                                                                               |                                     | 18.872 12 10<br>87 18 3                            |
|                                           | MILES MAINTAINED :         M.         F*         C*           Double          32         2         0           Single          310         1 $9\frac{1}{2}$ | 571                                 |                                                    |
| 18,787                                    | 342 3 91                                                                                                                                                    | £                                   | 18,784 14 7                                        |
| 10,707                                    | B. LOCOMOTIVE POWER.                                                                                                                                        |                                     |                                                    |
| £<br>197<br>4,194<br>6,082                | Salaries, Office Expenses, and Gen. Superintendence<br>RUNNING EXPENSES :<br>Wages connected with the Working of Loco<br>motive Engines<br>Coal and Coke    | . 4,464 7 8<br>. 5,942 4 5          |                                                    |
| 370<br>562                                | Gas and Water<br>Oil, Tallow, and other Stores                                                                                                              | 608 1 7                             |                                                    |
| 11,405<br>3.010<br>1,691                  | REPAIRS AND RENEWALS :                                                                                                                                      | 1,164 6                             |                                                    |
| 16,106<br>194                             | - C.W. J. Laws Chada &                                                                                                                                      |                                     | 4,926 5 8<br>172 6 0                               |
| 16,300                                    | -                                                                                                                                                           | 1                                   | 16,830 14 8                                        |
| 10,300                                    | C. REPAIRS AND RENEWALS OF CAR                                                                                                                              | RIAGES AND                          | WAGONS.                                            |
| £                                         | CARRIAGES :                                                                                                                                                 | £ s. d                              |                                                    |
| 98<br>1,082<br>1,410                      | Salaries, Office Expenses, and Gen. Superintendend<br>Wages                                                                                                 | ce 107 0<br>. 1,064 9 1<br>1,857 13 | 0                                                  |
| 2,590<br>98<br>1,58<br>1,268              | WAGONS :                                                                                                                                                    | I,554 II                            | 3,029 4 4<br>9<br>0                                |
|                                           |                                                                                                                                                             | 12-0                                | 2,747 8 9                                          |
| 5,54                                      |                                                                                                                                                             | t                                   | 5,776 13 1                                         |

## No. XII.-ABSTRACTS.-continued.

| -                                   | and the second s |        |                                                       |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------|
| D.                                  | TRAFFIC EXPENSES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |        |                                                       |
| Half-y<br>ender<br>31st De<br>1895. | d<br>c.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1      | Current<br>Half-year<br>ending<br>31st Dec.,<br>1896. |
| to                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        | £ 5. 0                                                |
| 11,981                              | and wages, acc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        |                                                       |
| 2,281                               | Fuel, Light, Water, and General Stores                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        | 12,558 17 0                                           |
| 134                                 | Clothing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |        | 2,428 14 10                                           |
| I,244                               | Printing, Stationery, and Tickets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | •••    | 272 4 9                                               |
| 104                                 | Horses, Harness, Vans, Provender &c                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ••••   | 1,333 2 10                                            |
| 18                                  | wagon Covers, Ropes, &c.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |        | 127 2 I                                               |
| 897                                 | Joint Station Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        | 76 9 I                                                |
| 590                                 | Miscellaneous Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        | 1,303 6 4                                             |
| 254                                 | Bridge Tolls, Numbermen, &c.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |        | 574 7 8                                               |
| 735                                 | Steam Tug and Boats                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |        | 238 9 11                                              |
| 1,353                               | Wages, Fuel, Stores, and Repairs in connexion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | n with | 476 6 4                                               |
| *,333                               | Stationary Engines, Waterford                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        | 1,406 14 6                                            |
|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        | 1,406 14 6                                            |
|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        |                                                       |
| 19,591                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ( )    | 0,795 15 4                                            |
|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 10,2   | 0,795 15 4                                            |
| E.                                  | GENERAL CHARGES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |        |                                                       |
|                                     | CHARGES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |        |                                                       |
| £                                   | and the second sec                                                                                                                                                                                                                                             |        |                                                       |
| 500                                 | Directors                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |        | £ s. d.<br>500 0 0                                    |
| 25                                  | Auditors                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |        | 25 0 0                                                |
| 832                                 | Salaries of Secretary, Accountant, and Clerks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        | 951 5 10                                              |
| 161                                 | Office Expenses, do. do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |        | 159 8 2                                               |
| 56                                  | Advertising                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        | 53 5 7                                                |
| 64                                  | Fire Insurance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |        | 70 19 8                                               |
| 205                                 | Telegraph Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |        | 468 8 2                                               |
| 495<br>506                          | Railway Clearing House Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        | 664 I9 I                                              |
| -                                   | Audit Office Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |        | 590 7 3                                               |
| 199                                 | Stores Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |        | 22I 4 II                                              |
| 427                                 | Miscellaneous Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        | 371 5 0                                               |
| 27                                  | Fidelity Insurance Fund                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |        | 31 0 0                                                |
|                                     | Arbitrators', &c., Fees, re Collooney Lines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        | 61 14 I                                               |
| ,497                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | £ 4    |                                                       |
|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        | 168 17 9                                              |

