



BALLYCASTLE RAILWAY COMPANY.

DIRECTORS.

- 2 HUGH M. M'GILDOWNY, Esq., J.P., Clare Park, Ballycastle, Chairman.
- 1 ROBERT P. WOODSIDE, Esq., Carnsampson, Ballycastle, Deputy-Chairman.
- 3 JAMES CAMERON, Esq., Ballymoney.
- 3 S. J. LYLE, Esq., J.P., Ballycastle.
- 2 ROGER CASEMENT, Esq., J.P., Magherintemple, Ballycastle.
- * EDMUND M'NEILL, Esq., D.L., The Rectory, Petworth, Sussex.
- * RIGHT HON. JOHN YOUNG, D.L., Galgorm Castle, Ballymena.

- 1 Vacates in February, 1915.
 - 2 Vacates in February, 1916.
 - 3 Vacates in February, 1917.
 - * Represents Midland Railway Co.
-
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REPORT OF DIRECTORS

For Year ended 31st December, 1914.

THE Accounts for year ended 31st December, 1914, presented herewith, compared with year 1913, show a decrease of £491 1s. 0d. in the Revenue from all sources, and £222 3s. 11d. in the actual working expenses, making a net decrease of £268 17s. 1d. £561 os. 11d. has been placed to credit of Locomotive Renewal Account.

In the Receipts from Passengers and Parcels there is a decrease of £232 15s. 3d., and Merchandise, Minerals, and Live Stock, £259 18s. 4d.

At the approaching Meeting, Mr. R. P. Woodside, Director, and Mr. H. A. M'Alister, Auditor, retire by rotation, and are eligible for re-election.

(SIGNED)—

H. M. M'GILDOWNY, CHAIRMAN.

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BALLYCASTLE RAILWAY.

Financial Accounts and Statistical Returns for the Year ending 31st December, 1914.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Ballycastle Railway Act, 1878 ...	90,000	45,000	135,000	90,000	45,000	135,000	...	...	...

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount created.	Amount issued.	Nominal addition to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
Ordinary Shares ...	90,000	61,640	...	61,610	24	6	...	28,360

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

Description.	Amount created.	Amount issued.	Nominal addition to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.	Raised by issue of Debenture Stock.			Total raised by Loans and Debenture Stock.		
									Raised by Loans.	Amount of Stock.	Nominal Additions or Deductions on Conversion.		Existing Amount of Stock.	
													At per cent.	Total Debenture Stock.
	£	£	£	£	£	£	£	£	£	£	£	£		
Existing at 31st December, 1914	28,199	28,199	28,199	28,199		
Existing at 31st December, 1913	28,199	28,199	28,199	28,199		
Increase		
Decrease		
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a)									45,000			45,000		
Less—Amount created but not yet available ...									15,000			15,000		
Total amount raised by Loans and Debenture Stock, as above ...									30,000			30,000		
Balance being available borrowing powers at 31st December, 1914									...	...	£	1,801

Dr.

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

Cr.

To Expenditure.	Amount expended to 31st December, 1913.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1913.	Amount received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
Lines open for Traffic ...	89,093 9 5	..	89,093 9 5	Shares (No. 2) ...	61,634 0 0	..	61,634 0 0
Rolling Stock ...	14,603 19 4	..	14,603 19 4	Debenture Stock (No. 3) ...	28,199 0 0	..	28,199 0 0
Manufacturing and Repairing Works and Plant :—				Cancelled Shares ...	30 0 0	..	30 0 0
Land and Buildings ...	...	..	...	Miscellaneous Receipts ...	10,836 5 2	..	10,836 5 2
Plant and Machinery ...	300 0 0	..	300 0 0		100,699 5 2	..	100,699 5 2
				Discount on Shares ...	973 10 0	..	973 10 0
TOTAL EXPENDITURE ...	103,997 8 9	..	103,997 8 9	TOTAL RECEIPTS ...	99,725 15 2	..	99,725 15 2
				By Balance ...	..	..	4,271 13 7
TOTAL	...	£	103,997 8 9	TOTAL ...	...	£	103,997 8 9

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.
(Not applicable to this Company.)

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st DECEMBER, 1914.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
	NIL.	NIL.	NIL.	NIL.

No. 6—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1915.	Subsequently until completion.	Total.
NIL.	NIL.	NIL.	NIL.

ABSTRACT A—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

			Year 1913									
Superintendence—			£	s	d	£	s	d	£	s	d	
Salaries			52	0	0				52	0	0	
Office Expenses, etc.			0	5	3				1	0	0	
						52	5	3				
Maintenance of Roads, Bridges and Works—												
Bridges, Tunnels, Culverts, Retaining Walls and other Works			67	8	4				83	17	11	
Roads and Fences			40	6	1				70	3	11	
						107	14	5				
Maintenance of Permanent Way—												
Renewal of Running Lines—												
Wages			
Materials			
Repair of Running Lines and Sidings—												
Wages			459	16	3				458	18	3	
Materials			111	1	6				288	1	4	
						570	17	9				
Maintenance of Signalling			26	17	8				15	13	3	
Maintenance of Telegraphs			5	16	3				13	16	11	
									32	13	11	
Maintenance of Stations and Buildings—												
Stations, Depots and Offices			76	3	10				123	3	4	
Engine and Carriage Sheds, Workshops, and other Buildings			11	3	8				39	9	4	
									87	7	6	
TOTAL						£	850	18	10	1146	4	3

ABSTRACT B—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

(2) Carriages.

			Year 1913									
Superintendence—			£	s	d	£	s	d	£	s	d	
Salaries			26	11	4				30	0	0	
Office Expenses			4	0	7				2	18	3	
						30	11	11				
Repairs and Partial Renewals—												
Wages			114	13	2				108	5	2	
Materials			159	8	10				106	18	5	
						274	2	0				
Purchase of New Locomotives									816	10	10	
Workshop Expenses—												
Repair and Renewals of Machinery and Plant						11	8	2	19	3	0	
Other Expenses						9	0	0	9	0	0	
TOTAL						£	325	2	1	1092	15	8

			Year 1913									
Superintendence—			£	s	d	£	s	d	£	s	d	
Salaries			26	0	0				26	0	0	
Office Expenses			1	2	0				0	4	9	
									27	2	0	
Repairs and Partial Renewals:												
Wages			70	18	4				66	16	9	
Materials			63	19	7				57	4	5	
									134	17	11	
Workshop Expenses—												
Repairs and Renewals of Machinery and Plant												
Other Expenses												
TOTAL						£	161	19	11	150	5	11

(3) Wagons.

			Year 1913									
Superintendence—			£	s	d	£	s	d	£	s	d	
Salaries			26	0	0				26	0	0	
Office Expenses			0	16	6				..			
									26	16	6	
Repairs and Partial Renewals—												
Wages			70	14	6				63	10	4	
Materials			77	8	11				86	18	11	
									148	3	5	
Workshop Expenses—												
Repairs and Renewals of Machinery and Plant												
Other Expenses												
TOTAL						£	174	19	11	176	9	3

PART II.

STATISTICAL RETURNS.

1—MILEAGE OF LINES.

A)—Mileage of Lines Open for Traffic.

	Running Lines.		Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913	
	Length of Road First Track.	Total Lines (reduced to Single Track).			<i>Total of Single Track, including Sidings.</i>	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines owned by Company— Main and Principal Lines—	16 11	16 11	2 8	18 19	18 19	18 19

(B)—Mileage of Lines Authorised but not Open for Traffic.

Nil.

(C)—Mileage of Lines Run Over by the Company's Engines.

	M. Ch.		Year 1913	
	M.	Ch.	M.	Ch.
Lines Owned by the Company	16	11	16	11

II—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

Description.	Number.	Year 1913
Tank Engines :—		
4 4 2	2	2
0 6 0	2	2

(B)—Rail Motor Vehicles.

(Not applicable to this Company.)

(C)—Trains worked by Electric Power.

(Not applicable to this Company.)

(D)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.				Year 1913	
		1st Class	2nd Class	3rd Class	Total.	Number	Seats.
PASSENGER CARRIAGES							
Carriages of uniform Class ...	7	...	...	440	440	7	440
Composite Carriages ...	3	48	60	30	138	3	138
Miscellaneous ...	3	...	...	80	80	3	80
Total Passenger Carriages ...	13	48	60	550	658	13	658
OTHER COACHING VEHICLES.							
Luggage, Parcel, and Brake Vans	2					2	
Total Coaching Vehicles ...	15					15	

(E)—Merchandise and Mineral Vehicles.

	Number.	Year 1913	
		Number.	Number.
Open Wagons—			
Under 8 tons ...	39	...	39
Covered Wagons—			
Under 8 tons .	15	...	15
Cattle Trucks	5	...	5
TOTAL	59	...	59

(F)—Railway Service Vehicles and Horses for Shunting.

(Not applicable to this Company.)

III—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS, GOODS, AND PASSENGERS.

(Not applicable to this Company.)

IV—STEAMBOATS.

(Not applicable to this Company.)

V—CANALS.

(Not applicable to this Company.)

VI—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII—HOTEL

(Not applicable to this Company.)

VIII—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

(Not applicable to this Company.)

IX—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

X—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

									Year 1913
Quantities of principal materials used—									
Ballast	...	...	...	...	...	...	480 Yards.	295 Yards
Fencing	...	...	...	...	...	...	½ Mile.	½ Mile
Rails	...	...	...	...	...	...	...	...
Sleepers	...	...	...	...	...	...	250	850
Miles maintained—							M. Ch.	M. Ch.	
Miles of Road	...	...	...	...	...	...	16 11	16 11
Miles of Road reduced to single track—									
Running Lines	...	...	...	...	...	...	16 11	16 11
Sidings	...	...	...	...	...	...	2 8	2 8
Miles of track renewed	...	...	...	...	...	...	...	...

XI—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

							In Company's Workshops. Number.	Year 1913
Locomotives repaired—								
Heavy repairs	...	...	...	...	...	...	1	...
Light „	...	...	...	...	...	...	2	3
Locomotives under or awaiting repair at end of year							1	1
Coaching Vehicles—								
Carriages repaired—								
Heavy repairs	...	...	...	...	...	...	...	...
Light „	...	...	...	...	...	...	12	5
Carriages under or awaiting repair at end of year							1	1
Others repaired—								
Heavy repairs	...	...	...	...	...	...	...	...
Light „	...	...	...	...	...	...	1	2
Others under or awaiting repair at end of year							1	...
Wagons repaired—								
Heavy repairs	...	...	...	...	...	...	...	...
Light „	...	...	...	...	...	...	29	22
Wagons under or awaiting repair at end of year							2	4

XII—ENGINE MILEAGE.

	Train Miles (Loaded Trains). Mixed.	Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey). Mixed.	Shunting Miles. Mixed.	Other Miles. (Assisting, Light, &c.)	Total Engine Miles.	Year 1913				
						Train Miles. (Loaded Trains). Mixed.	Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey). Mixed.	Shunting Miles. Mixed.	Other Miles. (Assisting, Light, &c.)	Total Engine Miles.
						Total.	Total.	Total.	Total.	Total.
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— Over the Company's System by the Company's Engines	42,248	42,400	4,576	36	47,012	44,302	44,360	4,712	44	49,116
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased, or worked by the Company	42,248	42,400	4,576	360	47,336	44,302	44,360	4,712	254	49,326
C.—MILES RUN BY THE COMPANY'S ENGINES— Over Lines owned, leased, or worked by the Company	42,248	42,400	4,576	360	47,336	44,302	44,360	4,712	254	49,326

XIII—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£	d.			£	d.	
Ordinary—								
1st Class	2,197	143	15·62	1,541	2,588	161	14·93	1,927
2nd „	4,823	243	12·09	4,170	5,551	276	11·93	4,768
3rd „	94,512	2,328	5·91	76,253	101,870	2,443	5·75	79,305
Total	101,532	2,714	6·41	81,964	110,009	2,880	6·28	86,000
Season *								
1st Class ... ..	...	...	...	...	...	...	...	...
2nd „	1	5		1	1	4		1
3rd „	18	54		17	24	77		22

* Calculated on an annual basis.

XIV—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons	£	d.	Tons	Tons	£	d.	Tons
Merchandise	9,073	1,592	42·11	6,282	9,295	1,637	42·27	6,495
Coal, Coke, and Patent Fuel	3,022	252	20·01	1,120	5,233	436	20·00	3,228
Other Minerals	3,271	251	18·41	3,103	3,595	276	18·42	3,455
TOTAL	15,366	2,095	32·72	10,505	18,123	2,349	31·10	13,178
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock	5,109	205		5,109	5,205	211		5,205

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Description.	Tons.	Year 1913.	
		Tons.	
Originating on Company's System.			
Goods—			
Grain (all descriptions)	2,245	2,318	
Potatoes	1,608	1,462	
Packed Manures	370	435	
Minerals—			
Sand and Gravel	1,747	1,448	
Lime	691	1,018	
Brick	530	913	
Coal	1,120	3,228	

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Description.	Number	Year 1913.	
		Number.	
Originating on Company's System.			
Horses ... ..	...	...	...
Cattle	2,427	2,495	
Calves	86	204	
Sheep	2,513	2,438	
Pigs	81	61	
Miscellaneous	2	7	
TOTAL	5,109	5,205	

XVI—SUMMARY OF FINANCIAL RESULTS.

	1913.	1914	£	£	£
	£	£			
Total Expenditure on Capital Account (No. 4)	103,997	103,997			
Gross Receipts from Businesses carried on by the Company (No. 8)	6,436	5,944			
Revenue Expenditure on ditto (No. 8)	5,248	4,208			
Net Receipts of ditto (No. 8)	1,188	1,736			
Miscellaneous Receipts net (No. 8)	45	46			
Total Net Income (No. 8)	1,233	1,782			
Interest, Rentals, and other Fixed Charges (No. 9)	1,233	1,221			
Brought forward from previous year	1,977	1,977			
Appropriation to Locomotive Renewal Account ... ..	...	561			
Carried forward to next year	1,977	1,977			

HAMILTON M'ALLEN, 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 year, been maintained in good working condition and repair.

4th February, 1915.

GEO. T. M. BRADSHAW, *Engineer.*

Certificate Respecting the Rolling Stock, &c.

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

4th February, 1915.

GEO. T. M. BRADSHAW, *Locomotive Superintendent.*

(Signed for the Board of Directors)

H. M. M'GILDOWNY, *Chairman of the Company.*

H. M'ALLEN, *Secretary of the Company.*

Auditors' Certificate.

We hereby certify that we have examined the Accounts of the Ballycastle Railway Company for year ending 31st December, 1914, and that the foregoing contains a full and true Statement of the financial condition of the Company.

THOMAS B. HAMILTON, }
HUGH A. M'ALISTER, } *Auditors.*

BALLYMONEY, 3rd February, 1915.



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Ballycastle Railway Company.

Report of the Directors

AND

STATEMENT OF ACCOUNTS,

Year ended 31st December, 1914.

NOTICE is hereby given, that the Yearly Ordinary General Meeting of the Shareholders of this Company will be held at the COMPANY'S OFFICE, RAILWAY STATION, BALLYMONEY, on FRIDAY, 26th day of February, 1915, at the hour of 12-15 o'clock, p.m., to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be closed from the 12th February until after the Meeting.

(By Order),

HAMILTON M'ALLEN,
SECRETARY.

Ballymoney, 4th February, 1915.

Belfast and County Down Railway Company.

Report of Directors,
Financial Accounts
AND
Statistical Returns

For Year ending 31st December, 1914.

TO BE SUBMITTED TO THE PROPRIETORS
AT THE
ANNUAL GENERAL MEETING,

TO BE HELD IN
THE BOARD-ROOM, at BELFAST TERMINUS,

On Thursday, the 18th day of February, 1915,

at Half-past Eleven o'clock, forenoon.

Proxies are required to be lodged with the Secretary not less than forty-eight hours
before the time appointed for holding the Meeting.

BELFAST

Printed by R. Carswell & Son, Ltd., Queen Street.

1915.

DIRECTORS.



Chairman.

Right Hon. THOMAS ANDREWS, D.L.,
Ardara, Comber.

Deputy-Chairman.

W. J. HURST, J.P.,
Drumaness, Ballynahinch, Co. Down.

THOMAS RICHARDSON, 47 Rosemary Street, Belfast.