| 1.                             | the same state of the |                                                                        | _                 |                                               |                                                            |                                              | 21                                     |                                  |                             |                                               |                                                                           | <br>  | -                   |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------|-----------------------------------------------|------------------------------------------------------------|----------------------------------------------|----------------------------------------|----------------------------------|-----------------------------|-----------------------------------------------|---------------------------------------------------------------------------|-------|---------------------|
| 5                              |                                                                                                                 | 9                                                                      | 5                 | 0                                             | 0                                                          | 01                                           | II                                     | IO                               | 0                           | 4                                             | 10                                                                        |       | 0                   |
| S.                             |                                                                                                                 | 1                                                                      | 00                | 0                                             | 0                                                          | 18                                           | 9                                      | H                                | 12                          | S                                             | 14.                                                                       |       | 6                   |
| 2                              |                                                                                                                 | 27,594 I                                                               | 5,811             | 23,350                                        | I,125 0                                                    | 20,623 18 10                                 | 5,585 6 11                             | 7,464 I IO                       | 2,793 12                    | 3,737                                         | 2,505 14.                                                                 |       | 100,590             |
|                                |                                                                                                                 | By Capital Account, Balance at Debit thereof, as<br>per Account No. IV |                   |                                               | , Waterford and Central Ireland Railway<br>Debenture Stock | of Materials on hand                         | the Company                            | Companies                        | fice                        | counts                                        | ares -<br>om the Grand Juries                                             |       | Total, £ 100,590    |
| No. XIIIGENERAL BALANCE SHEET. |                                                                                                                 | Capital Account, Balance<br>per Account No. IV.                        | " Cash at Bankers | Shares Investment                             | Waterford and Cent<br>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                 | " Baronial Guaranteed Shares –<br>Amount receivable from the Grand Juries |       |                     |
| AL B                           | j.                                                                                                              | I By                                                                   | _                 | 0 33                                          | 3 ,,                                                       | 7                                            |                                        |                                  | 7                           | 0                                             | 6 33                                                                      | <br>- | ~ ~                 |
| ER                             | ŝ                                                                                                               | 7                                                                      | 2 10              | 8                                             | 5                                                          | 2                                            | 17                                     | 1 61                             | 0                           | 0                                             | 5                                                                         |       | 0                   |
| A                              |                                                                                                                 |                                                                        |                   |                                               |                                                            |                                              |                                        |                                  |                             |                                               |                                                                           |       | 1 -                 |
| IGF                            | 2                                                                                                               | 20,655 I                                                               | 2,045             | 18,994                                        | 7,356                                                      | 1,992                                        | 25,566                                 | 1,908 19 11                      | 163                         | 17,750                                        | 4,157                                                                     |       | 100,590             |
| Io. XIIIGH                     | 2                                                                                                               | hereof, 20,655 17                                                      | 2,045             | 18,994 18                                     | 7,356                                                      | 1,992                                        | 25,566 17                              | 1,908                            | :                           | 17,750                                        | *                                                                         |       | otal, £ 100,590     |
| No. XIIIGH                     | 2                                                                                                               | t Credit thereof, 20,655 1                                             | 2,045             |                                               |                                                            |                                              |                                        |                                  | :                           | :                                             | *                                                                         |       | Total. £ 100,590    |
| No. XIIIGH                     | \$                                                                                                              | Balance at Credit thereof, 20,655 1<br>X                               | 2,045             |                                               |                                                            |                                              | :                                      |                                  | :                           | :                                             | *                                                                         |       | Total, £, 100,590 9 |
| No. XIIIGH                     | *                                                                                                               | e Account, Balance at Credit thereof,<br>count No. X 20,655 1          | 2,045             |                                               |                                                            |                                              | :                                      |                                  | :                           | :                                             | *                                                                         |       | Total, £ 100,590    |
| Dr. No. XIIIGF                 | <i>t</i>                                                                                                        | at Credit there                                                        | rest 2,045        | ", Interest on Debenture Stock payable 18,994 | :                                                          | :                                            | :                                      | :                                |                             | ", Temporary Loan re Shares Redemption 17,750 | ", Dividends on Baronial Guaranteed Shares 4,157                          |       | Total, £ 100,500    |

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Miles worked by Engines.

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Miles authorized.

Half-year ending 31st Dec., 1896

16 2

30

342

2 24

30

342

5 24

30

342

Foreign Lines Worked Over

1 2 3h

mo 4

342

Total

Company Rented

owned by ( Leased or I

Lines Do.

8 r C.

H N H

M. 240

Half-Year ended it Dec., 1895.

| 350 4 I ½                              | 1                                 |                                  | 6.                                |             | Total.  | MILES.                                                                    |                                   | 419,195 |         |
|----------------------------------------|-----------------------------------|----------------------------------|-----------------------------------|-------------|---------|---------------------------------------------------------------------------|-----------------------------------|---------|---------|
| 350                                    |                                   |                                  | Dec., 1890                        |             |         | IW _                                                                      | ( a .                             | 156     |         |
| :                                      |                                   |                                  | Half-Year ending 31st Dec., 1896. | Other Lines | Worked. | MILES.                                                                    | 100 263                           | 32,606  | 122 060 |
| 350 4 I <sup>1</sup> / <sub>2</sub>    |                                   |                                  | Half-Ye                           | W AT TIM    |         | MILES.                                                                    | 318,832                           | 123,659 | 442.401 |
| ···· ··· ··· ··· ··· ··· ··· ··· ··· · | NO. AVSTATEMENT OF TRAIN MILEAGE. |                                  |                                   |             |         | Passenger Trains-and Mixed Trains, carrying also<br>Goods and Live-Stool. | Goods, Cattle, and Mineral Trains | ÷       | Total   |
|                                        |                                   | ec., 1895.                       | Total                             | . Hould A   | MILES.  | 400,677                                                                   | 137,906                           | 538.583 |         |
|                                        |                                   | Half-Year ended 31st Dec., 1895. | Other Lines                       | worked.     | MILES.  | 127,464                                                                   | 35,020                            | 162,492 |         |
|                                        |                                   | Half-Yea                         | W. & L. Line. Other Lines         |             | MILES.  | 273,213                                                                   | 0/0/202                           | 376,091 |         |

PERCY B. BERNARD, Chairman of the Company. JOHN J. MURPHY, Secretary of the Company.

XIV.-MILEAGE STATEMENT. No.

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

JAMES TIGHE, Engineer.

Date, 15th January, 1897. 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 Engines of the Steam Tugs, have, during the past Half-year, been maintained in good working Order and Repair.

JOHN G. ROBINSON,

Locomotive Superintendent.

Date, 21st January, 1897. Limerick.

## AUDITORS' CERTIFICATE.

WE. the Auditors of the WATERFORD, LIMERICK & WESTERN RAILWAY CO., hereby certify that we have examined the Half-yearly Accounts of the Company, for the Half-year ending 31st Dec., 1896, 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  $\pounds 20,655$ : 17: I 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.

ANTHONY CADOGAN, Auditors. R. MACBETH,

WATERFORD, 10th February, 1897.

M. 240 102

## Materford, Limerick and Mestern Railway.

## NOTICE TO SHAREHOLDERS AND STOCKHOLDERS.

Any Proprietor holding in his own right not less than  $\pounds 250$  of Ordinary Shares or of Preference Shares or Stock (except Baronial Guaranteed Shares) can, by making timely written application to the Secretary, at Waterford, obtain a pass over the Company's Lines to enable him to attend the Half-yearly Meeting.

The Dividend Warrants are intended to be posted on Saturday, the 13th of March, and it is requested that Proprietors will please notify to the Secretary, before that date, any change in their address. Materford and Tramore Railway Company.

## REPORT OF DIRECTORS AND Statement of Accounts

FOR

Half-year ended 31st DECEMBER, 1896,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

88th 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 11th of March, 1897.

1897

N. HARVEY & CO., PRINTERS, WATERFORD

## Birectors.

CORNELIUS MORLEY, Esq., D.L., CHAIRMAN. CHARLES E. DENNY, Esq., VICE-CHAIRMAN. JOHN N. WHITE, Esq., J.P. W. G. D. GOFF, Esq., J.P. WILLIAM GALLWEY, Esq., J.P.

NOFICE IS HEREBY GIVEN that the next Half-yearly Ordinary GENERAL MEETING of the Shareholders of this Company will be held at the Company's Office, THE TERMINUS. WATERFORD, on THURSDAY, the 11th March, 1897, at One o'clock p.m., for the purpose of receiving a Report and Statement of Accounts from the Directors for the Halfyear ended the 31st December, 1896, and of transacting the general business of the Company.

The Transfer Books will be closed from the 26th February until the 11th prox., inclusive.

## ARTHUR PROSSOR,

Secretary.

Office, The Terminus,

Waterford, February 26th, 1897.

## DIRECTORS' REPORT.

.....

Herewith we beg to submit the Statement of Accounts for the Half-year ended the 31st December, 1896, certified by the Company's Auditors, together with the usual Comparative Table of Traffic, setting forth the details of the earnings of your line :---

Comparative Statement of Traffic.

|                                | Dec. 3                                                                                                                      | 31st,              | 1896                                    | 5.          | Dec.                                                                                                                       | 31st,      | 189                                | 5.                                                    | Ir  | or | ease          | e.           | De                                                    | crea                 | se.                   |                                          |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------|-------------------------------------------------------|-----|----|---------------|--------------|-------------------------------------------------------|----------------------|-----------------------|------------------------------------------|
| First ,, Return<br>Third ,, ,, | 5698 <sup>1</sup> / <sub>2</sub><br>10543<br>21634 <sup>1</sup> / <sub>3</sub><br>37915 <sup>1</sup> / <sub>2</sub><br>1071 | 284<br>351<br>1284 | 8<br>4<br>18<br>1<br>17<br>16<br>5<br>8 | 6<br>8<br>2 | 6846 <sup>1</sup> / <sub>2</sub><br>11814 <sup>1</sup> / <sub>2</sub><br>24914 <sup>1</sup> / <sub>2</sub><br>41289<br>810 | 342<br>393 | 16<br>5<br>0<br>14<br>1<br>3<br>10 | d.<br>6<br>4<br>3<br>5<br>10<br>6<br>0<br>6<br>2<br>0 | 261 | 5  | 8.<br>6<br>16 | d.<br>4<br>0 | $\frac{1148}{1271\frac{1}{2}}\\3280\\3373\frac{1}{2}$ | 224<br>67<br>39<br>9 | 8<br>7<br>1<br>1<br>7 | d.<br>0<br>8<br>1<br>9<br>0<br>111<br>10 |
|                                | 768621                                                                                                                      | 1002               | 10                                      | 7           | 85674                                                                                                                      | 4489       | 6                                  | 6                                                     | 261 | 6  | 2             | 4            | 9073                                                  | 485                  | 10                    | 3                                        |

The Receipts show a decrease of £479 7s. 11d., distributed over nearly every description of traffic, which your Directors attribute principally to the very inclement weather during the month of September, when large numbers of tourists and visitors who usually come to Tramore in that month were deterred from doing so.

The Expenditure for the Half-year has been £1,948 13s. 3d., against £2,169 18s. 6d., showing a saving of £221 5s. 3d.

The increased outlay in the Locomotive Department, due to another of your engines being re built, making the third which has been entirely remodelled and supplied with a new boiler during the past 4 years, will now cease, and the expenditure in this department be correspondingly light for some years to come.

The Permanent Way and Plant have been maintained in a thorough state of efficiency.

The Net Revenue Account shows a balance available for Dividend (after providing for Interest on Loans and all outstanding accounts) of  $\pounds 2,365$  11s. 1d., which your Directors recommend being appropriated as under :--

| Dividend on 5 per cent. Preference Shares<br>Dividend on Original Shares, 8s. per Share<br>Balance to next Half-year |  | <br>£ 250<br>1920<br>195 | 0  |   |  |
|----------------------------------------------------------------------------------------------------------------------|--|--------------------------|----|---|--|
|                                                                                                                      |  | £2365                    | 11 | 1 |  |

The retiring directors are C. Morley, Esq., and John N. White, Esq., and the retiring Auditor is H. J. Forde, Esq., all of whom are eligible, and offer themselves for re-election.

C. MORLEY, Chairman. A. PROSSOR, Secretary.

|                                         | CAPI                  | CAPITAL AUTHORIZEI                                    | ZED.                  | CAPITAL. |
|-----------------------------------------|-----------------------|-------------------------------------------------------|-----------------------|----------|
| ACTS OF PARLIAMENT.                     | SHARES.               | LOANS.                                                | TOTAL.                | CREATED. |
| Taterford and Tramore Railway Act, 1851 | £ s. d.<br>48,000 0 0 | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | £ s. d.<br>64,000 0 0 | 1 411    |

0 0 77,350 0 0 19,350 0 0 58,000 Waterford and Tramore Railway Amendment Act, 1857

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

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|--------------------|------------------------------------------|------------------------------------------------------|-----------------------|
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| RE                 | 48,                                      | 10,(                                                 | 58,                   |
|                    | £ s. d. £ s. d.<br>48,000 0 0 48,000 0 0 | 10,000 0 0 10,000 0 0                                | 58,000 0 0 58,000 0 0 |
| MOUNT<br>REATED.   | . O                                      | 0                                                    | 0                     |
| AMOUNT<br>CREATED. | £ 000                                    | 000                                                  | 000                   |
| G P                | 48,                                      | 10,                                                  | 58,                   |
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|                    | Sha                                      | cent                                                 |                       |
|                    | nal                                      | per                                                  |                       |
|                    | Original Shares                          | Five per cent. Preference Shares (1,000 at £10 each) |                       |
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STATEMENT OF

No.

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|                                                                | :::                 | ement No                                                                                                         |
| , i i                                                          | 11                  | s per Stat                                                                                                       |
| ;;                                                             |                     | Loans, a                                                                                                         |
| ::                                                             | ::                  | ed by above                                                                                                      |
| 1896                                                           | : :                 | be rais                                                                                                          |
| Existing at 30th June, 1896<br>Existing at 31st December, 1896 | becrease            | Total amount authorized to be raised by Loans, as per Statement No. I.<br>Total amount raised by Loans, as above |
| Existir<br>Existir                                             | Decrea              | Total a<br>Total a                                                                                               |

TOTAL.

At 4 per cent.

No. III.--CAPITAL RAISED BY LOANS.

. 00 O 0 m 00 Er. 3,000 58,00016,350 વર No. IV.-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. By Shares, per Account No. II. ,, Loans, per Account No. III. ,, Balance ... ... RECEIPTS. s. d. 15 6 5 10 17 11 17 11 13 11 13 3 0 1 0 0 5,1733,7085,9855,98535,8115,139 $\begin{array}{c}
 9,147 \\
 12,018 \\
 365
 \end{array}$ 42 To Acts of Incorporation .... Law, General, and Incidental Expenses ... ,. Law, General, and Incidental Expenses ... ,. Permanent Way, Rails, Chairs & Sleepers 3 ,. Miscellaneous Works, Engine Shed, &c. ,. Stations and Buildings, Machinery in Workshops, &c. ... 11 ,. Coomotive and Rolling Stock ... ... 11 ,. Commission and Discount ... ... 11 EXPENDITURE. FO

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**Balance** 

# ENDED DECEMBER 31st, 1896. VFAR

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|------------------------------------------------------------------|------------------|-----------------|-----------------|----------------------------------|------|------------------|--------------------|
|                                                                  | Tank<br>Engines. | First<br>Class. | Third<br>Class. | Composite<br>Brake<br>Carriages. | Van. | Goods<br>Wagons, | Ballast<br>Wagons. |
| Stock on the 30th June, 1896<br>Stock on the 31st December, 1896 | 44               |                 | ත ත             | 67 67                            | 1    | 00 00            | 67 67              |
| Increase during half-year<br>Decrease ,, ,,                      |                  | ::.             | ::              | : :                              | ::   | ::               | ::                 |

VII.-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

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

Loan Capital authorized but not yet received, as per Account No. 111. Less Balance at Debit of Capital Account, as per Account No. IV.