MAJOR R. D. PERCEVAL-MAXWELL, D.L., Finnebrogue, Downpatrick, Co. Down.

THOMAS BARBOUR, J.P., Brooklyn, Holywood.

ROBERT THOMPSON, D.L., M.P., Drum House, Dunmurry.

REPORT.

Your Directors beg to submit herewith the Statement of Accounts, which has been duly audited, and the Statistical Returns, for the year ending the 31st December, 1914, together with corresponding details for the previous year.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

	£	s.	d.
PER ACCOUNT No. 8:—			
Gross Receipts	192,747	19	3
Expenditure	122,845	9	11
(including £7,000 placed to credit of Railway Renewal Funds)			
	69,902	9	4
Miscellaneous Receipts (net) from Rents, Tolls, etc.	2,910	11	10
Net Total Income	72,813	1	2
PER ACCOUNT No. 9:—			
Add Balance from last Account	5,920	12	6
	78,733	13	8
Less Interest, Rentals, and other fixed charges	14,526	8	2
	64,207	5	6
Less Dividends on Guaranteed and Preference Stocks	24,500	5	0
Balance available for Dividend on Ordinary Stock	39,707	0	6

Your Directors recommend that a Dividend be declared on the Ordinary Stock of the Company for the half-year ending the 31st December, 1914, at the rate of 7 per cent. per annum, less Income Tax making (with the Interim Dividend of 6 per cent. per annum paid for the half-year ending the 30th June, 1914, $6\frac{1}{2}$ per cent. for the year), and that £2,000 be transferred to the General Reserve Fund leaving a balance of £8,936 14s. 6d. to be carried forward to the current year's account.

Interim Dividend at the rate of 6 per cent. per annum paid on the Ordinary Stock for the Half-year ending the 30th June, 1914	-	-	-	-	£13,278 12 0
7 per cent on the Ordinary Stock for the Half-year ending the 31st December, 1914	-	-	-	-	£15,491 14 0
Transfer to General Reserve Fund	-	-	-	-	£2,000 0 0
					30,770 6 0
Leaving Balance to be transferred to Current year's account					8,936 14 6
					39,707 0 6

The Expenditure on Capital Account amounted to £4,340 6s. 3d., details of which are given in Account No. 5.

A Halt has been erected between Tullymurry and Dundrum Stations for the accommodation of the Military at Ballykinlar Camp.

Important improvements have been carried out at Bangor Station.

The accommodation in the Goods Yard at Downpatrick Station has been increased and a Water Supply for Engines provided.

The new Goods Locomotive referred to in last year's Report as having been ordered has now been delivered and is working satisfactorily.

An additional Road Motor and Trailer have been purchased for the Traffic between Newcastle and Killeel, and the cost charged to Capital Account.

Two Passenger Locomotives have been ~~practically rebuilt~~, new Boilers, Fire Boxes and Cylinders having been fitted, and the cost charged to Revenue. Three Six-Compartment six-wheeled Third Class Carriages and One six-wheeled Second and Third Class Composite Carriage (in place of Four four-compartment four-wheeled Carriages) and Thirty-three Wagons have been built as Renewals of Stock and the cost charged to Revenue.

Mr. W. F. COLLINS, Hotel Manager, having resigned his position, your Directors have appointed Mr. J. W. MANNING, to fill the vacancy.

The following Directors retire by rotation and are eligible for re-election:—Major R. D. PERCEVAL-MAXWELL D.L., and Mr. ROBERT THOMPSON, D.L., M.P.

Sir. W. B. PEAT is the retiring Auditor, and offers himself for re-election.

The Dividend Warrants will be posted on February 27th, and Proprietors are requested to give notice to the Secretary, without delay, of any change of Address, in order to ensure prompt delivery.

THOMAS ANDREWS, *Chairman.*

H. E. MELLOR, *Secretary.*

Board Room,
27th January, 1915.

BELFAST AND COUNTY DOWN RAILWAY.

Financial Accounts and Statistical Returns for the Year ending 31st December, 1914.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
I.—Special Acts conferring capital powers which have been fully exercised ..	991,091	378,666	1,369,757	991,091	378,666	1,369,757	..	..	..
II.—Special Act conferring capital powers which have not yet been fully exercised— Belfast and County Down Railway Act, 1900	90,000	30,000	120,000	..	..	..	90,000	30,000	120,000
TOTAL	1,081,091	408,666	1,489,757	991,091	378,666	1,369,757	90,000	30,000	120,000

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount created.	Amount issued.	Nominal addition to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
Three per cent. Baronial Guaranteed Shares ..	17,000	17,000	..	17,000	..	..	..	..
Five per cent. Preference Stock	248,141	248,141	..	248,141	..	..	..	..
Four and a Half per cent. "A" Preference Stock	50,000	50,000	..	50,000	..	..	..	..
Four per cent Preference Stock	233,330	233,330	..	233,330	..	..	..	..
Ordinary Stock	442,620	442,620	..	442,620	..	..	..	..
TOTAL	991,091	991,091	..	991,091	..	..	..	..

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

	Raised by Loans.	Raised by issue of Debenture Stocks.					Total raised by Loans and Debenture Stocks.
		Amount of Stocks.	Nominal Additions or Deductions on Conversion.	Existing Amount of Stocks.			
				At 4 per cent.	At 3 per cent.	Total Debenture Stocks.	
Existing at 31st December, 1914	£ ..	£ 358,666	£ ..	£ 220,666	£ 138,000	£ 358,666	£ 358,666
Existing at 31st December, 1913	£ ..	£ 358,666	£ ..	£ 220,666	£ 138,000	£ 358,666	£ 358,666
Increase	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..
Decrease	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a)							£ 378,666
Less—Amount created but not yet available							£ ..
Capitalised value of Rentcharges in accordance with section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860							£ 3,331
Total amount raised by Loans and Debenture Stocks as above							£ 358,666
Balance being available borrowing powers at 31st December, 1914							£ 16,609

Dr.

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

Cr.

To Expenditure.	Amount expended to 31st December, 1913.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1913.	Amount received during Year.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	1,198,245 2 4	1,661 16 3	1,197,906 18 7	Shares and Stocks (No. 2)	991,091 0 0	..	991,091 0 0
Rolling Stock	223,105 2 0	2,000 0 0	225,105 2 0	Debenture Stock (No. 3)	358,666 0 0	..	358,666 0 0
Manufacturing and Repairing Works and Plant—				Premiums on Shares and Stocks	£ 88,474 14 1		
Land and Buildings	6,828 11 0	..	6,828 11 0	Premiums on Debenture Stocks	16,760 8 5		
Plant and Machinery	8,301 0 0	..	8,301 0 0	Total Premiums	105,235 2 6		
Total Capital expended upon Railway	1,434,479 15 4	3,661 16 3	1,438,141 11 7	Discounts on Shares and Stocks	2,040 0 0		
Road Vehicles employed in the collection and delivery of Goods	1,118 10 0	541 0 0	1,659 10 0	Balance of Premiums and Discounts	103,195 2 6		103,195 2 6
Steamboat	24,833 9 5	..	24,833 9 5	Treasury Grant (Downpatrick, Killough & Ardglass Railway)	30,000 0 0		30,000 0 0
Hotel	98,727 16 5	..	98,727 16 5	Total Receipts	1,482,952 2 6		1,482,952 2 6
Land, Property, etc., not forming part of the Railway or Stations—				By Balance .. .. .	..		86,598 5 0
Not used in connection with Railway working	6,050 10 10	137 10 0	6,188 0 10	TOTAL,	£ 1,569,550 8 3		£ 1,569,550 8 3
Total Expenditure	1,565,210 2 0	4,340 6 3	1,569,550 8 3				
TOTAL,	£ 1,569,550 8 3						

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.

(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st DECEMBER, 1914.

	Land and Compensation.		Construction of Way and Stations, Engineering, &c.		Law Charges and Parliamentary Expenses.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Lines belonging to the Company open for Traffic—								
Additions and Improvements at Belfast Station	280	11 10	..	..	280	11 10
Halt at Ballykinlar and Additions and Improvements at Bangor, Downpatrick and other Stations	1,381	4 5	..	..	1,381	4 5
							1,661	16 3
Rolling Stock—								
Additional power in Engine purchased on Renewal Account	2,000	0 0
Total Capital expended upon Railway	3,661	16 3
Road Vehicles employed in the Collection and Delivery of Goods—								
Steam Motor Wagon and Trailer	541	0 0
Land, Property, &c., not forming part of the Railway or Stations—								
Cottage Extensions	137	10 0
Total Capital Expenditure for the year	4,340	6 3

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1915.	Subsequently until completion.	Total.
£	£	£	£
Lines belonging to the Company open for Traffic—			
Sundry Works	2,000	..	2,000
Works not yet commenced and in abeyance .. .. .	..	..	..

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a).)	120,000
Stock and Share Capital created but not yet received (as per Statement No. 2) .. .. .	..
Loan Capital created but not yet available (as per Statement No. 3) .. .. .	..
Available borrowing powers (as per Statement No. 3)	16,669
	136,669
Deduct, balance at Debit (as per Capital Account No. 4)	86,598
TOTAL	50,071

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1913.		
					Gross Receipts.	Expenditure.	Net Receipts.
					£ s. d.	£ s. d.	£ s. d.
10	Railway	174,527 9 5	104,893 7 9	69,634 1 8	166,788	103,916	62,872
12	Steamboat	5,442 17 11	5,641 11 2	Dr. 198 13 3	7,399	6,371	1,028
15	Hotel and Refreshment Rooms	12,777 11 11	12,310 11 0	467 0 11	13,721	13,163	558
	TOTAL	192,747 19 3	122,845 9 11	69,902 9 4	187,908	123,450	64,458
Miscellaneous Receipts (Net)—							
	Rents from Houses and Lands			668 17 7			393
	Other Rents			1,368 12 6			1,272
	Transfer Fees			36 15 0			45
	Tolls on Belfast Central Railway, per Great Northern Railway Co. (Ireland)			326 6 9			335
	Amount received from Down County Council for Dividend on Baronial Guaranteed Shares			510 0 0			510
	TOTAL NET INCOME			£ 72,813 1 2			67,013

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

		Year 1913.	
		£ s. d.	£
Balance brought forward from last year's Account		5,920 12 6	6,571
Net Income (as per Statement No. 8)		72,813 1 2	67,013
TOTAL		78,733 13 8	73,584
Deduct—Interest, Rentals, and other Fixed Charges—		£ s. d.	
Rent Charges		189 8 0	189
Chief Rents, Wayleaves, &c., including Lump-sum Tolls		666 12 0	672
Interest on 4 per cent. Debenture Stock		8,826 12 10	8,827
Interest on 3 per cent. Debenture Stock		4,140 0 0	4,140
General Interest		119 13 2	115
Interest on Temporary Loan		584 2 2	600
TOTAL		14,526 8 2	14,543
Balance after payment of Fixed Charges		64,207 5 6	59,041
Appropriation to General Reserve Fund		2,000 0 0	
Dividends on Guaranteed and Preference Stocks—		£ s. d.	
3 per cent. Baronial Guaranteed Shares	£17,000	510 0 0	510
5 per cent. Preference Stock	£248,141	12,407 1 0	12,407
4½ per cent. "A" Preference Stock	£50,000	2,250 0 0	2,250
4 per cent. Preference Stock	£233,330	9,333 4 0	9,333
TOTAL		24,500 5 0	24,500
Balance available for Dividend on Ordinary Stock		£ 27,707 0 6	34,541
Dividend on Ordinary Stock at 6½ per cent.		28,770 6 0	28,620
Balance carried forward to next year's Account		8,936 14 6	5,921
		37,707 0 6	34,541

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

		£ s. d.	£
Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1914 (as per Account No. 9)		64,207 5 6	59,041
Deduct—			
Interim Dividends Paid—			
3 per cent. Baronial Guaranteed Shares (to 31st December, 1914)	at 3 per cent.	510 0 0	510
5 per cent. Preference Stock	at 2½ "	6,203 10 6	6,204
4½ per cent. "A" Preference Stock (to 31st December, 1914)	at 4½ "	2,250 0 0	2,250
4 per cent. Preference Stock	at 2 "	4,666 12 0	4,667
Ordinary Stock	at 3 "	13,278 12 0	13,128
		26,908 14 6	26,759
Undivided Balance at 31st December, carried to Balance Sheet		£ 37,298 11 0	32,282

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1913.
Superintendence—							£
Salaries	1,132	17	4				1,114
Office Expenses	47	16	10				61
				1,180	14	2	1,175
Maintenance of Roads, Bridges and Works—							
Earthworks .. .. .							..
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	306	13	0				595
Roads and Fences	438	7	2				502
				745	0	2	1,097
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages	180	7	2				219
Materials	757	13	7				878
Engine Power and Wagon Repairs	4	15	0				12
				942	15	9	1,109
Repair of Running Lines and Sidings—							
Wages	5,671	5	1				5,899
Materials	1,931	18	5				1,690
Engine Power and Wagon Repairs	342	18	8				398
				7,946	2	2	7,987
Maintenance of Signalling				685	12	1	937
Maintenance of Telegraphs				420	11	6	413
Maintenance of Stations and Buildings—							
Stations, Depots and Offices	2,342	10	7				4,460
Engine Sheds	286	6	8				119
Carriage Sheds	59	16	0				101
Locomotive Workshops	148	13	1				153
Carriage Workshops	126	10	6				73
Wagon Workshops	89	15	10				41
Other Buildings	158	4	9				73
				3,211	17	5	5,020
Transfer to Renewal Fund				15,132	13	3	17,738
				3,000	0	0	Cr. 1,100
TOTAL	£	18,132	13	3			16,638

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

	£	s.	d.	£	s.	d.	Year 1913.
Superintendence—							£
Salaries	217	3	1				202
Office Expenses	11	13	1				13
				228	16	2	215
Repairs and Partial Renewals—							
Wages	2,818	12	0				3,121
Materials	699	1	11				5,524
				3,517	13	11	8,645
Purchase of New Locomotive (Revenue portion of cost)				1,950	0	0	..
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant	115	5	8				238
Other Expenses	484	7	11				665
				599	13	7	903
				6,296	3	8	9,763
Deduct, Engine Power supplied by the Company				58	16	10	110
				6,237	6	10	9,653
Transfer to Renewal Fund				2,000	0	0	..
TOTAL	£	8,237	6	10			9,653

(2) Carriages.

	£	s.	d.	£	s.	d.	Year 1913.
Superintendence—							£
Salaries	108	11	7				98
Office Expenses	5	16	6				7
				114	8	1	105
Complete Renewals—							
Wages	457	2	6				1,154
Materials	1,274	0	0				3,269
				1,731	2	6	4,423
Repairs and Partial Renewals—							
Wages	2,666	7	4				2,239
Materials	2,027	1	3				1,765
				4,693	8	7	4,004
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant	35	8	2				26
Other Expenses	345	15	5				283
				381	3	7	309
				6,920	2	9	8,841
Transfer to Renewal Fund				2,000	0	0	2,000
TOTAL	£	8,920	2	9			10,841

(3) Wagons.

	£	s.	d.	£	s.	d.	Year 1913.
Superintendence—							£
Salaries	108	11	7				98
Office Expenses	5	16	6				7
				114	8	1	105
Complete Renewals—							
Wages	382	8	10				171
Materials	2,210	0	7				616
				2,592	9	5	817
Repairs and Partial Renewals—							
Wages	1,271	7	4				1,204
Materials	1,633	15	6				1,848
				2,905	2	10	3,052
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant	34	9	2				27
Other Expenses	291	18	8				242
				326	7	10	269
TOTAL	£	5,938	8	2			4,243

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£ s. d.		Year 1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	217	3 1		197
Office Expenses	11	13 1		13
Steam Train Working—			228	16 2
Wages connected with the Running of Locomotive Engines	7,268	17 6		7,217
Fuel	14,560	16 8		13,531
Water	890	16 5		892
Lubricants	493	9 1		456
Other Stores, including Clothing	344	14 4		347
Miscellaneous	95	15 5		125
			23,654	9 5
			23,883	5 7
Deduct, Engine Power supplied by the Company			222	0 0
				255
TOTAL	£	23,661 5 7		22,523

ABSTRACT D.—TRAFFIC EXPENSES.