100

:00

£ 3,000 3,000

Total

No.

No. IX.-REVENUE ACCOUNT.

|                                            | d.   | c                                                                                                                                                                    | xo      | 11                                                | 4                              | 11         |
|--------------------------------------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------------------------------------------|--------------------------------|------------|
| 50                                         | ŝ    |                                                                                                                                                                      | 4       | 13                                                | 14                             |            |
| Half-year ending<br>31st Dec., 1896.       | 43   | 0000                                                                                                                                                                 | 3003    | 324 13                                            | 91                             | 4079 12    |
| lf-yea<br>st De                            | d.   | 0 7 0 7 0 8                                                                                                                                                          |         | 1-4                                               | 4 0                            |            |
| Ha<br>31                                   | âc   | 111 16                                                                                                                                                               |         | 00 01                                             | 14                             |            |
|                                            | 43   | 1569<br>1794<br>231<br>29<br>38                                                                                                                                      |         | 138                                               | 76<br>15                       |            |
|                                            |      | $\begin{array}{c} 27,333\\ 48,458_{\frac{1}{2}}\\ 1,071\\ \end{array}$                                                                                               |         | ,, Parcels, Dogs, and Excess<br>Fares (2100 Tons) | :::                            |            |
|                                            |      |                                                                                                                                                                      |         | E3                                                |                                |            |
| rô                                         |      | ::::::::::::::::::::::::::::::::::::::                                                                                                                               |         | and<br>                                           | ::::                           |            |
| RECEIPTS.                                  |      | By PASSENGERS :                                                                                                                                                      |         | 6800                                              | Ges                            |            |
| RECI                                       |      | Tic                                                                                                                                                                  |         | , D                                               | I. F.                          |            |
|                                            |      | By PASSENGER<br>First Class<br>Third "<br>Season Ticl<br>Bathing<br>School                                                                                           |         | reels, ]<br>Fares<br>)ds                          | Rent<br>Mails<br>Transfer Fees |            |
|                                            |      | PA<br>Fir<br>Thi<br>Sea<br>Bad<br>Sch                                                                                                                                |         | ., Parcels<br>Fa, Goods                           | " Rent<br>" Mails<br>" Transf  |            |
|                                            |      | By                                                                                                                                                                   |         | 33                                                | 2 2<br>2 5<br>2 5              |            |
| Half-year<br>ended<br>31st Dec.,<br>1895.  | ÷    | 1771<br>1984<br>271<br>23<br>38                                                                                                                                      | 4087    | 148<br>232                                        | 69<br>15                       | 4551       |
|                                            | d.   | x000%-                                                                                                                                                               | 00      |                                                   | 00                             | <br>       |
| Half-year<br>ending<br>31st Dec.,<br>1896. | s. d | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                 |         |                                                   |                                | 4079 12 11 |
| Half-year<br>ending<br>31st Dec.,<br>1896. | 43   | 255 1<br>255 1<br>98<br>303<br>151<br>89                                                                                                                             | 1948 13 |                                                   | 2130 19                        | 1 6/       |
| 00 H                                       | -    |                                                                                                                                                                      | 19.     |                                                   |                                | <br>407    |
|                                            | 4    | To Maintenance of Way, Works,<br>and Stations, see Abstract A<br>, Loconotive Power<br>, Carriages & Wagons ,, B<br>,, Garenal Charges ,, E<br>,, Rates and Taxes ,, |         |                                                   | " Balance to Net Revenue Acct. |            |
|                                            |      | Woldstra                                                                                                                                                             |         |                                                   | ue /                           |            |
| E.                                         |      | Aby,                                                                                                                                                                 |         |                                                   | ven                            |            |
| TUR                                        |      | of V<br>s,see<br>owel<br>ago<br>es<br>es<br>es                                                                                                                       |         |                                                   | t Ro                           |            |
| IUNI                                       |      | e Poer Poers                                                                                                                                                         |         |                                                   | Ne.                            |            |
| EXPENDITURE                                |      | enar<br>Star<br>otiv<br>Ex<br>II Clan                                                                                                                                |         |                                                   | e to                           |            |
| H                                          |      | Maintenance of Way<br>and Stations, see A<br>Locomotive Power<br>Carriages & Wagons<br>General Charges<br>Rates and Taxes                                            |         |                                                   | lanc                           |            |
|                                            |      | Fo Maintenance of V<br>and Stations, se<br>Loconotive Powe<br>Carriages & Wag<br>Traffic Expenses<br>Reneral Charges<br>Rates and Taxes                              |         |                                                   | , Ba                           |            |
| 4 5                                        |      | To                                                                                                                                                                   |         |                                                   |                                | 1          |
| Half-year<br>ended<br>31st Dec.,<br>1895.  | 48   | 452<br>54<br>318<br>318<br>151<br>90                                                                                                                                 | 2170    |                                                   | 2381                           | 4551       |

8

| No. 3                                       | KNET B                                    | EVENUE                                    | No. XNET REVENUE ACCOUNT.                   | Cr.                                        |    |
|---------------------------------------------|-------------------------------------------|-------------------------------------------|---------------------------------------------|--------------------------------------------|----|
|                                             | Half-year<br>ending<br>Dec 31st,<br>1896. | Half-year<br>ended<br>Dec. 31st,<br>1895. |                                             | Half-year<br>ending<br>Dec. 31st,<br>1896. |    |
|                                             | £ 8. d.                                   | I. £                                      |                                             | £<br>S.                                    | d. |
| To Interest on Mortgage Bonds               | 333 8 11                                  | 1 508                                     | By Balance from last half-year's account    | 569 7                                      | 1  |
| ", Balance available for Dividend 2365 11 1 | 2365 11                                   | 1 2381                                    | ", Balance Revenue Account, No. IX. 2130 19 | 2130 19                                    | 00 |
| " Interest on Overdraft                     | 1 7                                       | 3                                         | ", Interest on Bank Balance                 |                                            |    |
|                                             |                                           |                                           |                                             |                                            | 1  |
|                                             | 2700 7                                    | 3 2892                                    |                                             | 2700 7                                     | 3  |

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

9

| Half-year<br>ended<br>31st. 1895. |                                                                                               |    |     |   | Half-year ending<br>• Dec. 31st, 1896.               | r ending<br>1st, 1896.      |    |
|-----------------------------------|-----------------------------------------------------------------------------------------------|----|-----|---|------------------------------------------------------|-----------------------------|----|
| £<br>2542                         | Balance available for Dividend, as per Account No. X.                                         | :  | :   | : | £ s. d. £ s. d.<br>2365 11 1                         | £ <sup>8</sup> .<br>2365 11 | d. |
| 250<br>1920                       | Preference Shares (£10,000) at 5 per cent, per annum<br>Ordinary Share Capital, 8s. per Share | :: | : : |   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 2170 0 0                    | 0  |
| 372                               | Balance to next half-year                                                                     |    |     |   |                                                      | 195 11 1                    | -  |

Cr.