	£ s. d.		Year 1913	
	£	s. d.	£	s. d.
Salaries and Wages—				
Superintendence	1,385	12 5		1,314
Stationmasters and Clerks	5,655	0 2		5,360
Signalmen and Gatemen	1,742	12 2		1,681
Ticket Collectors, Policemen, Porters, etc.	7,636	8 8		7,344
Guards	1,857	5 11		1,795
			18,276	19 4
Fuel, Lighting, Water and General Stores			2,667	15 9
Clothing			562	9 6
Printing, Advertising, Stationery, Stamps and Tickets			1,710	16 10
Wagon Covers, etc.			196	17 11
Cleansing, Lubricating, and Lighting of Vehicles			1,551	11 10
Shunting Expenses (other than Mechanical)—				
Wages	435	8 10		415
Other Expenses		4 19 6		8
			440	8 4
Working of Cranes, &c.			16	16 10
Railway Clearing Houses Expenses			157	7 3
Miscellaneous Expenses			442	8 3
				429
TOTAL	£	26,023 11 10		25,579

ABSTRACT E.—GENERAL CHARGES.

	£ s. d.		Year 1913	
	£	s. d.	£	s. d.
Directors' Fees voted by Shareholders	1,200	0 0		1,200
Auditors' Fees	100	0 0		100
Salaries of Secretary, General Manager, Accountant, and Clerks	4,352	19 6		3,933
Office Expenses, ditto ditto	466	16 0		486
Rating Expenses				50
Fire Insurance	235	8 1		235
Superannuation and Benevolent Funds, Pensions, &c.	1,394	12 10		1,220
Subscriptions and Donations	119	14 0		17
Miscellaneous Expenses	246	0 5		501
TOTAL	£	8,115 10 10		7,742

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£ s. d.		Year 1913	
	£	s. d.	£	s. d.
Salaries and Wages	258	12 0		202
Maintenance of Motors	236	11 3		238
Amounts paid for Hired Cartage	4,463	8 7		4,000
Miscellaneous	274	5 8		207
TOTAL	£	5,232 17 6		4,647
Amount Charged to Passenger Train Traffic	£	906 15 10		937
Amount Charged to Goods Traffic	£	4,326 1 8		3,710

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

	Year 1913.			Year 1913.		
	Receipts.	Payments.	Balance.	Receipts.	Payments.	Balance.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Passenger Train Traffic	21 14 6	168 2 2	Dr. 146 7 8	20	192	Dr. 172
Goods Train Traffic	69 4 11	15 0 9	Cr. 54 4 2	61	12	Cr. 49
TOTAL	£	90 19 5	Dr. 92 3 6	81	204	Dr. 123

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Year 1913.			Year 1913.		
	Receipts.	Expenditure.	Balance.	Receipts.	Expenditure.	Balance.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles	16 11 11	13 0 3	3 11 8	25	12	13
Goods Train Vehicles	239 7 4	38 3 7	201 3 9	79	43	36
Hire of—						
Passenger Train Vehicles						
Goods Train Vehicles		11 4 1	Dr. 11 4 1		10	Dr. 10
TOTAL	£	255 19 3	193 11 4	104	65	39

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

(Not applicable to this Company.)

Dr. No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOAT. Cr.

To Expenditure.	Year 1913.		By Gross Receipts.	Year 1913.		
	£	s. d.		£	£	s. d.
Salaries and Wages	882	12 3	906	Passengers	5,347 17 11	7,304
Fuel	898	19 2	1,193	Miscellaneous	95 0 0	95
Stores, Lubricants, Water, &c.	154	8 11	184			
Repairs	600	9 1	665			
Harbour, Pier and Light Dues	817	13 5	932			
Miscellaneous	164	7 6	179			
Working Expenses	3,518	10 4	4,059			
Depreciation and Insurance	2,123	0 10	2,312			
Total Expenditure	5,641	11 2	6,371	Total Receipts	5,442 17 11	7,399
Balance			1,028	Balance	198 13 3	
TOTAL	£ 5,641	11 2	7,399	TOTAL	£ 5,641 11 2	7,399

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

(Not applicable to this Company.)

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

(Not applicable to this Company.)

Dr. No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTEL AND REFRESHMENT ROOMS. Cr.

To Expenditure.	Year 1913.		By Gross Receipts.	Year 1913.		
	£	s. d.		£	£	s. d.
Salaries and Wages	1,956	19 1	1,827	Total Receipts from Hotel and from Sale of Provisions, &c., in Refreshment Rooms ..	12,777 11 11	13,721
Provisions, Wines and Spirits consumed ..	6,026	4 6	6,967			
Repairs and Maintenance	1,744	3 4	1,140			
Heating and Lighting	469	6 1	462			
Rates	236	9 8	236			
Taxes	121	15 0	112			
Miscellaneous	1,966	18 9	1,719			
Total Expenditure	12,521	16 5	12,463			
Less, Transfer from Renewal Fund	211	5 5	Dr. 700			
			12,310 11 0			13,163
Balance	467	0 11	558			
TOTAL	£ 12,777	11 11	13,721	TOTAL	£ 12,777 11 11	13,721

PART II. STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913.
	Length of Road First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			Total Miles (reduced to Single Track).	Total of Single Track, including Sidings.	Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines owned by Company—									
Belfast to Bangor, Donaghadee, Ballynahinch, Ardglass and Castlewella	80 0	22 0	0 60	0 20	0 10	103 10	21 20	124 30	124 30

(B.)—Mileage of Lines Authorised but not Open for Traffic.

(Not applicable to this Company)

(C.)—Mileage of Lines Run Over by the Company's Engines.

	Year 1913.	
	M. Ch.	M. Ch.
Lines Owned by the Company	80 0	80 0
Lines over which the Company exercises Running Powers continuously	2 60	2 60
TOTAL	82 60	82 60

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number.	Year 1913.
		Number.
Tender Engines :—		
Wheel Type :—		
2 — 4 — 0	4	4
0 — 6 — 0	4	3
Tank Engines :—		
Wheel Type :—		
0 — 4 — 2	4	5
2 — 4 — 2	6	6
4 — 4 — 2	12	12
	30	30
Tenders	8	7

(B.)—Rail Motor Vehicles.

	Number.	Carrying Capacity.	Year 1913.	
			Number.	Carrying Capacity.
		Seats.		Seats.
Steam Power	3	184	3	184

(C.)—Trains worked by Electric Power.

(Not applicable to this Company.)

(D.)—Coaching Vehicles

	Number	Seats.				Year 1913.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats, Total.
PASSENGER CARRIAGES.							
Carriages of uniform class	111	704	1,320	3,700	5,724	108	5,528
Composite Carriages	42	560	1,120	410	2,090	45	2,190
Total Passenger Carriages ..	153	1,264	2,440	4,110	7,814	153	7,718
OTHER COACHING VEHICLES							
Luggage, Parcel, and Brake Vans ..	9					9	
Carriage Trucks ..	2					2	
Horse Boxes ..	9					9	
Miscellaneous ..	2					2	
Total other Coaching Vehicles	22					22	
Total Coaching Vehicles	175					175	

(E.)—Merchandise and Mineral Vehicles.

	Number.	Year 1913.
		Number.
Open Wagons—		
Under 8 tons	34	34
8 and up to 12 tons	346	346
Covered Wagons—		
8 and up to 12 tons	299	296
Cattle Trucks .. .. .	..	3
Rail and Timber Trucks	10	10
Brake Vans	12	12
TOTAL	791	791

(F.)—Railway Service Vehicles.

	Number.	Year 1913.
		Number.
Gasholder Trucks	2	2
Locomotive Coal Wagons	27	20
Ballast Wagons	36	36
Mess and Tool Vans	2	2
TOTAL	67	60

III.—ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF GOODS.

	Number.	Year 1913.
		Number.
Road Motors	3	2

IV.—STEAMBOAT.

	Date of Construction.	Indicated Horse-Power.	Registered Tonnage. Tons.
Steamboat over 250 tons net—			
“ Erin’s Isle ”	1912	1,300	292
<i>Year 1913</i>		1,300	292

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTEL.

Name.	Situation.
Slieve Donard	Newcastle, Co. Down.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	Year 1913.
		Acreage.
Agricultural Land .. .. .	..	..
Urban and Suburban Land .. .. .	..	..
Houses.	Number.	Year 1913.
		Number.
Houses and Cottages for Company’s Servants	29	29

IX.—OTHER INDUSTRIES.

(None.)

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

		Year 1913
Quantities of principal Materials used—		
Ballast	8,507 cubic yds.	11,543 cubic yds.
Fencing .. .. .	..	1¼ Miles
Rails	142 Tons	157 Tons
Sleepers	6,428	5,062
Miles maintained—		
Miles of Road	80	80
Miles of Road reduced to single track—		
Running Lines	103¾	103¾
Sidings	21¼	21¼
Miles of track renewed	1½	1½

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops. Number.	By Contract. Number.	Total.	Year 1913. Total.
Locomotives renewed .. .. .	..	1	1	..
Locomotives repaired—				
Heavy repairs	10	..	10	11
Light „	8	..	8	6
Locomotives under or awaiting repair at end of year	2	..	2	3
Rail Motor—				
Train Vehicles, &c., renewed .. .. .	..	..	..	..
Train Vehicles, &c., repaired—				
Heavy Repairs .. .. .	..	..	..	..
Light „ .. .. .	..	..	..	..
Train Vehicles, &c., under or awaiting repair at end of year	1	..	1	..
Coaching Vehicles—				
Carriages renewed	4	..	4	12
Carriages repaired—				
Heavy repairs	30	..	30	37
Light „	34	..	34	27
Carriages under or awaiting repair at end of year	8	..	8	6
Others renewed .. .. .	..	..	..	..
Others repaired—				
Heavy repairs	3	..	3	15
Light „	3	..	3	2
Others under or awaiting repair at end of year .. .. .	..	..	..	..
Wagons renewed—				
Completely renewed	33	..	33	17
Partially „ .. .. .	..	..	..	..
Wagons repaired—				
Heavy repairs	144	..	144	168
Light „	232	..	232	76
Wagons under or awaiting repair at end of year	32	..	32	26

XII.—ENGINE MILEAGE.

	Year 1913.																			
	Train Miles. (Loaded Trains.)			Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Train Miles. (Loaded Trains.)			Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Shunting Miles.		Other Miles. (Assist- ing Light, etc.)	Total Engine Miles.				
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.						
															Coaching.	Goods.				
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—																				
Over the Company's System by the Company's Engines	666,909	128,798	795,707	672,566	136,129	808,695	50,840	73,997	22,318	955,850	649,910	135,194	785,104	654,281	140,332	794,613	63,505	80,659	23,258	962,035
Over the Company's System by other Companies' Engines	10,454	2,476	12,930	10,500	2,492	12,992	3,120	1,550	16	17,678	20,416	2,480	22,896	20,416	2,480	22,896	..	..	..	22,896
TOTAL	677,363	131,274	808,637	683,066	138,621	821,687	53,960	75,547	22,334	973,528	670,326	137,674	808,000	674,697	142,812	817,509	63,505	80,659	23,258	984,931
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																				
By the Company's Engines over Lines owned, leased, or worked by the Company	666,909	128,798	795,707	672,566	136,129	808,695	50,840	73,997	31,392	964,924	649,910	135,194	785,104	654,281	140,332	794,613	63,505	80,659	31,859	970,636
By the Company's Engines over other Companies' Lines .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
By other Companies' Engines over the Company's Line .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	666,909	128,798	795,707	672,566	136,129	808,695	50,840	73,997	31,392	964,924	649,910	135,194	785,104	654,281	140,332	794,613	63,505	80,659	31,859	970,636
C.—MILES RUN BY THE COMPANY'S ENGINES :—																				
(1) Steam Tender and Tank Engines—																				
Over Lines owned, leased, or worked by the Company	574,187	128,798	702,985	579,810	136,129	715,939	50,840	73,997	31,376	872,152	557,952	135,194	693,146	562,323	140,332	702,655	63,505	80,659	31,808	878,627
Over other Companies' Lines .. .. .	..	1,050	1,050	..	1,050	1,050	..	..	129	1,179	..	102	102	..	102	102	..	..	96	198
TOTAL	574,187	129,848	704,035	579,810	137,179	716,989	50,840	73,997	31,505	873,331	557,952	135,296	693,248	562,323	140,434	702,757	63,505	80,659	31,904	878,825
(2) Steam Rail Motors—																				
Over lines owned, leased, or worked by the Company	92,722	..	92,722	92,736	..	92,736	..	..	16	92,772	91,958	..	91,958	91,958	..	91,958	..	..	51	92,009
TOTAL	666,909	129,848	796,757	672,566	137,179	809,745	50,840	73,997	31,521	966,103	649,910	135,296	785,206	654,281	140,434	794,715	63,505	80,659	31,955	970,834

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class	95,026	5,245	1 1-25	94,554	100,346	5,494	1 1-14	99,880
2nd „	302,970	11,602	9-19	302,803	322,173	12,451	9-28	321,970
3rd „	2,732,422	71,439	6-27	2,707,283	2,590,254	66,228	6-14	2,560,260
Workmen	381,046	4,014	2-53	381,046	337,864	3,457	2-46	337,860
TOTAL	3,511,464	92,300	6-31	3,485,686	3,350,637	87,630	6-28	3,319,990
Season—								
1st Class	624	5,832	..	624	635	5,776	..	635
2nd „	2,505	16,992	..	2,505	2,470	16,938	..	2,470

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per ton.	Tonnage originating on the Company's System.
	Tons.	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise	151,247	32,550	4 3-65	144,272	140,185	29,935	4 3-24	131,224
Coal, Coke and Patent Fuel	75,321	5,878	1 6-73	75,321	84,789	6,475	1 6-33	84,789
Other Minerals	55,030	4,170	1 6-19	54,927	53,007	3,920	1 5-75	52,899
TOTAL	281,598	42,598	3 0-31	274,520	277,981	40,330	2 10-82	268,912
	Number.	£		Number originating on the Company's System.	Number.	£		Number originating on the Company's System.
Live Stock	56,255	2,612	—	56,255	60,588	2,790	—	60,588

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

	Tons.	Year 1913.
		Tons.
Coal	75,321	84,789
Potatoes	37,154	29,295
Grain, Flour and Bran	34,650	35,373
Stone	22,565	23,762
Brick, Lime and Slates	14,941	10,709
Sand	10,697	9,275
Timber and other Building Materials	9,177	5,870
Manure in Bags	6,713	6,988
Groceries, Bacon, &c.	5,005	4,862
TOTAL	216,223	210,923

	Number.	Year 1913.
		Number.
Horses	459	174
Cattle	27,625	32,843
Calves	2,170	2,591
Sheep	25,501	24,608
Pigs	425	341
Miscellaneous	75	31
TOTAL	56,255	60,588

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

	1913	1914
	£	£
Total Expenditure on Capital Account (No. 4)	1,565,210	1,569,550
Gross Receipts from Businesses carried on by the Company (No. 8)	187,908	192,748
Revenue Expenditure on ditto (No. 8)	123,450	122,846
Net Receipts of ditto (No. 8)	64,458	69,902
Miscellaneous Receipts net (No. 8)	2,555	2,911
Total Net Income (No. 8)	67,013	72,813
Interest, Rentals, and other Fixed Charges (No. 9)	14,543	14,527
Dividends on Guaranteed and Preference Stocks (No. 9)	24,500	24,500
Balance after payment of Preference Dividends (No. 9)	27,970	33,786
Dividend on Ordinary Stock (No. 9)	28,620	28,770
Rate per cent.	6½%	6½%
Surplus or Deficit	— 650	+ 5,016
Appropriation to Reserve .. .. .	..	2,000
Brought forward from previous year	6,571	5,921
Carried forward to subsequent year	5,921	8,937

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 year, been maintained in good working condition and repair.

23rd January, 1915.

G. P. CULVERWELL, *Engineer.*

Certificate Respecting the Rolling Stock, &c.

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

23rd January, 1915.

R. G. MILLER, *Locomotive Superintendent*

(Signed for the Board of Directors)

THOMAS ANDREWS,

Chairman of the Company.

H. E. MELLOR,

Secretary of the Company.

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 dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

WM. B. PEAT,

J. A. FORSTER,

Auditors.