No. XII.-ABSTRACTS.

|                                                |                                         |                                                |                                  |                                            |         |                                                                                    |                                                      | ,         |
|------------------------------------------------|-----------------------------------------|------------------------------------------------|----------------------------------|--------------------------------------------|---------|------------------------------------------------------------------------------------|------------------------------------------------------|-----------|
| Half-year<br>ending<br>Dec. 31st,<br>1896.     | £ 8. d.<br>65 12 8<br>32.7 10<br>98 0 6 | Half-year<br>ending<br>Dec. 31st,<br>1896.     | £ 8. d.<br>209 15 1<br>91 15 9   |                                            | 303 7 0 | Half-year<br>ending<br>Dec. 31st,<br>1896.                                         | £50 0 0<br>101 0 0<br>0 6 0                          | 151 6 0   |
| CREPAIRS AND RENEWAL OF<br>CARRIAGES & WAGONS. | CARRIAGES AND WAGONS                    | DTRAFFIC EXPENSES.                             |                                  | Clothing                                   |         | EGENERAL CHARGES.                                                                  | Directors                                            |           |
| Half-year<br>ended<br>Dec. 31st,<br>1895.      | £<br>47<br>54                           | Half-year<br>ended<br>Dec. 31st,<br>1895.      | £<br>236                         | 30<br>36<br>13                             | 318     | Half-year<br>ended<br>Dec. 31st,<br>1895.                                          | £50<br>101                                           | 151       |
| Half-year<br>ending<br>Dec. 31st,<br>1896.     | £ 8. d.<br>188 2 10<br>27 15 4          |                                                | 255 19 11                        | Half-year<br>ending<br>Dec. 31st,<br>1896. | £ s. d. | 132 15 8<br>119 8 9<br>35 15 7                                                     | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1050 14 2 |
| AMAINTENANCE OF WAV, WORKS,<br>AND STATIONS.   | MAINTENANCE AND RENEWAL OF<br>Wages     | Bridges, Fences, &c.<br>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-<br>Wages                       |           |
| Half-year<br>ended<br>Dec. 31st,<br>1895.      | £<br>192<br>00                          | 138                                            | 452                              | Half-year<br>ended<br>Dec. 31st,<br>1895.  | 3       | 136<br>142<br>40                                                                   | 186<br>601                                           | 1105      |

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| · IR | No. XIII                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | GENERAL B   | No. XIIIGENERAL BALANCE SHEET.           | Ur   |     |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------------------------------------|------|-----|
| -    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 £ 8. d. l | 3                                        | ŵ    | q.  |
|      | To Ralance Net Revenue Account, as per By Sune                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             | By Sundry Accounts due to the Co 26 17 5 | 6 17 | 2   |
|      | Account No. 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2365 11 1   | ", Stores on hands 837                   | 2 1  | 0   |
|      | Unpaid Dividends and Interest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 321 10 4    | ", Balance at Bankers 271                | 1 14 | 0 0 |
|      | Sundry Accounts due by the Company                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 148 15 0    | ", Do. on Deposit 500                    | 0    | 0   |
|      | A The second sec | 0 0 0001    | Do on Canital Account No IV 300          | 0 0  | -   |

|                                                                                                 |           | 11.1                                                         |
|-------------------------------------------------------------------------------------------------|-----------|--------------------------------------------------------------|
| Dy sumury accounts due to the contrast $\begin{array}{cccccccccccccccccccccccccccccccccccc$     | 635 16 5  |                                                              |
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| ds<br>anl<br>ep                                                                                 |           |                                                              |
| COBBA                                                                                           |           |                                                              |
| n h<br>or<br>or                                                                                 |           |                                                              |
| ry<br>28 0<br>0.                                                                                |           | E                                                            |
| DDalsa                                                                                          |           |                                                              |
| T                                                                                               |           | The state                                                    |
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| H400                                                                                            |           | F                                                            |
| 11<br>15<br>15<br>15<br>15                                                                      | 16        |                                                              |
| 2365<br>321<br>148<br>1800                                                                      | 4635 16 5 | 1                                                            |
| 1 5                                                                                             | 4         | TUNCIPRODUCED STATES AND |
| per<br>                                                                                         |           |                                                              |
| as<br>npa                                                                                       |           |                                                              |
| nt,<br><br>Cor                                                                                  |           | 1                                                            |
| bere                                                                                            |           |                                                              |
| Acc<br>I Int<br>by t                                                                            |           |                                                              |
| nd<br>e b                                                                                       |           |                                                              |
| enu<br>0<br>s du<br>                                                                            |           |                                                              |
| end<br>end                                                                                      |           |                                                              |
| vid No<br>vid vid                                                                               |           |                                                              |
| Fullin                                                                                          |           |                                                              |
| ce<br>id<br>ve                                                                                  |           |                                                              |
|                                                                                                 |           |                                                              |
| Acc<br>npa<br>ndi<br>eser                                                                       |           |                                                              |
| Balance Net Kevenue Account, as per<br>Account No. 10                                           |           |                                                              |
| To Balance Net Ke'<br>Account No. 1<br>, Unpaid Dividen<br>,, Sundry Accound<br>,, Reserve Fund |           |                                                              |
| To Balance Net Revenue Account, as per<br>Account No. 10                                        |           |                                                              |
| To Balan<br>Acco<br>,, Unpa<br>,, Sundi<br>,, Reser                                             |           |                                                              |

MILLEAG VIV NO.

|                                           |                    | -                           | 1 | -     |
|-------------------------------------------|--------------------|-----------------------------|---|-------|
| Half-year<br>ended<br>31st Dec.,<br>1896. | 21,900             |                             |   |       |
|                                           | :                  | :                           |   |       |
|                                           | :                  | ••••                        |   |       |
|                                           | :                  |                             |   |       |
| N.S.                                      | :                  | :                           |   |       |
|                                           | :                  |                             |   |       |
|                                           | :                  |                             |   | Total |
|                                           | :                  |                             |   |       |
| P                                         |                    | :                           |   |       |
|                                           |                    | :                           |   |       |
|                                           | :                  | :                           |   |       |
| 102                                       | :                  |                             |   |       |
|                                           | - Passenger Trains | Other Trains (Ballast, &c.) |   |       |
| Half-year<br>ended<br>31st Dec.,<br>1895. | 22.065             |                             |   |       |

C. MORLEY, Chairman. ARTHUR PROSSOR, Secretary of the Company.

### 12

### 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.

Waterford, February 26th, 1897.

JAMES OTWAY, Engineer.

### CERTIFICATE RESPECTING THE ROLLING STOCK.

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

HENRY WAUGH, Locomotive Engineer. February 25th, 1897.

### AUDITORS' CERTIFICATE.

WE have examined the Accounts, with the Vouchers, of the Waterford and Tramore Railway Company for the half-year ending the 31st Dec., 1896, and find that they contain a full and true statement of the financial condition of the Company, and that the Dividend proposed to be paid, at the rate of 5 per cent. per annum on the Preference Shares, and 8s. per Share on the Original Shares, have 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.

> E. N. C. BOR, H. J. FORDE, Auditors.

February 26th, 1897.

## WEST CLARE RAILWAY CO., LTD.

# **REPORT OF THE DIRECTORS**

AND

# STATEMENT OF ACCOUNTS

FOR

Half-Year ended 31st October, 1896,

TO BE SUBMITTED TO THE

Twenty-third General Meeting of the Shareholders

### TO BE HELD AT THE

Offices of the Company, 39 Dame Street, Dublin,

ON

WEDNESDAY, 24th FEBRUARY 1897,

AT ELEVEN O'CLOCK, A.M.

### Directors:

JAMES F. LOMBARD, Esq., J.P., South Hill, Upper Rathmines. Co. Dublin.
SIR FRANCIS W. BRADY, BART., D.L., Sorrento Cottage, Dalkey, Co. Dublin.
WILLIAM CARTE, Esq., J.P., Military Road, Dublin,
DAVID COFFEY, Esq., J.P., Fitzwilliam Place, Dublin.
WM. M. MURPHY, Esq., J.P., Dartry, Upper Rathmines, Co. Dublin.

### Baronial Directors:

COL. PATERSON, D.L., Clifden House, Corofin, Co. Clare. MATTHEW J. KENNY, Esq., J.P., Freagh, Miltown-Malbay. THOMAS LUCAS, Esq., J.P., Sandfield, Lahinch, Co. Clare.

### West Clare Railway Company Ltd.

4

### Notice to the Shareholders.

NOTICE IS HEREBY GIVEN that the Twenty-third Ordinary Half-yearly General Meeting of the Shareholders of the West Clare Railway Company, Limited, will be held at the Company's Offices, 39 Dame Street, Dublin, on Wednesday, the 24th day of February, 1897, at 11 o'clock, a.m., for the transaction [of the business of a General Meeting.

The Transfer Books will be closed from the 17th of February, 1897, until after the said Meeting.

By Order,

W. J. KENNEDY,

Secretary.

HEAD OFFICES-39 DAME STREET, DUBLIN. 3rd February, 1897.

## West Clare Railway Company, Limited.

### DIRECTORS' REPORT.

To be submitted to the Shareholders at the Half-yearly General Meeting on 24th February, 1897.

The Accounts for the half-year ended 31st October, 1896, duly Audited, are herewith submitted, and, compared with the October, 1895, half-year, show the following results :---

| DESCRIPTION                              | Oct., 1896            | Oct., 1895          | Increase,<br>Oct., 1896 | Decrease,<br>Oct., 1896 | Oct., 1894 |
|------------------------------------------|-----------------------|---------------------|-------------------------|-------------------------|------------|
| Passengers                               | £ s. d.<br>4682 15 10 | £ s. d.<br>4622 3 9 | £ s. d.<br>6) 12 1      | £ s. d.                 | £<br>4047  |
| Parcels, &c                              | 317 0 10              | 361 8 0             |                         | 44 7 2                  | 224        |
| Mails                                    | 38 4 2                | 38 4 2              |                         | 1 - 1                   | 19         |
| Merchandise                              | 1453 12 0             | 1579 18 1           | -                       | 126 6 1                 | 1270       |
| Live Stock                               | 667 9 6               | 586 14 3            | 80 15 3                 | -                       | 646        |
| Special & Mis-<br>cellaneous<br>Receipts | 71 5 6                | 104 15 0            | _                       | 33 9 6                  | 63         |
| TOTAL TRAFFIC<br>RECEIPTS. £             | 7230 7 10             | 7293 3 3            |                         | 62 15 5                 | 6269       |
| Total Expenses                           | 5944 14 9             | 5765 2 4            | 179 12 5                | -                       | 5338       |
| Net Revenue £                            | 1285 13 1             | 1528 0 11           |                         | 242 7 10                | 931        |
| Passengers, No.                          | 82661                 | 83515               | -                       | 854                     | 77353      |
| Parcels, &c., No.                        | 4188                  | 4031                | 157                     |                         | 3370       |
| Goods, Tons                              | 7002                  | 7945 )              | -                       | - 1                     | 8359       |
| Minerals, Tons                           | 1043                  | - 5                 | 100                     | -                       | -          |
| Live Stock, No.                          | 15477                 | 13177               | 2300                    |                         | 16345      |

From the foregoing it will be observed that there is a decrease in the gross receipts of £62 15s. 5d., an increase in working expenses of £179 12s. 5d., and a consequent decrease in Net Revenue of £242 7s. 10d. as compared with the corresponding period of last year.

6

The Warrants for the three months' Dividend to 31st July, 1896, were duly posted to the Shareholders on the 15th of August last, in pursuance of the resolution to that effect passed at the preceding half-yearly meeting.

The Directors who retire by rotation are Sir Francis W. Brady, Bart., and Messrs. William Carte, and William M. Murphy, and being eligible, they offer themselves for re-election.

The Auditors, Messrs. Craig, Gardner & Co., also retire, and being eligible, offer themselves for re-election.

> JAMES F. LOMBARD, Chairman.

W. J. KENNEDY, Secretary.

HEAD OFFICES: 39 DAME STREET, DUBLIN. 3rd February, 1897.

Shareholders are requested to notify to the Secretary, IN WRITING, any change in their present registered address, which is that to which this Report is sent.

TH CREATED BY Statement of Accounts to 31st October, 1896.

COMPANY, LIMITED.

RAILWAY

CLARE

WEST

|          | TOTAL.                                                             | £180,900                                                                                                                                                                                                                        | cD.                                                                   | Amount .<br>Unissued.                |
|----------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------|
| Dadinaar | Unguaranteed<br>£10 Shares.                                        | £16,500                                                                                                                                                                                                                         | TION RECEIVE                                                          | Calls not<br>yet Made.               |
|          | 4 per Cent. Guar-<br>anteed $\pounds10$ Shares $\pounds10$ Shares. | £163,500                                                                                                                                                                                                                        | OWING PROPOR                                                          | Calls in<br>Arrear.                  |
| NO. 1    | 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 Order in Council (Ireland) (West Clare Railway) Confirma-<br>tion Act, 1884, 47 & 48 Vic., c. 217 | No. 2STATEMENT OF SHARE CAPITAL CREATED, SHOWING PROPORTION RECEIVED. | DESCRIPTION. Amount Amount Received. |

7

11

11

£163,500 16.500

£163,500 16,500

Guaranteed 4 per Cent. Shares Ordinary Unguaranteed Shares

STOCK. DEBENTURE AND £180,000 LOANS . £180,000

BY

RAISED

-CAPITAL

3.-

No.

Nil.