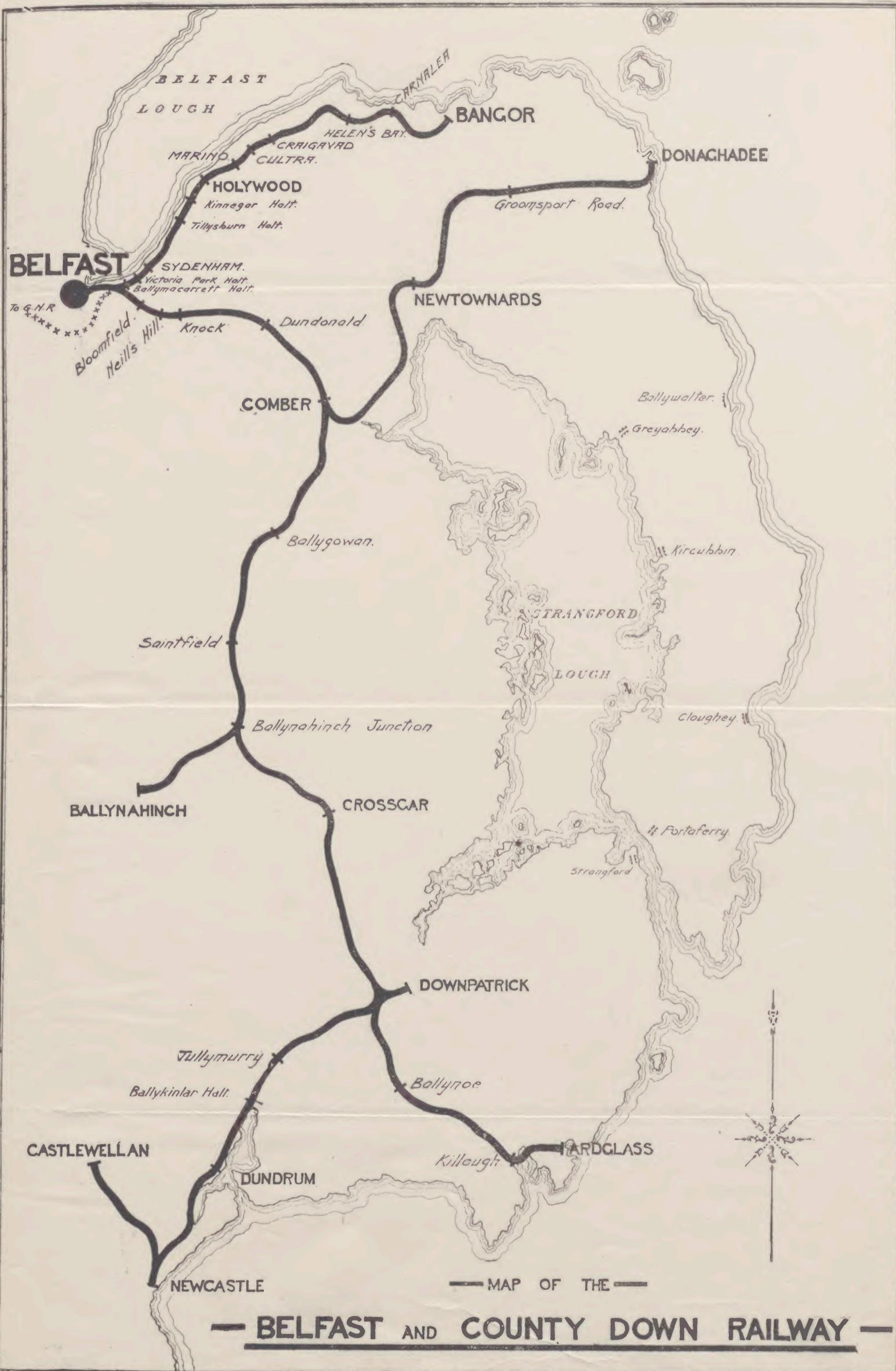
BELFAST,

23rd January, 1915.

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— MAP OF THE —
— BELFAST AND COUNTY DOWN RAILWAY —

ST

REPORT and ACCOUNTS

Year ending 31st December, 1914.

Belfast and County Down Railway Company.

NOTICE IS HEREBY GIVEN THAT THE
ORDINARY ANNUAL GENERAL
MEETING of the PROPRIETORS of this
Company will be held at the COMPANY'S
TERMINUS, QUEEN'S QUAY, Belfast, on
THURSDAY, the 18th day of February, 1915,
at Half-past Eleven o'clock in the forenoon,
to transact the usual business of the Company.

The TRANSFER BOOKS of the Company
WILL BE CLOSED on and from THURSDAY,
the 4th day of February, 1915, until after
the Meeting.

(By Order of the Directors),

H. E. MELLOR, *Secretary.*

Queen's Quay, Belfast,
22nd January, 1915.

Proprietors of not less than £200
Ordinary or Preference Stock can, by
timely application to the Secretary, stating
the Station, obtain Passes over the
Company's Line for the purpose of attend-
ing the Annual Meeting.

Cavan and Leitrim Railway Company, Limited.

**REPORT OF THE DIRECTORS,
Statement of Accounts and Statistical Returns
FOR YEAR ENDED 1st NOVEMBER, 1914.**

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT THE COMPANY'S OFFICES,

19 & 20 FLEET STREET, DUBLIN.

ON WEDNESDAY, 10TH FEBRUARY, 1915.

AT 2.30 P.M. O'CLOCK.

CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Annual General Meeting of the Shareholders of this Company will be held at the Offices of the Company, Nos. 19 & 20 FLEET STREET, DUBLIN, on Wednesday, the 10th day of February next, at 2.30 p.m., precisely, to receive the Report of the Directors, Statement of Accounts, and Statistical Returns for the year ended 1st November, 1914, and to transact the ordinary business of the Company.

The Transfer Books of the Company will be closed from the 30th January to the 15th February, both days inclusive.

H. J. B. CLEMENTS, *Chairman.*

R. R. STEWART, *Secretary.*

19 & 20 FLEET STREET, DUBLIN,

13th January, 1915.

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

ANNUAL MEETING ... 10th FEBRUARY, 1915.

DIVIDENDS PAYABLE ... 15th FEBRUARY and 15th AUGUST in each year.

Cavan and Leitrim Railway Company, Limited.

DIRECTORS:

H. J. B. CLEMENTS, Esq., D.L., Lough Rynn, R.S.O., Co. Leitrim, <i>Chairman</i> .	R. A. MACRORY, Esq., Ulster Chambers, Belfast.
ROBERT H. JOHNSTONE, Esq., D.L., Bawnboy House, Co. Cavan, <i>Deputy Chairman</i> .	THOMAS McGIVNEY, Esq., Cornee, Mohill, Co. Leitrim.
REV. J. G. DIGGES, M.A., Clooncahir, Lough Rynn, R.S.O., Co. Leitrim.	PATRICK McMANUS, Esq., High Street, Drumshambo.
WILLIAM FITZPATRICK, Esq., Great Hill, Belturbet, Co. Cavan.	THOMAS O'REILLY, Esq., Ballyconnell, Co. Cavan.
PATRICK FLYNN, Esq., J.P., Carrick-on-Shannon.	PATRICK ARTHUR HAMILTON REID, Esq., Holmston, Kingstown, Co. Dublin.
ROBERT HUTTON, Esq., J.P., Tircahan Lodge, Swanlinbar, Co. Cavan.	GEORGE F. STEWART, Esq., D.L., Lough Rynn, Dromod, and 6 Leinster Street, Dublin.
	WILTON VAUGH, Esq., Dromahaire, Co. Leitrim.
	ROBERT P. WALLACE, Esq., J.P., Cloonmorris, Dromod, Co. Leitrim.

Arbitrators appointed by the Board of Trade under the Tramways (Ireland) Act.

SIR JOHN G. BARTON, C.B., 6 Ely Place, Dublin.
HENRY O'REILLY, Esq., County Surveyor for County Cavan, Cavan.
EUGENE O'N. CLARKE, Esq., County Surveyor for County Leitrim, Carrick-on-Shannon
HENRY H. GRAHAM, Esq., 42 Upper Arthur Street, Belfast.

Company's Auditors:—

O. H. BRADDELL, Esq., I.S.O., Lower Bullingate, Carnew.
W. B. CARSON, Esq., Broomfield, Malahide, Co. Dublin.

Secretary and Accountant:—

R. R. STEWART, B.L., 19 & 20 Fleet Street, Dublin.

REPORT OF DIRECTORS.

The Accounts for the year ended 1st November last, which have been duly audited, are presented herewith.

The gross receipts for the whole Undertaking amounted to £14,090 15s. 3d. as compared with £14,332 0s. 1d. in the previous year, and the gross expenditure amounted to £13,443 0s. 3d. as compared with £13,325 16s. 2d.

The profit in respect of Railway Working (see account No. 8) amounted to £580 9s. 3d., while the net profit on the whole Undertaking amounted to £647 15s. 0d. This sum has been placed to the credit of the Guaranteeing Baronies, as compared with the sum of £1,006 3s. 11d. for the year 1913.

The Bill for the Extension of the Line up the Arigna Valley, referred to in the last Report as being then promoted in Parliament by your Directors, was not proceeded with, owing to the County Council of Leitrim having declined to sanction the scheme.

The Directors who retire by rotation are:—Messrs. Patrick A. Hamilton Reid and Wilton Vaugh. They are eligible and offer themselves for re-election.

The Auditors, Messrs. O. H. Braddell, I.S.O., and W. B. Carson, also retire and offer themselves for re-election.

H. J. B. CLEMENTS, *Chairman*.

19 AND 20 FLEET STREET, DUBLIN,
13th January, 1915.

CAVAN AND LEITRIM RAILWAY COMPANY, LTD.

Financial Accounts and Statistical Returns for the Year
ended 1st November, 1914.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created (Guaranteed Shares).			Balance (Ordinary Capital).		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
The Companies Act, 1862, and The Company's Order in Council, 1884.	300,000	Nil.	300,000	202,000	Nil.	202,000	98,000	Nil	98,000

No. 1 (b)—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

[Not applicable to this Company.]

No. 1 (c)—NOMINAL CAPITAL AUTHORISED AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

[Not applicable to this Company.]

No. 2—SHARE CAPITAL AND STOCK CREATED AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued.	Nominal Additions to or deductions from Capital.	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
	£	£	£	£	£	£	£	£
Guaranteed Five per cent. Stock : Undertaking No. I. ..	48,000	45,300	Nil.	45,300	Nil.	Nil.	Nil.	2,700
Consolidated Undertaking, No. II. ..	154,000	149,385	Nil.	149,385	Nil.	Nil.	Nil.	4,615
Total	£202,000	194,685	Nil.	194,685	Nil.	Nil.	Nil.	7,315

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

[Not applicable to this Company.]

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

[Not applicable to this Company.]

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 1st NOVEMBER, 1914.

	Land and Compensation			Construction of Way and Stations, Engineering, &c.			Law Charges and Parliamentary Expenses.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Purchase of Railways												
Lines belonging to the Company open for Traffic:—												
Water Pump and Shed, Ballinamore				8	19	2				8	19	2
New Siding, Ballyconnell				2	5	0				2	5	0
Tools, Loco. Department				58	1	11				58	1	11
Additions, Agent's House, Drumshambo				70	2	9				70	2	9
										139	8	10
ROLLING STOCK—												
Wagons:—												
1 Open Goods Wagen										97	14	4
Manufacturing and Repairing Works and Plant												
										237	3	2
Total Capital expended upon Railway												
Horses												
Road Vehicles employed in the Collection and Delivery of Parcels and Goods, and in the Conveyance of Passengers												
Land, Property, etc., not forming part of the Railway or Stations:—												
Used in connection with Railway working												
Not used in connection with Railway working												
Subscriptions to other Companies												
Special Items												
										237	3	2
Total Capital Expenditure for the year												

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.			
	During the Year ending 1st Nov., 1915.	Subsequently until Completion.	Total.	
£	£	£	£	
Purchase of Railways	}	Not ascertained.		
Lines belonging to the Company open for Traffic				
Lines belonging to the Company not open for Traffic				
New Lines				
Widenings of and Additions to Existing Lines				
Lines Leased				
Lines jointly owned				
Lines jointly leased				
Rolling Stock				
Manufacturing and Repairing works and Plant				
Subscriptions to other Companies				
Special Items				
Miscellaneous				
Total	£			
Works not yet commenced and in abeyance	

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s.	d.	£	s.	d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) ...	98,000	0	0			
Stock and Share Capital created but not yet received (as per Statement No. 2)—						
Calls in arrear						
Amount uncalled						
Amount Unissued (Undertaking No. 1)	2,700	0	0			
Amount Unissued (Consolidated Undertaking No. 2)	4,615	0	0			
				105,315	0	0
Add Balance at Credit (as per Capital Account No. 4)					175	16 8
Total				£ 105,490	16	8

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.	—	Gross Receipts	Expenditure	Net Receipts	Year 1913.		
					Gross Receipts.	Expendi- ture.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	14,009 2 7	13,428 13 4	580 9 3	13,995	12,910	1,085
	TOTAL .. .. .	..	..	580 9 3	..	..	1,085
MISCELLANEOUS RECEIPTS (Net) :—							
	Rents from Houses and Lands .. .. .	..	..	37 7 4			265
	Other Rents, including Lump-Sum Tolls .. .. .	..	..	33 15 4			59
	Transfer Fees .. .. .	..	..	10 10 0			12
	General Interest .. .. .	..	..	..			..
	Special Items .. .. .	..	..	..			..
	TOTAL NET INCOME .. .. .	..	..	£ 662 1 11			1,421

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

							Year 1913
							£ s. d.
Balance brought forward from last year's Account .. .. .							..
Net Income (as per Statement No. 8)							662 1 11
Appropriation from Reserve .. .. .							..
TOTAL							662 1 11
DEDUCT—INTEREST, RENTALS, AND OTHER FIXED CHARGES—							£ s. d.
Chief Rents, Wayleaves, &c., including Lump Sum Tolls .. .. .							..
Interest on Loans .. .. .							..
General Interest							14 6 11
TOTAL							14 6 11
Balance (Net profit) after payment of Fixed Charges as above and available for Dividends							647 15 0
ADD—Amounts to be contributed by Guaranteeing Areas towards Dividends and Reserve Fund :—							
Co. Cavan							1,430 1 11
Co. Leitrim							8,256 8 1
TOTAL							10,334 5 0
Dividend on £194,685 Five Per Cent. Guaranteed Stock at 5 per cent. per annum £9,734 5 0							
Allocation to Reserve Fund—(Undertaking No. 1)							£142 11 6
(Consolidated Undertaking No. 2)							457 8 6
							600 0 0
							10,334 5 0
							10,327

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

[Not applicable to this Company.]

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	Undertaking I.	Undertaking II.	Total.	Year 1913
SUPERINTENDENCE—	£ s. d.	£ s. d.	£ s. d.	£
Salaries	29 5 8	128 10 8	157 16 4	148
Office Expenses, &c.	0 16 1	3 10 4	4 6 5	4
MAINTENANCE OF ROADS, BRIDGES, AND WORKS—				
Earthworks	3 0 8	13 6 5	16 7 1	24
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	13 3 4	57 16 4	70 19 8	79
Roads and Fences				
MAINTENANCE OF PERMANENT WAY—				
Renewal of Running Lines—				
Wages				
Materials				
Engine Power and Wagon Repairs				
Repair of Running Lines and Sidings—				
Wages	249 14 11	1,096 1 10	1,345 16 9	1,349
Materials	194 8 10	853 7 3	1,047 16 1	1,003
Engine Power and Wagon Repairs	12 2 3	53 3 3	65 5 6	40
Maintenance of Signalling	12 16 4	56 5 3	69 1 7	49
Maintenance of Telegraphs	4 18 2	21 10 6	26 8 8	86
MAINTENANCE OF STATIONS AND BUILDINGS—				
Stations, Depots, and Offices	54 18 2	240 19 5	295 17 7	188
Engine Sheds	2 13 4	11 14 2	14 7 6	26
Carriage Sheds				2
Locomotive Workshops	0 6 10	1 10 4	1 17 2	2
Carriage Workshops	0 4 1	0 17 11	1 2 0	2
Wagon Workshops				49
Other Buildings				
TOTAL	£ 577 8 8	2,538 13 8	3,117 2 4	3,053

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

(2)—Carriages.

	Undertaking I.	Undertaking II.	Total.	Year 1913
SUPERINTENDENCE—	£ s. d.	£ s. d.	£ s. d.	£
Salaries	14 5 7	57 18 9	72 4 4	51
Office Expenses	0 5 4	1 1 8	1 7 0	1
COMPLETE RENEWALS—				
Wages				
Materials				
REPAIRS AND PARTIAL RENEWALS—				
Wages	100 0 9	406 2 5	506 3 2	507
Materials	94 14 1	384 4 11	478 19 0	346
Purchase of New Locomotives				
WORKSHOP EXPENSES—				
Repairs and Renewals of Machinery and Plant	4 2 2	16 13 3	20 15 5	5
Other Expenses				2
Deduct Engine Power	213 7 11	866 1 0	1,079 8 11	912
	2 19 10	12 2 9	15 2 7	7
TOTAL	£ 210 8 1	853 18 3	1,064 6 4	905

	Undertaking I.	Undertaking II.	Total.	Year 1913
SUPERINTENDENCE—	£ s. d.	£ s. d.	£ s. d.	£
Salaries	3 10 3	14 5 3	17 15 6	35
Office Expenses	0 5 4	1 1 9	1 7 1	2
COMPLETE RENEWALS—				
Wages				
Materials				
REPAIRS AND PARTIAL RENEWALS—				
Wages	36 9 10	148 3 9	184 13 7	230
Materials	15 5 7	62 1 4	77 6 11	161
Purchase of New Carriages				
WORKSHOP EXPENSES—				
Repairs and Renewals of Machinery and Plant	0 14 4	2 18 4	3 12 8	2
Other Expenses				
TOTAL	£ 56 5 4	228 10 5	284 15 9	430

(3) Wagons.

	Undertaking I.	Undertaking II.	Total.	Year 1913
SUPERINTENDENCE—	£ s. d.	£ s. d.	£ s. d.	£
Salaries	17 11 4	71 6 2	88 17 6	67
Office Expenses	0 5 4	1 1 10	1 7 2	2
COMPLETE RENEWALS—				
Wages	10 12 6	42 19 11	53 12 5	
Materials	11 11 3	46 15 9	58 7 0	
REPAIRS AND PARTIAL RENEWALS—				
Wages	96 8 0	391 11 7	487 19 7	538
Materials	51 5 9	208 5 0	259 10 9	293
Purchase of New Wagons				
WORKSHOP EXPENSES—				
Repairs and Renewals of Machinery and Plant	1 7 9	5 12 2	6 19 11	2
Other Expenses				
TOTAL	£ 189 1 11	767 12 5	956 14 4	902

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	Undertaking I.	Undertaking II.	Total.	Year 1913
	£ s. d.	£ s. d.	£ s. d.	£
SUPERINTENDENCE—				
Salaries	10 10 9	42 15 7	53 6 4	51
Office Expenses	0 5 4	1 1 10	1 7 2	2
STEAM TRAIN WORKING—				
Wages connected with the running of Locomotive Engines	207 9 4	842 5 10	1,049 15 2	1,048
Fuel	449 0 5	1,823 3 9	2,272 4 2	2,130
Water	13 13 0	55 8 6	69 1 6	65
Lubricants	14 9 11	58 16 1	73 6 0	73
Other Stores, including Clothing	4 7 9	17 16 3	22 4 0	32
Miscellaneous	4 14 3	19 3 5	23 17 8	13
	704 10 9	2,860 11 3	3,565 2 0	3,414
Deduct Engine Power	9 18 2	40 4 9	50 2 11	32
TOTAL	£ 694 12 7	2,820 6 6	3,514 19 1	3,382

ABSTRACT D.—TRAFFIC EXPENSES.

	Undertaking I.	Undertaking II.	Total.	Year 1913
	£ s. d.	£ s. d.	£ s. d.	£
SALARIES AND WAGES—				
Superintendence	105 19 5	430 6 5	536 5 10	42
Stationmasters and Clerks	163 0 3	661 17 8	824 17 11	95
Signalmen and Gatemen	27 13 10	112 8 7	140 2 5	130
Ticket Collectors, Policemen, Porters, &c.	127 13 10	518 9 3	646 3 1	60
Guards	32 8 5	131 12 6	164 0 11	16
Fuel, Lighting, Water, and General Stores	56 13 9	230 7 0	287 0 9	27
Clothing	6 4 3	25 3 5	31 7 8	28
Printing, Advertising, Stationery, Stamps, and Tickets	30 4 6	122 13 10	152 18 4	17
Wagon Covers, &c.	7 0 10	28 12 9	35 13 7	12
Expenses of Joint Stations and Junctions.	15 3 0	..	15 3 0	15
Cleansing, Lubricating, and Lighting of Vehicles	8 7 3	33 18 7	42 5 10	23
Shunting Expenses (other than Mechanical)—				
Wages .. ..	..	..	..	..
Other Expenses .. ..	..	..	..	..
Working of Stationary Engines, Hoists, Cranes, &c. .. ..	..	..	..	..
Coal, &c., Tipping Expenses .. ..	..	..	..	..
Railway Clearing House Expenses	22 17 4	92 16 11	115 14 3	108
Miscellaneous Expenses	3 3 5	12 18 3	16 1 8	20
TOTAL	£ 606 10 1	2,401 5 2	3,007 15 3	2,933

ABSTRACT E.—GENERAL CHARGES.

	Undertaking I.	Undertaking II.	Total.	Year 1913
	£ s. d.	£ s. d.	£ s. d.	£
Directors' Fees voted by the Shareholders .. ..	..	..	..	..
Auditors and Public Accountants (including Baronial Auditors and Board of Trade Arbitrators)	21 11 8	38 18 4	60 10 0	70
Salaries of Secretary, Accountant, and Clerks	111 7 9	357 7 7	468 15 4	464
Office Expenses do.	23 7 6	74 19 9	98 7 3	104
Rating Expenses .. ..	..	..	..	..
Fire Insurance	12 4 10	39 5 5	51 10 3	51
Subscriptions and Donations	0 5 0	0 16 0	1 1 0	1
Miscellaneous Expenses	71 19 1	230 17 8	302 16 9	187
TOTAL	£ 240 15 10	742 4 9	983 0 7	877

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£ s. d.	Year 1913
		£
Salaries and Wages
Rent, Rates and Taxes
Maintenance of Horses
Maintenance of Horse Vehicles
Maintenance of Motors
Amounts Paid for Hired Cartage
Miscellaneous
Amount Charged to Passenger Train Traffic
Amount Charged to Goods Traffic

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

[Not applicable to this Company.]

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

[Not applicable to this Company.]

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

[Not applicable to this Company.]

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

[Not applicable to this Company.]

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

[Not applicable to this Company.]

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

[Not applicable to this Company.]

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

[Not applicable to this Company.]

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

[Not applicable to this Company.]

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

[Not applicable to this Company.]

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

[Not applicable to this Company.]

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	Year 1913.			Year 1913.	
	£	s. d.		£	s. d.
To Capital Account, Balance at Credit thereof, as per Account No. 4. ...	175	16 8	413		
Amount due to Bankers ...	770	1 7	798		
Temporary Loans and Calls paid in advance. ...					
Lloyd's Bonds ...					
Unpaid Interest and Dividends	373	4 1	303		
Interest and Dividends payable or accruing, and provided for.	9,734	5 0	9,727		
Amount due to Railway Companies and Committees. ...	7	11 6	8		
Amount due to Railway Clearing Houses. ...	704	11 3	916		
Savings Bank ...					
Superannuation and other Provident Funds. ...					
Accounts payable ...	2,072	8 0	2,190		
Liabilities accrued ...					
Miscellaneous Accounts ...					
Special Items ...					
Fire Insurance Fund ...					
Depreciation Fund :— Railway ...					
General Reserve Fund ...	75	0 0	275		
Balance available for Dividends as per Account No. 9. ...					
	£ 13,912	18 1	14,630		
By Investments in Consois and Government Securities ...					
Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure ...					
Investment of Superannuation and other Provident Funds					
Stock of Stores and Materials	2,842	19 9	3,182		
Outstanding Traffic Accounts	239	18 5	266		
Amount due by Railway Companies and Committees ...					
Amount due by Railway Clearing Houses ...					
Amount due by Postmaster General ...	3	6 8	23		
Accounts Receivable ...	689	19 9	588		
Amount due by Co. Cavan ...	1,430	1 11	1,332		
Amount due by Co. Leitrim ...	8,256	8 1	7,989		
Miscellaneous Accounts ...					
Locomotive Working Stock (Suspense) Account ...	362	0 8	1,162		
Permanent Way Renewal (Suspense) Account. ...	88	2 10	88		
Special Items ...					
	£ 13,912	18 1	14,630		

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines open for Traffic.

	RUNNING LINES.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913		
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track.)	Total Miles (reduced to Single Track.)					
									M. CH.	M. CH.	
Lines Owned by the Company—											
Main and Principal Lines ...	33	72	...	...	...	48	58	4	13	52	64
Minor and Branch Lines ...	14	66									
Lines Jointly Owned (Company's share of Ownership).	...	...							
Other Joint Lines ...	...	...							
TOTAL ...	48	58	...	...	...	48	58	4	13	52	64

(B.)—Mileage of Lines authorised but not open for Traffic.

	Miles Authorised.		Miles Constructed and not Open for Traffic.		Miles under Construction.		Miles not Commenced, or in Abeyance.	
	Length of Road.	M. CH.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	M. CH.	Length of Road.	M. CH.
Lines Owned by the Company
Widenings and Additions
Joint Lines (Company's share of Ownership)
TOTAL

(C.)—Mileage of Lines run over by the Company's Engines.

	Year 1913.	
	M. CH.	M. CH.
Lines owned by the Company	48	58
Lines Partly Owned	...	...
Lines Leased, or Worked by the Company	...	...
Lines Leased, or Worked Jointly	...	...
Lines over which the Company exercises Running Powers	...	...
TOTAL ...	48	58

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number.	Year 1913.
		Number.
Tender Engines	...	...
Tank Engines	8	8
	1	1
Tenders	...	...

(B.)—Rail Motor Vehicles.

[Not applicable to this Company.]

(C.)—Trains Worked by Electric Power.

[Not applicable to this Company.]

(D.)—Coaching Vehicles (other than Electric).

Description.	Number.	Seats or Berths.			Year 1913.	
		1st Class.	3rd Class.	Total.	Number.	Seats or Berths, Total.
PASSENGER CARRIAGES—						
Carriages of Uniform Class	7	...	350	350	7	350
Composite Carriages ...	5	80	75	155	5	155
Miscellaneous ...						
TOTAL ...	12	80	425	505	12	505
Total Passengers Carriages	12			505	12	505
OTHER COACHING VEHICLES—						
Luggage, Parcel, and Brake Vans ...	6				6	
Carriage Trucks ...	2				2	
Horse Boxes ...	2				2	
Miscellaneous ...	2				2	
Total other Coaching Vehicles ...	12				12	
Total Coaching Vehicles	24				24	

(E.)—Merchandise and Mineral Vehicles.

Description.	Number.	Year 1913.	
		Number.	Year 1913.
Open Wagons—			
Under 8 tons ...	59	...	58
8 and up to 12 tons ...	...	...	...
Covered Wagons—			
Under 8 tons ...	79	...	79
8 and up to 12 tons ...	...	...	...
Mineral Wagons—			
Under 8 tons ...	...	...	...
8 and up to 12 tons ...	...	...	...
Special Wagons (for loads of exceptional dimensions and weight)			
Cattle Trucks ...	20	...	20
Rail and Timber Trucks, including Twin Trucks	...	...	...
Brake Vans	...	...	...
Miscellaneous	...	...	...
TOTAL ...	158	...	157

(F.)—Railway Service Vehicles and Horses for Shunting.

Description.	Number.	Year 1913.
		Number.
Gasholder Trucks ...	...	...
Locomotive Coal Wagons ...	...	...
Ballast Wagons ...	6	6
Mess and Tool Vans ...	...	...
Breakdown Cranes ...	...	...
Travelling Cranes ...	1	1
Miscellaneous ...	...	...
TOTAL ...	7	7
Horses for Shunting ...	...	...

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

[Not applicable to this Company.]

IV.—STEAMBOATS.

[Not applicable to this Company.]

V.—CANALS.

[Not applicable to this Company.]

VI.—DOCKS, HARBOURS, AND WHARVES.

[Not applicable to this Company.]

VII.—HOTELS.

[Not applicable to this Company.]

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.								Acreage.	Year 1913.
Agricultural Land									
Urban and suburban land									
Houses.								Number.	Year 1913. Number.
Labouring class dwellings ... ..								...	...
Houses and cottages for Company's servants								22	22
Other houses and cottages								14	14

IX.—OTHER INDUSTRIES.

[Not applicable to this Company.]

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (Abstract A.)

Quantities of Principal Materials used—										Year 1913.	
Ballast	...	...	...	...	...	...	...	...	...	1,995 c. yds.	2,100 c. yds.
Fencing	...	...	...	...	...	...	...	...	...	7½ miles	6½ miles
Rails	...	...	...	...	...	...	...	...	...	101 tons	57½ tons
Sleepers	...	...	...	...	...	...	...	...	...	2,446	4,232
Miles Maintained—											
Miles of Road	...	...	...	...	...	...	...	...	...	m. ch. 48·58	m. ch. 48·58
Miles of Road reduced to Single Track—											
(a) Running Lines	...	...	...	...	...	...	...	...	...	m. ch. 48·58	m. ch. 48·58
(b) Sidings	...	...	...	...	...	...	...	...	...	4·13	4·06
Miles of Track renewed	...	...	...	...	...	...	...	...	...	·78	...

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (Abstract B.)

	In Company's Workshops.	By Contract.	Total.	Year 1913.
				Total.
Locomotives Renewed	...	...	...	...
Locomotives Repaired—				
Heavy Repairs	1	...	1	...
Light Repairs	104	...	104	116
Locomotives under or awaiting Repair at end of year	1	...	1	1
Coaching Vehicles—				
Carriages Renewed	...	...	...	...
Carriages Repaired—				
Heavy Repairs	1	...	1	...
Light Repairs	...	...	...	21
Carriages under or awaiting Repair at end of year	1	...	1	1
Others renewed	...	...	...	...
Others Repaired—				
Heavy Repairs	1	...	1	...
Light Repairs	...	...	...	17
Others under or awaiting repair at end of year	...	...	...	...
Wagons Renewed—				
Completely Renewed	1	...	1	...
Partially Renewed	3	...	3	...
Wagons Repaired—				
Heavy Repairs	6	...	6	...
Light Repairs	154	...	154	107
Wagons under or awaiting Repair at end of year	5	...	5	5

XII.—ENGINE MILEAGE.