No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.-TO 31st OCTOBER, 1896.

|                                                                   | ų                    | 0                                        | 0                            | 0            |
|-------------------------------------------------------------------|----------------------|------------------------------------------|------------------------------|--------------|
| .3                                                                | ŝ                    | 0                                        | 0                            | 0            |
| T OTAL.                                                           | બ                    | 163,500 0 0                              | 16,500 0. 0                  | 2180,000 0 0 |
| Amount<br>Received during<br>the Half-year to<br>31st Oct., 1896. | £ 8. d.              | *<br>*<br>*                              | :                            | :            |
| 6.                                                                | s, d,                | 0                                        | 0                            | 0            |
| t<br>189                                                          | ŝ                    | 0                                        | 0                            | 0            |
| Amount<br>Received to<br>30th April, 189                          | 4                    | 163,500                                  |                              | £180,000 0 0 |
|                                                                   | & s. d. Br RECEIPTS- | 60,000 0 0 per Account No. 2 163,500 0 0 | Per Account No. 2 16,500 0 0 |              |
|                                                                   | d.                   | 0                                        | 9                            | 0            |
|                                                                   | ໝໍ                   | 0                                        | 0                            | 0            |
| TOTAL.                                                            | ಳಿ                   | 160,000                                  | 20,000 0                     | £180.000 0 0 |
| ear<br>6                                                          | d.                   |                                          |                              | 1            |
| Amount<br>Expended<br>during Half-ye<br>31st Oct., 189            | £ s. d.              | :                                        | :                            | :            |
| .00                                                               | d.                   | 0                                        | 0                            | 10           |
| ed t                                                              | ŝ                    | 0                                        | 0                            | 0            |
| Amount<br>Expended to<br>30th April, 1896.                        | £                    |                                          | 20,000 0                     | 180,000 0 0  |
|                                                                   | To Expenditure-      | On Line open for<br>Traffic, &c 1        | " Rolling Stock              |              |

No. 5.-DETAILS OF CAPITAL EXPENDITURE.

8

Nil.

No. 6.--RETURN OF WORKING STOCK.--31 & OCTOBER, 1896.

|                                                           |                                     |                 | COACHTNG.       | rwe.               |              |                                                                           | MERC     | HANDISE   | MERCHANDISE AND MINEBAL. | BAL.   |          |
|-----------------------------------------------------------|-------------------------------------|-----------------|-----------------|--------------------|--------------|---------------------------------------------------------------------------|----------|-----------|--------------------------|--------|----------|
|                                                           | LOCOMOTIVE.                         |                 |                 |                    |              | -                                                                         | Name of  | ( powered |                          |        |          |
|                                                           | Engines.                            | Compo-<br>site. | Third<br>Class. | Third Break ToraL. | TOTAL.       | Upen COVEREN CARTIE Timber Bauase r<br>Goods Cattle Trucks, Wagons Vagons | Goods    | Cattle    | Timber<br>Trucks.        | Wagons | TOTAL.   |
|                                                           |                                     | Inie w 181      |                 |                    |              |                                                                           |          |           |                          |        |          |
| Stock on 31st Oct., 1896, W. C. Ry.<br>Do. Do. S. C. Ry.* | 410                                 | eo eo es        | 6 69 4          | 4-67               | 13<br>8<br>6 | 15                                                                        | 25<br>6  | 16        | co                       | 12     | 21<br>21 |
|                                                           |                                     |                 |                 |                    |              |                                                                           |          |           |                          | -      |          |
|                                                           | 30                                  | 00              | 13              | 9                  | 27           | 15                                                                        | 31       | 25        | 4                        | 12     | 87       |
|                                                           | and a start a start a start a start |                 |                 |                    |              |                                                                           | It Charl | 4 acount  |                          |        |          |

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

The S. C. Ry. Co.'s Rolling

Nil.

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

Nil.

|                                           |                      | 0.4            |                                      |             |                |                |
|-------------------------------------------|----------------------|----------------|--------------------------------------|-------------|----------------|----------------|
|                                           | Oct., 1896,          | Uct.,<br>1895. | RECEIPTS.                            | Octobe      | October, 1896. | Oct.,<br>1895. |
| Way, Works, and<br>see Abstract A         | £ 8. d.<br>1,474 2 8 | £<br>1,827     | By Passengers                        | 4,670 18 10 | £ 3. d.        | 4,607          |
| do. B<br>do. C                            | 1,689 8 4<br>880 0 8 | 1,426          | " Military<br>" Subscription Tickets | - 11 17 0   |                | 15             |
| do. D                                     | 1-                   | 1,147          |                                      |             | 4,682 15 10    | 4,622          |
| do. E                                     | 563 0 10             | +9+            | " Parcels, &c                        | 60          | 1              | 361            |
|                                           | 84 8 6               | 51             | " Mails                              | . 38 4 2    |                | 38             |
| Compensation for personal injury          | 1                    | 15             |                                      |             | 355 5 0        | 399            |
| Compensation, Damage and Loss of<br>Goods | 1                    |                | e                                    | 12          |                | 1,580          |
| •                                         |                      | 1              | " LIVE Stock                         | . 667 9 6   |                | 587            |
| •                                         | 30 6 4               | 19             | Superal and Missallanous             |             | 2,121 1 6      | 2,167          |
|                                           | 5,944 14 9           | 5,765          | Receipts                             | . 66 3 0    |                | 6              |
|                                           |                      |                | " Transfer Fees                      | 5 2 6       |                | 11             |
| " Net Revenue Account, No. 10             | 1,285 13 1           | 1,528          |                                      |             | 71 5 6         | 105            |
|                                           | 7,230 7 10           | 7.293          |                                      |             | 7.230 7 10     | 7,293          |

10

No. 10.-NET REVENUE ACCOUNT FOR HALF-YEAR ENDED 31st OCTOBER, 1896.

Dr.

Cr.

Oct., 1895 1,528 4 £ s. d. ... 1,285 13 1 Oct., 1896. By Revenue Account No. 9 Oct., 1895. 1,528 25 £ s. d. To Guaranteed Dividend Account 1,285 13 1 (see Account No. 10A) ... ... 1,285 13 1 Oct., 1896.

No. 10A.-GUARANTEED DIVIDEND ACCOUNT.

| 2                                    | 11                                                                                                                                           | 1                                                                       | 0          |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|------------|
| 00 .                                 | 11                                                                                                                                           | 9                                                                       | 0          |
| 198 8 1                              | 3,071 1,285                                                                                                                                  | nty 1,984 6 11                                                          | 66,540 0 0 |
| By Net Revenue Account (April, 1896) | ", Amount due by the Grand Jury of the County<br>Clare, to 30th April, 1896 3,071 11 11<br>., Net Revenue Account (October, 1896) 1,285 13 1 | " Amount due by Grand Jury of the County<br>Clare to 31st October, 1896 |            |
|                                      |                                                                                                                                              |                                                                         |            |
|                                      |                                                                                                                                              |                                                                         |            |
|                                      | 00                                                                                                                                           |                                                                         | 10         |
| s. d.                                | 00                                                                                                                                           |                                                                         | 0 0        |
| £ 8. d. 3,270 0 0                    | 1,635 0 0<br>1,635 0 0                                                                                                                       |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | 26,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |
|                                      |                                                                                                                                              |                                                                         | £6,540 0 0 |

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

00 00 3,270 3,270 £1,285 13 1 1,984 6 11 : Available from Net Revenue Account No 10.........Amount to be contributed by County of Clare.........Dividend for Six Months at 4 per cent. per annum on £163,500... Available from Net Revenue Account No 10 ... Amount to be contributed by County of Clare ...

11

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|                                            |                                                   |                                                                      | -     | _                                                    |        |                                                          | _       | _                            | _                       |                    | -                                                        | _                                                                                              | -                   |                                                  |          |                                          |                                           |           |
|--------------------------------------------|---------------------------------------------------|----------------------------------------------------------------------|-------|------------------------------------------------------|--------|----------------------------------------------------------|---------|------------------------------|-------------------------|--------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------|--------------------------------------------------|----------|------------------------------------------|-------------------------------------------|-----------|
|                                            | Oct.,<br>1895.                                    | £<br>15                                                              | 199   | 219<br>31                                            | 66     | 516                                                      | 816     |                              | 3                       | 100<br>84<br>48    | 351                                                      | 16                                                                                             | 1,147               | ્ય                                               | 36       | 88<br>27<br>40                           | 50<br>46                                  | 464       |
| 1896.                                      | Oct , 1896.                                       | 8.                                                                   | 18    | 164 19 10<br>40 15 2<br>40 4 %                       | 10     | 00                                                       | 880 0 8 |                              | 00                      | 56 16 3<br>36 7 5  |                                                          | 19                                                                                             | 1,223 7 0           | 00                                               | 12 4     | 91 11 4<br>35 5 3<br>139 2 11<br>11 14 4 | 402                                       | 563 0 10  |
| RE FOR HALF-YEAR ENDED 31st OCTOBER, 1896. | CREPAIRS AND RENEWALS OF CARRIAGES<br>AND WAGONS. | SALARIES-<br>Office Expenses and General Superintendence<br>Warnows- | Wages | W460%8                                               |        | Hire of Carriages and Wagons                             | TOTAL   | DTRAFFIC EXPENSES.           | Salaries and Wares. &c. | al Stores          | Horses, Vans, & Bus<br>Wagon Covers, Ropes, &c           | TRECEDENTED IN THE TREE TO THE TREE TO THE TREE TREE TO THE TREE TREE TREE TREE TREE TREE TREE | E.—GENERAL CHARGES. | Dipperforms' Place and Therealling Decomposition | out-o    | Office Expenses                          | Audu Unce and Clearing House Expenses CR. | TOTAL     |
| EXPENDITURE                                | Oct.<br>1895.                                     | £<br>81                                                              | 949   | 17<br>258                                            | 275    | ΠI                                                       | 11      | 1000 p                       | 1,827                   |                    | £<br>29                                                  |                                                                                                | 100                 | 365<br>86<br>8<br>66                             | 673      | 125<br>239                               | 364                                       | 1,426     |
| INUE EXPE                                  | Oct., 1896.                                       | 2 8. d.<br>97 1 3<br>402 6 0                                         | 3     | 50                                                   | 52 2 5 | 69 3 0<br>77 13 7                                        |         |                              | 1,474 2 8               |                    | £ 8. d.<br>35 5 10                                       |                                                                                                | ٥                   | 296 14 8<br>396 14 8<br>80 9 6                   | 732 16 7 | 153 17 5<br>287 8 6                      | 441 5 11<br>480 0 0                       | 1,689 8 4 |
| No. 12ABSTRACTS-REVENUE                    | AMAINTENANCE OF WAY, WORRS, &c.                   | CE AND RENEWAL OF PERMANENT WAY                                      | Wages | REPAIRS OF ROADS, BRIDGES, SIGNALS & WORKS-<br>Wages |        | REPAIRS OF STATIONS AND BUILDINGS-<br>Wages<br>Matarials |         | MILES MAINTAINED-Single, 26, | TOTAE                   | BLocomotive Power. | SALARIES-<br>Office Expenses and General Superintendence |                                                                                                | Working of Loc      | Coal                                             |          | LOCOMOTIVE REPAIRS-<br>Wages             | Hire of Engine                            | TOTAL     |

No. 13.--GENERAL BALANCE SHEET.

.....

Cr.

31st October, 1896.

| £2,897 4 3                        | 410 6 1                               | 77 3 5                          | . 97 17 11                     |                               |                               | . 419 1 0                | nty 3,071 11 11<br>3,071 11 11<br>nty 1,984 6 11                                                                                                              | £9,204 3 7 |
|-----------------------------------|---------------------------------------|---------------------------------|--------------------------------|-------------------------------|-------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| By Cash in National Bank, Limited | Traffic Accounts due to the Company . | " Amount due by other Companies | " Irish Railway Clearing House | " Sundry Outstanding Accounts | " Postmaster-General          | " General Stores on hand | ". Amount due by the Grand Jury of County<br>Clare to the 30th April, 1896<br>". Amount due by the Grand Jury of County<br>of Clare to the 31st October, 1896 |            |
| 1                                 |                                       | 7                               | 9                              | 20                            | 0                             |                          |                                                                                                                                                               | 1          |
| £2,081 17 1                       | :                                     | 405 1 7                         | 4,972 3                        | 110 1 5                       | 1,635 0 0                     |                          |                                                                                                                                                               | £9,204 3   |
| ···                               | :                                     |                                 | :                              | :                             | :                             |                          |                                                                                                                                                               | 1~         |
| To DIVIDEND RESERVE FUND          |                                       | es                              | :                              | :                             | " Guaranteed Dividend Account |                          |                                                                                                                                                               |            |

No. 14.-MILEAGE STATEMENT.-31st OCTOBER, 1896.

.

Milles Milles Milles Willes Vonstructing, Milles Worked Authorisod. Constructed, or to be Constructed, by Engines. 27 27 : : : Line owned by Company

27

No. 15 .-- STATEMENT OF TRAIN MILEAGE, HALF-YEAR ENDED 31st OCTOBER, 1896.

A DOMANA A

NT IN

| Increase, October, 1896 | 2,804               |
|-------------------------|---------------------|
| October, 1895           | 35,125              |
| O ctober, 1896.         | 37,929              |
|                         |                     |
|                         | and Cattle Trains   |
| 1                       | Passenger, Goods, a |

JAMES F. LOMBARD, Chairman. W. J. KENNEDY, Secretary and Accountant.

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. WILLIAM BARRINGTON, M.I.C.E., Engineer 26th November, 1896.

# CERTIFICATE RESPECTING ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past half-year, been maintained in good working order and repair. 19th November, 1896.

GEORGE HOPKINS, Locomotive Superintendent,

# AUDITORS' CERTIFICATE

We hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company, and that the Revenue of the half-year has been charged with all expenses which in our judgment ought to be paid thereout. CRAIG, GARDNER & CO., Auditors. DUBLIN, 27th January, 1897.