	YEAR 1913.																	
	Train Miles. (Loaded Trains.)			Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Train Miles. (Loaded Trains.)			Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Shunting Miles.		Other Miles. (Assis- ting, Light, &c.)		Total Engine Miles.	
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.			
																Coaching.		Goods.	Total.	Coaching.	Goods.	Total.
A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS:— Over the Company's System by the Company's Engines Over the Company's System by other Companies' Engines Add Company's proportion (according to ownership) of miles run on joint account over Joint Lines not included in Abstract J.	46,306	53,647	99,953	99,953	12,417	360	112,730	51,118	51,118	102,236	102,236	8,899		1,321	112,456
TOTAL	46,306	53,647	99,953	...	...	99,953	12,417	360	112,730	51,118	51,118	102,236	...	...	102,236	8,899	1,321	112,456
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE:— By the Company's Engines over Lines owned, leased, or worked by the Company By the Company's Engines over other Company's Lines Add Company's proportion (according to ownership) of miles run on joint account over Joint Lines not included in Abstract J.	46,306	53,647	99,953	...	...	99,953	12,417	1,665	114,035	51,118	51,118	102,236	...	...	102,236	8,899	1,321	112,456
TOTAL	46,306	53,647	99,953	...	...	99,953	12,417	1,665	114,035	51,118	51,118	102,236	...	...	102,236	8,899	1,321	112,456
C.—MILES RUN BY THE COMPANY'S ENGINES:— Over Lines owned, leased, or worked by the Company Over all Joint Lines Over other Companies' Lines	46,306	53,647	99,953	...	...	99,953	12,417	1,665	114,035	51,118	51,118	102,236	...	...	102,236	8,899	1,321	112,456
TOTAL	46,306	53,647	99,953	...	...	99,953	12,417	1,665	114,035	51,118	51,118	102,236	...	...	102,236	8,899	1,321	112,456

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number Originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number Originating on the Company's System.
ORDINARY—		£	s. d.			£	s. d.	
1st Class	5,930	434	1 5	5,693	7,022	516	1 6	6,782
3rd Class	95,165	3,192	0 8	91,064	95,522	3,321	0 8	91,267
Workmen .. ..	...	...	...	...	...	...	...	...
TOTAL	101,095	3,626	0 8	96,757	102,544	3,837	0 9	98,049
SEASON—						£		
1st Class	8	45	...	8	7	43	...	7
3rd Class	21	50	...	21	26	57	...	26

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt, per Ton.	Tonnage Originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt, per Ton.	Tonnage Originating on the Company's System.
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise	28,677	6,037	4 2	5,377	27,578	5,745	4 2	5,879
Coal, Coke, and Patent Fuel	10,567	1,122	2 1	7,722	10,707	1,126	2 1	7,996
Other Minerals	1,790	206	2 3	439	1,943	187	1 11	933
TOTAL	41,034	7,365	3 7	13,538	40,228	7,058	3 6	14,808
	Number.			Number Originating on the Company's System.	Number.			Number Originating on the Company's System.
Live Stock	42,928	£ 2,161	...	41,348	50,835	£ 2,261	...	50,639

XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

	Originating on Company's System.	Year 1913.	
		Originating on Company's System.	Originating on Company's System.
	Tons.	Tons.	Tons.
Coal	7,703	7,996	
Butter and Eggs	1,495	...	
Dead Pigs	1,095	...	
Grain	506	595	
Potatoes .. ..	...	371	
TOTAL	10,799	8,962	

XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

	Originating on Company's System.	Year 1913.	
		Originating on Company's System.	Originating on Company's System.
	Number.	Number.	Number.
Horses	388	271	
Cattle	14,880	20,951	
Calves	4,252	4,027	
Sheep	7,068	7,287	
Pigs	14,326	17,930	
Miscellaneous	434	173	
TOTAL	41,348	50,639	

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1914.	1913.
	£	£
Total Expenditure on Capital Account (No. 4) ..	210,919	210,682
Gross Receipts from Businesses carried on by the Company (No. 8).	14,009	13,995
Revenue Expenditure on ditto (No. 8)	13,429	12,910
Net Receipts of ditto (No. 8)	580	1,085
Miscellaneous Receipts, Net (No. 8)	9,768	9,657
Total Net Income (No. 8)	10,348	10,742
Interest, Rentals, and other Fixed Charges (No. 9) ..	14	415
Dividends on Guaranteed Stocks (No. 9)	9,734	9,727
Balance after Payment of ditto (No. 9) .. ..	...	...
Appropriation to Reserve	600	600
Brought forward from previous years .. ..	...	...
Carried forward to subsequent years .. ..	...	...

R. R. STEWART, 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 Works have, during the past Year, been maintained in good working condition and repair.

BALLINAMORE, 1st November, 1914.

S. M. CONSIDINE, *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 Year, been maintained in good working order and repair.

BALLINAMORE, 1st November, 1914.

THOMAS H. SHANKS, *Locomotive Superintendent.*

(Signed for the Board of Directors)

{ H. J. B. CLEMENTS,
Chairman of the Company.
R. R. STEWART,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We certify that all our requirements as auditors have been complied with in accordance with the provisions of Section 113 of the Companies (Consolidation) Act, 1908 ; that we have examined the foregoing Accounts ; that they contain a full and true statement of the financial condition of the Company ; that the Revenue Account for the Year has been charged with all Expenses which, in our judgment, ought to be paid thereout ; that we have obtained all the information and explanations we have required ; that the Balance Sheet and Accounts are properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs, according to the best of our information and the explanations given to us, and as shown by the books of the Company.

O. H. BRADDELL, }
W. B. CARSON, } *Auditors.*

DUBLIN, 8th January, 1915.

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Cavan and Leitrim Railway Co.,
Limited.

Report of the Directors,
Statement of Accounts
AND
Statistical Returns

For the Year ended 1st November, 1914,

QAM
OF THE
MIRITIB MAVAS
YAWLIAR

THE COUNTY DONEGAL RAILWAYS
JOINT COMMITTEE.

FINANCIAL ACCOUNTS
AND
STATISTICAL RETURNS

FOR THE YEAR ENDED

31ST DECEMBER, 1914.

MEMBERS OF JOINT COMMITTEE.

Representatives of the Great Northern Railway Company (Ireland):

JAMES T. KEAHE, Esq., 4, Donegall Square North, Belfast.

R. ASHHURST GROWELL, Esq., Douth Hall, Drogheda.

THOMAS P. COOKE, Esq., D.L., Caw, Londonderry.

Representatives of the Midland Railway Company:

The Right Hon. JOHN YOUNG, Galgorm Castle, Ballymena.

Major JOHN A. W. O. TORRENS, Somerset, Coleraine.

FRANK TATLOW, Esq., Midland Railway, Derby.

THE COUNTY DONEGAL RAILWAYS

JOINT COMMITTEE.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS for the
YEAR ENDED 31st DECEMBER, 1914.

PART I.

FINANCIAL ACCOUNTS.

- No. 1 (a). Nominal Capital Authorised, and Created by the Committee.
- No. 1 (b). Nominal Capital Authorised, and Created by the Committee jointly with some other Company.
- No. 1 (c). Nominal Capital Authorised, and Created by some other Company on which the Committee either jointly or separately guarantees fixed Dividends.
- No. 2. Share Capital and Stock Created, as per Statement No. 1 (a), showing the proportion issued.
- No. 3. Capital Raised by Loans and Debenture Stocks.

Not applicable to this Committee.

Dr.

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure.	Amount expended to 31st December, 1913.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1913.	Amount received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
Lines open for Traffic ...	341,173 17 3	...	341,173 17 3	Amount received by late Donegal Railway Company	308,443 7 0	...	308,443 7 0
Rolling Stock ... <i>(Not including Rolling Stock to the value of £19,500 provided by the Treasury free of cost to the Committee.)</i>	57,518 3 0	...	57,518 3 0	Amount provided by Owning Companies—			
Manufacturing and Repairing Works and Plant—				Great Northern Railway Company (Ireland)...	156,500 0 0	...	156,500 0 0
Land and Buildings ...	1,815 1 10	...	1,815 1 10	Midland Railway Company ...	156,500 0 0	...	156,500 0 0
Plant and Machinery ...	1,950 12 4	...	1,950 12 4				
Total Capital expended upon Railway ...	402,457 14 5	...	402,457 14 5				
Land, Property, &c., not forming part of the Railway or Stations—							
Not used in connection with Railway working ...	1,668 17 3	...	1,668 17 3				
Subscriptions to other Companies (for details, see Table No. 4 (a)) ...	221,500 0 0	...	221,500 0 0				
				TOTAL RECEIPTS ...	621,443 7 0	...	621,443 7 0
				By Balance ...	...	...	4,183 4 8
TOTAL EXPENDITURE	£ 625,626 11 8	...	625,626 11 8	TOTAL	...	...	£ 625,626 11 8

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

Name.	Amount.	Nature of Security or Investment.
	£	
Strabane and Letterkenny Railway Company ...	120,000	12,000 Ordinary Shares of £10 each.
Do. do. ...	101,500	Debenture Stock.
	£221,500	

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	Total.
Nil.				

No. 6—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1915.	Subsequently until Completion.	Total.
NOT ASCERTAINED.			

No. 7—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

The Capital required is provided by the Great Northern Railway Company (Ireland) and the Midland Railway Company (England) in equal proportions.

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.		Year 1914.						Year 1913.					
		Gross Receipts.		Expenditure.		Net Receipts.		Gross Receipts.	Expenditure.	Net Receipts.			
		£	s	d	£	s	d	£	£	£			
10	Railway	39,924	0	8	27,830	11	3	12,093	9	5	39,545	29,272	10,273
	Miscellaneous Receipts (Net)—												
	Rents from Houses and Lands							229	0	5			355
	Other Rents, including Lump-sum Tolls							218	16	6			218
	Interest from Investments in other Companies— Strabane and Letterkenny Railway Company							2,401	19	11			2,856
	General Interest							65	4	11			137
	Total Net Income							15,008	11	2			£ 13,839

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	Year 1914.			Year 1913.	
	£	s	d	£	£
Net Income (as per Statement No. 8)				15,008	13,839
Deduct :—Interest Rentals and other Fixed Charges—					
Chief Rents, Wayleaves, &c.	200	0	0	204	
Strabane and Letterkenny Railway—Proportion of Gross Receipts	2,781	1	7	2,986	3,190
Balance after Payment of Fixed Charges				12,027	10,649
Amount payable to Midland Railway Company under Section 35 of Great Northern (Ireland) and Midland Railways Act, 1906, viz.—2½ per cent. per annum on £491,090 12s 0d				12,277	12,277
Deficiency				249	1,628
Charged to Owning Companies :—					
Great Northern Railway Company (Ireland)	124	17	10	814	
Midland Railway Company	124	17	9	814	

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

Not applicable to this Committee.

No. 10—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Dr.	To Expenditure.	Year 1913.		Per Centage of Traffic Receipts.		By Gross Receipts.	Year 1913.		Per Centage of Traffic Receipts.		Cr.
		£	s d	1914.	1913.		1914.	1913.	£	s d		1914.	1913.
See Abstracts	A—Maintenance and Renewal of Way and Works	6,924	8 7	7,255		Passenger Train Traffic—					
						Ordinary Passengers—	565	12 4	617		
						First Class	1,914	16 1	2,034		
	B—Maintenance and Renewal of Rolling Stock—			2,448		Second Class	12,881	11 9	13,026		
	(1) Locomotives			944		Third Class					
	(2) Carriages			735		Season Tickets—			15,362	0 2	15,677
	(3) Wagons					First Class	9	16 10			23
						Second Class	130	3 8			98
	C—Locomotive Running Expenses	3,176	10 2	4,127		Third Class					121
				7,387		Workmen's Tickets					5
	D—Traffic Expenses	14,522	4 6	7,494		Total Receipts from Passengers	15,505	18 8	15,803		
						Mails	910	0 0	870		
	E—General Charges	2,084	4 1	2,050		Parcels up to 2 cwt., Parcels Post, and Excess Luggage	1,960	19 4	1,933		
	Law Charges	0	15 6	11		Other Merchandise by Passenger Trains	912	10 10	868		
	Compensation (Accidents and Losses)					F—Less—Expenses of Collection and Delivery	2,873	10 2	2,801		
	Passengers			130		Merchandise	10	11 8	9		
	Workmen			17		Total Passenger Train Receipts	2,862	18 6	2,792		
	Damages and Loss of Goods, Property, &c.					Goods Train Traffic—	19,278	17 2	19,465		49.39
		189	12 1	147		F—Less—Expenses of Collection and Delivery					50.35
	Rates	748	19 7	711		Live Stock	15,061	16 4	14,167		
	National Insurance Act—					Coal, Coke, and Patent Fuel	2,402	18 0	2,626		
	Health			173		Other Minerals	1,655	3 11	1,829		
	Unemployment			15		Total Goods Train Receipts	638	7 7	571		
		178	0 2	188		Total Traffic Receipts	19,758	5 10	19,193		50.61
	Miscellaneous					H—Mileage, Demurrage, and Wagon Hire (Balance)	39,037	3 0	38,658		100.00
	Total Traffic Expenditure	27,824	14 8	29,270		Miscellaneous	826	6 3	820		
				2		Total	60	11 5	67		
	Total Expenditure	27,830	11 3	29,272							
	Net Receipts	12,093	9 5	10,273							
	Total	39,924	0 8	39,545							

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	Year 1913.		
	£	s	d
Superintendence—			
Salaries	231	10	9
Office Expenses, etc.	34	8	7
	265 19 4		
Maintenance of Roads, Bridges, and Works—			
Earthworks	113	4	5
Bridges, Culverts, Tunnels, Retaining Walls and other Works	276	0	10
Roads and Fences	1,228	11	3
	1,617 16 6		
Maintenance of Permanent Way:—			
Repair of Running Lines and Sidings—			
Wages	3,242	7	6
Materials	631	8	1
Engine Power and Wagon Repairs	29	7	5
	3,903 3 0		
Maintenance of Signalling	195	10	9
Maintenance of Telegraphs	232	16	10
	428 7 7		
Maintenance of Stations and Buildings—			
Stations, Depôts, and Offices	601	12	8
Engine Sheds	15	7	5
Carriage Sheds	5	15	7
Locomotive Workshops	8	16	11
Carriage Workshops	0	4	1
Wagon Workshops	0	3	0
Other Buildings	77	2	6
	709 2 2		
Total	£ 6,924 8 7		
			7,255

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.				(2) Carriages.			
	Year 1913.				Year 1913.		
	£	s	d		£	s	d
Superintendence—				Superintendence—			
Salaries	29	18	8	Salaries	55	18	3
Office Expenses	0	2	1	Office Expenses	0	1	0
	30 0 9				55 19 3		
Repairs and Partial Renewals—				Repairs and Partial Renewals—			
Wages	974	16	10	Wages	436	16	11
Materials	715	7	6	Materials	415	13	1
	1,690 4 4				852 10 0		
Workshop Expenses—				Workshop Expenses—			
Repairs and Renewals of Machinery and Plant	160	18	7	Repairs and Renewals of Machinery and Plant	81	18	8
Other Expenses	5	18	9	Other Expenses	0	13	5
	166 17 4				82 12 1		
	1,887	2	5				
Deduct—Engine Power supplied by the Committee	460	6	3				
	1,426 16 2						
Total	2,348			Total	991 1 4		
							944

(3) Wagons.

	Year 1913.		
	£	s	d
Superintendence—			
Salaries	55	18	4
Office Expenses	0	1	1
	55 19 5		
Repairs and Partial Renewals—			
Wages	354	3	3
Materials	265	18	3
	620 1 6		
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant	81	18	5
Other Expenses	0	13	4
	82 11 9		
Total	£ 758 12 8		
			735

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

ABSTRACT D.—TRAFFIC EXPENSES.

			Year 1913					Year 1913.	
			£	£				£	£
Superintendence—	£ s d	£ s d			Salaries and Wages—	£ s d	£ s d		
Salaries	89 15 9		89		Superintendence	554 3 6		538	
Office Expenses	0 4 2		—		Station Masters and Clerks	3,039 17 11		3,037	
		89 19 11			Signalmen and Gatemen	459 2 0		450	
Steam Train Working—					Ticket Collectors, Porters, &c.	1,771 5 4		1,773	
Wages connected with the running of Locomotive Engines	2,721 8 8		2,674		Guards	496 17 7	6,321 6 4	502	
Fuel	5,841 3 6		6,001		Fuel, Lighting, Water and General Stores		616 7 5	637	
Water	190 18 1		109		Clothing		175 19 1	165	
Lubricants	239 15 1		239		Printing, Advertising, Stationery, Stamps and Tickets		431 0 5	423	
Other Stores, including clothing	242 12 5		209		Wagon Covers, &c.		8 7 0	4	
Miscellaneous	16 13 9		22		Expenses of Joint Stations and Junctions		Cr. 655 4 6	Cr. 628	
		9,252 11 6			Cleansing, Lubricating, and Lighting of Vehicles		252 5 7	283	
			9,342 11 5	9,343	Working of Cranes		2 6 7	—	
Deduct—Engine Power supplied by the Committee			2,278 17 5	2,056	Railway Clearing Houses Expenses		223 12 10	226	
					Miscellaneous Expenses... ..		82 9 9	84	
Total	£ 7,063 14 0		7,287		Total	£ 7,458 10 6		7,494	

ABSTRACT E.— GENERAL CHARGES.

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

			Year 1913.					Year 1913.	
			£ s d	£				£ s d	£
Directors' Fees	300 0 0		300		Amounts paid for Hired Cartage	118 8 9		123	
Auditors	50 0 0		50						
Salaries of Secretary, Accountant, and Clerks	568 0 10		561		Amount charged to Passenger Train Traffic	10 11 8		9	
Office Expenses, ditto	105 1 1		76		Amount charged to Goods Traffic	107 17 1		114	
Fire Insurance	79 7 8		79						
Superannuation Fund, Pensions, &c.	929 10 9		930						
Miscellaneous Expenses	52 3 9		54						
Total	£ 2,084 4 1		2,050						

ABSTRACT G.—RUNNING POWERS.

RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

Not applicable to this Committee.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Receipts.	Expenditure.	Balance.	Year 1913.		
				Receipts.	Expenditure.	Balance.
Mileage and Demurrage—	£ s d	£ s d	£ s d	£	£	£
Passenger Train Vehicles	14 17 6	0 18 3	13 19 3	..	...	...
Goods Train Vehicles	23 11 8	11 4 8	12 7 0	27	7	20
Hire of—						
Passenger Train Vehicles	267 0 0	...	267 0 0	267	...	267
Goods Train Vehicles	533 0 0	...	533 0 0	533	...	533
Total	£ 838 9 2	12 2 11	826 6 3	827	7	820

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.

Not applicable to this Committee.

No. 11—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES
NOT RUNNING ON THE RAILWAY.

No. 12—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

No. 15—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS
AND CARS WHERE CATERING IS CARRIED ON BY THE COMMITTEE.

No. 16—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY
THE COMMITTEE.

No. 17—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Committee.

No. 18—GENERAL BALANCE SHEET.

Dr.

Cr.

	Year 1913.			Year 1913.		
	£	s d		£	£	s d
To Amount due to Bankers	—		170	By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	4,183 4 8	4,183
Unpaid Interest and Dividends of late Donegal Railway Company	1,350	11 0	1,351	Cash at Bankers and in hand ...	789 8 1	—
Amount due to Railway Companies and Committees	10,243	9 3	10,243	Cash on Deposit at Interest ...	4,500 0 0	6,000
Amount due to Irish Railway Clearing House	1,952	9 5	1,905	Stock of Stores and Materials ...	5,538 5 2	7,666
Accounts payable	313	15 10	233	Outstanding Traffic Accounts ...	1,221 16 5	954
Liabilities accrued	16	12 9	54	Amount due by Railway Clearing House	146 1 8	149
Miscellaneous Accounts	1,675	11 2	4,801	Amount due by Postmaster-General ...	159 5 3	116
Depreciation Funds— Railway	1,360	10 10	1,361	Accounts receivable	281 10 5	112
				Miscellaneous Accounts	93 8 7	218
	£ 16,913	0 3	19,398		£ 16,913	0 3
						19,398

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines Open for Traffic.

	RUNNING LINES.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913.
	Length of Road, First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
LINES OWNED BY COMMITTEE:—									
MAIN AND PRINCIPAL LINES—									
Strabane to Killybegs	50 54	0 67	0 6	0 2		51 49	5 43	57 12	57 12
Stranorlar to Glenties	24 41	0 10				24 51	1 6	25 57	25 57
TOTAL OF MAIN AND PRINCIPAL LINES ...	75 15	0 77	0 6	0 2		76 20	6 49	82 69	82 69
MINOR AND BRANCH LINES—									
Donegal to Ballyshannon	15 56	0 11				15 67	1 27	17 14	17 14
TOTAL, ...	90 71	1 8	0 6	0 2		92 7	7 76	100 3	100 3
LINES LEASED OR WORKED:—									
By the Committee—									
Strabane and Letterkenny Railway ...	19 17	0 24				19 41	1 62	21 23	21 23
GRAND TOTAL, ...	110 8	1 32	0 6	0 2		111 48	9 58	121 26	121 26

(B).—Mileage of Lines Authorised but not Open for Traffic.

Not applicable to this Committee.

(C).—Mileage of Lines Run Over by the Committee's Engines.

	Year 1913.	
	M.	Ch.
Lines Owned by the Committee	90	71
„ Leased or Worked by the Committee	19	17
„ Owned by Midland Company	14	22
Total,	124	30

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Owned by	Description.	Number.	Year 1913.	
				Number.
County Donegal Railways Joint Committee.	Tank Engines—			
	2 — 4 — 0 ...	1	1	
	4 — 6 — 0 ...	6	6	
	4 — 4 — 4 ...	2	2	
	4 — 6 — 4 ...	4	4	
	2 — 6 — 4 ...	5	5	
	Tenders ...	18 <i>Nil.</i>	18 <i>Nil.</i>	
Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee.	Tank Engines—			
	2 — 6 — 4 ...	3	3	
		3	3	
	Tenders ...	<i>Nil.</i>	<i>Nil.</i>	

(B.)—Rail Motor Vehicles.

(C.)—Trains Worked by Electric Power.

Not applicable to this Committee.

(D.)—Coaching Vehicles (other than Electric).

Owned by	Description.	Number.	Seats or Berths.				Year 1913.	
			First Class.	Second Class.	Third Class.	Total.	Number.	Seats or Berths Total.
County Donegal Railways Joint Committee.	PASSENGER CARRIAGES—							
	Carriages of uniform Class ...	18	...	...	900	900	18	900
	Composite Carriages ...	25	220	248	320	788	25	788
	Total Passenger Carriages ...	43	220	248	1,220	1,688	43	1,688
	OTHER COACHING VEHICLES—							
	Horse Boxes ...	3					3	
	Total other Coaching Vehicles ...	3					3	
	Total Coaching Stock ...	46					46	
Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee.	PASSENGER CARRIAGES.							
	Carriages of uniform Class ...	7	...	...	420	420	8	480
	Composite Carriages ...	6	60	90	120	270	5	210
	Total Passenger Carriages ...	13	60	90	540	690	13	690
	Total Coaching Stock ...	13					13	

(E.)—Merchandise and Mineral Vehicles.

Owned by	Description.	Number.	Year 1913.	
				Number.
County Donegal Railways Joint Committee.	Open Wagons—			
	Under 8 tons ...	94	94	
	8 and up to 12 tons ...	1	1	
	Covered Wagons—			
	Under 8 tons ...	132	132	
	Cattle Trucks ...	15	15	
Brake Vans ...	2	2		
	Total ...	244	244	
Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee.	Open Wagons—			
	Under 8 tons ...	10	10	
	Covered Wagons—			
Under 8 tons ...	40	40		
	Total ...	50	50	

(F.)—Railway Service Vehicles and Horses for Shunting.

	Number.	Year 1913.
		Number.
Locomotive Coal Wagons and Ballast Wagons	18	18
Horses for Shunting	Nil	Nil

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS,
AND IN THE CONVEYANCE OF PASSENGERS.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

VII.—HOTELS.

Not applicable to this Committee.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	Year 1913.
		Acreage.
Agricultural Land	A R P 37 2 0	A R P 37 2 0
Urban and Suburban Land ... ..	.....	.....
Houses.	Number.	Number.
Houses and Cottages for Committee's Servants	46	46
Other Houses and Cottages	1	1

IX.—OTHER INDUSTRIES.

Not applicable to this Committee.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

										Year 1913.			
Quantities of Principal Materials used—													
Ballast	...	...	...	...	...	...	...	...	...	270 Cubic Yards	570 Cubic Yards		
Fencing	...	...	...	...	...	...	...	...	...	3 Miles	8 Miles		
Rails	...	...	...	...	...	...	...	...	...	9½ Tons	8 Tons		
Sleepers	...	...	...	...	...	...	...	...	...	2,978 Number	5,250 Number		
Miles Maintained—										M.	Ch.	M.	Ch.
Miles of Road	...	...	...	...	...	...	...	...	...	110	8	110	8
Miles of Road reduced to Single Track—													
Running Lines	...	...	...	...	...	...	...	...	...	111	48	111	48
Sidings	...	...	...	...	...	...	...	...	...	9	58	9	58
Miles of Track Renewed	...	...	...	...	...	...	...	...	...	...	...	...	...

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

										In Committee's Workshops.	Year 1913.	
										Number.	Number.	
Locomotives Repaired—												
Heavy Repairs	...	...	...	...	...	...	...	...	...	9	8	
Light	„	...	...	...	...	...	...	...	...	84	85	
Locomotives under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	2	1	
Coaching Vehicles—												
Carriages Repaired—												
Heavy Repairs	...	...	...	...	...	...	...	...	...	15	18	
Light	„	...	...	...	...	...	...	...	...	127	131	
Carriages under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	2	2	
Others Repaired—												
Heavy Repairs	...	...	...	...	...	...	...	...	...	...	...
Light	„	...	...	...	...	...	...	...	...	...	...
Others under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	...	...
Wagons Repaired—												
Heavy Repairs	...	...	...	...	...	...	...	...	...	38	16	
Light	„	...	...	...	...	...	...	...	...	389	324	
Wagons under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	10	2	

XII.—ENGINE MILEAGE.

	Year 1913.																	
	Train Miles. (Loaded Trains.)				Total Engine Miles.	Total Train Miles (including Empty Trains run for Traffic Purposes on either the Forward or Return Journey).				Shunting Miles.		Other Miles (Assist- ing, Light, &c.)	Total Engine Miles.					
	Coaching.	Goods.	Total.	Coaching.		Goods.	Total.	Coaching.	Goods.	Total.	Coaching.			Goods.				
					Coaching.							Goods.	Total.		Coaching.	Goods.	Total.	
A.—MILES RUN IN RELATION TO THE COMMITTEE'S TRAFFIC RECEIPTS—																		
Over the Committee's System by the Committee's Engines ...	129,007	129,007	258,014	130,455	130,455	260,910	44,716	5,186	310,812	129,343	129,344	258,687	130,838	130,838	261,676	44,073	5,987	311,735
B.—MILES RUN IN RELATION TO THE COMMITTEE'S EXPENDITURE—																		
By the Committee's Engines over Lines Owned, Leased, or Worked by the Committee ...	129,007	129,007	258,014	130,455	130,455	260,910	44,716	5,793	311,419	129,343	129,344	258,687	130,838	130,838	261,676	44,073	6,554	312,303
C.—MILES RUN BY THE COMMITTEE'S ENGINES—																		
Over Lines Owned, Leased, or Worked by the Committee ...	129,007	129,007	258,014	130,455	130,455	260,910	44,716	5,793	311,419	129,343	129,344	258,687	130,838	130,838	261,676	44,073	6,554	312,303
Over other Company's Lines ...	28,186	28,187	56,373	28,761	28,760	57,521	14,659	293	72,473	28,779	28,778	57,557	29,538	29,537	59,075	13,335	314	72,724
Total ...	157,193	157,194	314,387	159,216	159,215	318,431	59,375	6,086	383,892	158,122	158,122	316,244	160,376	160,375	320,751	57,408	6,868	385,027

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Committee's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Committee's System.
		£	s. d.			£	s. d.	
Ordinary—								
1st Class	3,827	566	2 11-50	2,947	4,767	617	2 7-06	3,656
2nd "	22,266	1,915	1 8-64	18,542	24,970	2,034	1 7-55	20,898
3rd "	359,800	12,881	8-59	323,948	374,307	13,026	8-35	337,470
Workmen	312	4	3-08	312	252	5	4-76	252
TOTAL	386,205	15,366	9-55	345,749	404,296	15,682	9-31	362,276
Season—								
1st Class	—	—	—	—	—	—	—	—
2nd "	3	10	—	3	6	23	—	6
3rd "	40	130	—	40	57	98	—	57
	43	140	—	43	63	121	—	63

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Committee's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Committee's System.
	Tons.	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise	58,530	15,062	5 1-76	25,975	57,837	14,167	4 10-78	23,005
Coal, Coke, and Patent Fuel	18,109	1,655	1 9-93	1,233	21,195	1,829	1 8-71	1,186
Other Minerals	5,631	638	2 3-19	3,815	4,739	571	2 4-92	2,564
TOTAL	82,270	17,355	4 2-63	31,023	83,771	16,567	3 11-46	26,755
	Number.	£		Number originating on the Committee's System.	Number	£		Number originating on the Committee's System.
Live Stock	53,667	2,403	—	52,204	62,201	2,626	—	60,501

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Committee's System.	Tons.	Year 1913.	
		Tons.	Receipts.
Merchandise Traffic—			
Grain	9,026	7,923	
Potatoes	3,756	1,647	
Eggs	2,130	2,169	
Pork	1,056	907	
Mineral Traffic—			
Coal	1,233	1,186	
Total,	17,201	13,832	

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Committee's System.	Number.	Year 1913.	
		Number.	Receipts.
Horses	618	422	
Cattle	23,248	24,859	
Calves	9,676	11,772	
Sheep	17,499	22,414	
Pigs	1,158	1,020	
Miscellaneous	5	14	
Total,	52,204	60,501	

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913	1914
Total Expenditure on Capital Account (No. 4)	625,627	625,627
Gross Receipts from Businesses carried on by the Committee (No. 8)	39,545	39,924
Revenue Expenditure on do. do. (No. 8)	29,272	27,831
Net Receipts of do. do. (No. 8)	10,273	12,093
Miscellaneous Receipts Net (No. 8)	3,566	2,915
Total Net Income (No. 8)	13,839	15,008
Interest, Rentals, and other Fixed Charges (No. 9)	3,190	2,981
Amount payable for Interest on Capital	12,277	12,277
Deficiency	1,628	250

JOHN SHIELDS,

Bookkeeper of the Committee.

Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Committee's Permanent Way, Stations, Buildings, and other Works have, during the Year ended December 31st, 1914, been maintained in good working condition and repair.

2nd January, 1915.

R. M. LIVESEY, *Permanent Way Engineer.*

Certificate respecting the Rolling Stock, &c.

I hereby certify that the whole of the Committee's Plant, Engines, Carriages, Wagons, Machinery, Tools, etc., have, during the Year ended December 31st, 1914, been maintained in good working order and repair.

2nd January, 1915.

R. M. LIVESEY, *Loco. Superintendent.*

(Signed for the Joint Committee)

JAS. T. READE,
Member of the Committee

HENRY FORBES,
Secretary of the Committee

Auditors' Certificate.

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

22nd March, 1915.

J. SHANKS,
WALTER BAILEY, } AUDITORS.

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Traffic Receipts.—Goods Trains	6		
Traffic Expenses	6, 8		
Train Mileage	14		
Vehicles, Coaching.—Number and Carrying Capacity	11		
Vehicles, Merchandise and Minerals.—Number and Carrying Capacity	11		
Vehicles, Railway Service.—Number	12		
Wagons.—Maintenance and Renewal.	6, 7		
Wagons.—Number and Description	11		
Wagons.—Number Renewed and Repaired, &c.	13		
Wagon Hire	6, 8		
Way and Works.—Maintenance and Renewal	6, 7		
Way and Works.—Quantities of Materials Used	13		

LETTERKENNY

GLENMAQUIN.

CORNACILLAGH.

CONVOY.

RAPHOE.

COOLAGHEY.

BALLINDRAIT.

LIFFORD.

STRABANE

STRANORLAR.

LISCAGLY.

CASTLEFIN.

CLADY.

KILLYCONDON.

GLENMORE.

BALLYBOFEY.

MEENGLAS.

FINTOWN.

BALLINAMORE.

L'FINN

SHALLOGANS.

GLENTIES

DERG BRIDGE.

BARNESMORE.

LOUGH ESKE.

CLAR BRIDGE.

DONEGAL.

DRUMBAR.

LAGHEY.

BRIDGETOWN.

BALLINTRA.

ROSSNOWLACH.

CREEVY.

BALLYSHANNON

ARDARA RD.

KILLYBEGS

ME CHARLES.

KILLYMARD.

INVER.

PORT.

BRUCKLESS

DUNKINEELY.

DOOKIN RE.

DONEGAL BAY.

LOUGH DERG

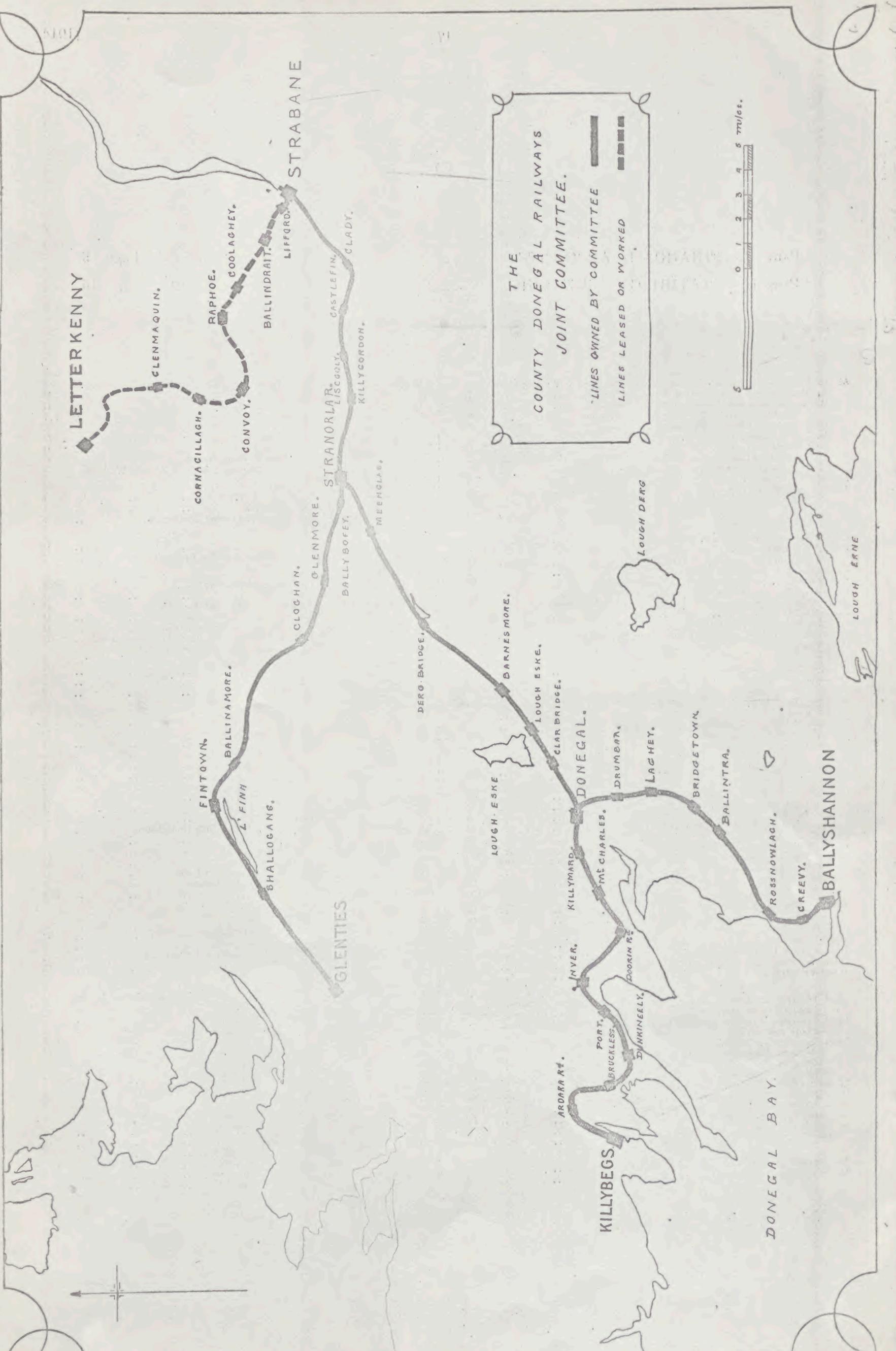
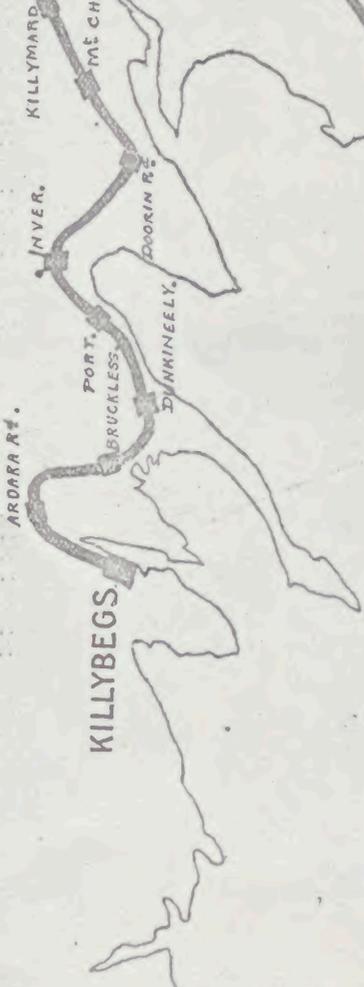
LOUGH ERNE

THE
COUNTY DONEGAL RAILWAYS
JOINT COMMITTEE.

LINES OWNED BY COMMITTEE

LINES LEASED OR WORKED

0 1 2 3 4 5 miles.



THE COUNTY DONEGAL RAILWAYS

JOINT COMMITTEE.

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

YEAR 1914

CLONAKILTY EXTENSION RAILWAY CO.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

For Six Months ending 31st December, 1914,

TO BE

SUBMITTED TO THE SHAREHOLDERS

AT THE

SIXTIETH HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

IMPERIAL HOTEL, CORK,

AT 12.35 O'CLOCK P.M.

ON

THURSDAY, 18th FEBRUARY, 1915.

Directors.

SAVAGE FRENCH, Esq., D.L., *Chairman*

T. J. CANTY, Esq., J.P.

THEODORE F. CARROLL, Esq

JOSEPH PIKE, Esq., D.L.

R. H. LESLIE, *Secretary.*

Offices.

ALBERT QUAY, CORK.

Bankers.

MUNSTER AND LEINSTER BANK LIMITED

CLONAKILTY EXTENSION RAILWAY COMPANY.

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company for the Half-year ended the 31st December, 1914

The Gross Receipts for the Half-years ended 31st December, 1914 and 1913, were as follows:—

	1914		1913
Passengers, Parcels, Mails, &c. ...	£1,188 12 6	..	£1,355 9 10
Goods, Cattle, &c. ...	1,690 11 2	...	1,591 18 8
	<u>£2,879 3 8</u>	...	<u>£2,947 8 6</u>

Showing a decrease of £68 4s. 10d.

After providing for the Debenture Interest and Baronial Guarantee Dividend for the six months ended 31st December, 1914, and placing £100 to General Purposes Fund, there remains a balance of £522 9s. od. at credit of Net Revenue Account, and out of this the Directors recommend the payment of a Dividend on the Ordinary Stock at the rate of 3 per cent. per annum for the half-year, carrying forward to next Account £147 9s. od.

Mr. T. J. Canty and Mr. T. F. Carroll retire by rotation, and being eligible they offer themselves for re-election.

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

SAVAGE FRENCH, *Chairman*
R. H. LESLIE, *Secretary*.

Albert Quay,

Cork, 27th January, 1915.

CLONAKILTY EXTENSION RAILWAY COMPANY.

Statement of Accounts for Half-year ended 31st December, 1914.

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

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED AND SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
Clonakilty Extension Railway Act, 1881 ...	£ 40,000	£ 20,000	£ 60,000	£ 40,000	£ 20,010	£ 60,000	£ —	£ —	£ —
Cork and Bandon Railway Clonakilty Extension Act, 1884 ...									

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

Description	Amount Created		Amount Received		Calls in Arrears		Amount Uncalled		Amount Unissued	
	Stock	Loans	Stock	Loans	Stock	Loans	Stock	Loans	Stock	Loans
Baronial Guarantee Stock ...		£ 15,000	£ 15,000		Nil.		Nil.		Nil.	Nil.
Ordinary Stock ...		25,000	25,000		Nil.		Nil.		Nil.	Nil.
		40,000	40,000		Nil.		Nil.		Nil.	Nil.

No. 3.—CAPITAL RAISED BY DEBENTURE STOCK.

Total amount authorised and raised by Debenture Stock in respect of Capital created as per Statement No. 1	£ 20,000	s. 0	d. 0
--	----------	------	------

No. 3a—ACCOUNT OF PRESENTMENTS FOR DIVIDEND ON BARONIAL GUARANTEE STOCK.

Amount received in respect of Baronial Guarantee to 30th June, 1894	£ 5,081	s. 4	d. 10
---	---------	------	-------

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

TO EXPENDITURE	Amount Expended		Amount Received	
	£	d.	£	d.
on Line open for Traffic	60,000	0 0	40,000	0 0
	<u>60,000</u>	<u>0 0</u>	20,000	0 0
			<u>60,000</u>	<u>0 0</u>

BY RECEIPTS:—
Stock per Acct. No. 2 ...
Debiture Stock, per
Account No. 3 ...

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR—Nil.

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

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

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

No. 9.—REVENUE ACCOUNT TO 31st DECEMBER, 1914.

	1913.	1914.	1914.
To Cork, Bandon & South Coast Railway Co.			
Working Expenses, as per Agreement ...	£ 1,621	£ 1,583 11 0	By Traffic Receipts, as per Account rendered by Working Company—
General Charges Account, No. 12 ...	78	84 0 8	Passengers, Parcels, &c. ...
Balance to Nett Revenue Account ...	1,256	1,214 16 6	Goods and Cattle ...
			Miscellaneous Receipts ...
			Transfer Fees ...
			<u>£ 2,879 3 8</u>
			2 19 6
			0 5 0
			<u>£ 2,882 8 2</u>
1913.			
£ 1,621			
78			
1,256			
<u>2,950</u>			

Dr.

No. 13—GENERAL BALANCE SHEET, 31st DECEMBER, 1914.

Cr.

	£	s.	d.		£	s.	d.	
To Net Revenue, as per Account No. 10	522	9	0	By Cash at Bankers	...	359	7	0
Debiture Stock Interest accrued and provided for	66	13	4	Cork, Bandon and South Coast Railway Co.	...	1,575	19	1
Baronial Guarantee Dividend accrued and provided for	375	0	0	Income Tax	...	87	13	2
Unpaid Dividends	58	10	5					
General Purposes Fund	950	0	0					
Printing and Stationery	0	6	6					
	£1,972	19	3			£1,972	19	3

No. 14—MILEAGE STATEMENT.

Lines owned by Company	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
...	8 1/4	8 1/4	—	—
...	8 1/4	8 1/4	—	—

No. 15—STATEMENT OF TRAIN MILEAGE.

Return made by Cork, Bandon and South Coast Railway Company.

SAVAGE FRENCH, *Chairman.*
R. H. LESLIE, *Secretary.*

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 on the several Stocks are *bona fide* due thereon after charging the Revenue for the Half-year with all expenses which, in our judgment, ought to be paid thereout.

ALBERT QUAY,
Cork, 20th January, 1915.

ERNEST C. HITCHMOUGH,
ROBERT MUNKO,
(*Incorporated Accountant.*)
(*Incorporated Accountant.*) } *Auditors.*

Clonakilty Extension Railway Company.

NOTICE IS HEREBY GIVEN that the SIXTIETH HALF-YEARLY ORDINARY GENERAL MEETING of the Proprietors of the CLONAKILTY EXTENSION RAILWAY COMPANY will be held at the IMPERIAL HOTEL, Cork, on THURSDAY, the 18th February, 1915, at 12.35 o'clock, p.m., to receive the Directors' Report and Statement of Accounts for the Half-year ending 31st December, 1914, 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 5th February to the 18th February, both days inclusive.

By Order of the Board,

R. H. LESLIE,
Secretary.

Albert Quay, Cork,
15th January, 1915.

The Dividends on the Baronial Guarantee and Ordinary Stocks will be paid on March 1st to the Proprietors registered on 18th February, 1915.

Proprietors are requested, in case of change of address, to notify the same in writing to the Secretary. This Report is forwarded to address at present registered in the Company's books.

Cork, Bandon & South Coast Railway Company.

Report of the Directors,
Financial Accounts,
AND
Statistical Returns

For the Year ended 31st December 1914.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

To be held in the IMPERIAL HOTEL, CORK,
at the hour of 12 o'clock noon,

On Thursday, the 18th day of February, 1915.

CORK :

Printed by Purcell & Company, Patrick Street.

1915.

DIRECTORS.

Chairman :

JOSEPH PIKE, D.L., Cork.

Deputy Chairman :

THEODORE F. CARROLL, Cork.

SAVAGE FRENCH, D.L., Cuskinny, Queenstown.

COLONEL JAMES M. SUGRUE, Cork.

WM. M. MURPHY, J.P., Dublin.

THE RIGHT HONBLE. JONATHAN HOGG, P.C., Dublin.

SOMERS PAYNE, B.L., J.P., Monkstown, Co. Cork.

FREDERICK W. CROSSLEY, Dublin.

T. J. CANTY, J.P., Clonakilty.

Secretary :

ROBERT H. LESLIE.

Proprietors of not less than £100 Stock, to which voting power is attached, can by written application to the Secretary, obtain Passes over the Company's Line to attend the Annual Meeting.

REPORT.

Your Directors beg to submit herewith the Accounts for the Year ended 31st December, 1914, duly certified by your Auditors.

After placing to Reserve Account a sum of £500, and providing £2,000 for Locomotive Renewals there remains as shown in Account No. 9 (a) a balance of £17,218 8s. 11d., of which the Dividends for the Half-year on the Preference Stocks will absorb £8,291 7s. 7d., leaving available a balance of £8,927 1s. 4d. Out of this balance the Directors recommend that a Dividend at the rate of $4\frac{1}{2}$ per cent. per annum be declared on the Ordinary Stock for the Half-year ended 31st December, 1914, making with the Interim Dividend declared in July last $3\frac{1}{2}$ per cent. for the Year, and that a balance of £3,827 1s. 4d. be carried forward to next Year's Account.

The following Directors retire by rotation, viz:—Mr. T. J. Canty, The Right Hon. Jonathan Hogg, P.C., and Mr. William Murphy, and, being eligible, they offer themselves for re-election.

Mr. E. C. Hitchmough the retiring Auditor, also 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 Tuesday, 16th February.

JOSEPH PIKE, *Chairman.*

R. H. LESLIE, *Secretary.*

Cork, Bandon and South Coast Railway.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1914.

PART I.—FINANCIAL ACCOUNTS.

No. 1 (a)—Nominal Capital Authorised and Created by the Company.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
I. Special Acts conferring capital powers which have been fully exercised ...	613,008	246,700	859,708	613,008	246,700	859,708	...	...	...
II. Special Acts conferring capital powers which have not yet been fully exercised:									
West Cork Railways Act, 1860 ...	20,000	...	20,000	8,500	...	8,500	11,500	...	11,500
Cork, Bandon & South Coast Railway Act, 1900 ...	80,000	48,957	128,957	53,500	8,957	62,457	26,500	40,000	66,500
TOTAL ...	713,008	295,657	1,008,665	675,008	255,657	930,665	38,000	40,000	78,000

No. 2—Share Capital and Stock Created, as per Statement No. 1 (a), showing the Proportion issued.

Description.	Amount created.	Additional Stock issued to provide authorised money.	Amount issued.	Nominal addition to Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
GUARANTEED PREFERENCE STOCKS:—								
5½ per cent. Preference Stock ...	48,000	...	48,000	...	48,000	...	...	...
4 per cent. Preference Stock ...	38,500	...	38,246	...	38,246	...	...	254
CONTINGENT PREFERENCE STOCKS:—								
WEST CORK PREFERENCE STOCK—								
Entitled to a 4 per cent. per annum preferential dividend out of the profits of the Cork and Bandon section in priority to the Ordinary Stock, and out of the profits of the West Cork section in priority to all other charges or payments whatsoever.	178,629	...	178,629	...	178,629	...	...	...
KINSALE PREFERENCE STOCK—								
Entitled to a 4 per cent. per annum preferential dividend out of the profits of the Cork and Bandon section next after the West Cork Preference Stock, and out of the profits of the Kinsale section in priority to all other charges or payments whatsoever.	48,009	...	48,009	...	48,009	...	...	...
ILEN VALLEY PREFERENCE STOCK—								
Entitled to a 4 per cent. per annum preferential dividend, payable half-yearly, out of the profits of the Ilen Valley section in priority to all other charges or payments whatsoever, and out of the profits of the Cork and Bandon section next after the Kinsale Preference Stock	68,370	...	68,370	...	68,370	...	...	...
4 per cent. Preference Stock, 1900 ...	53,500	30,235	15,315	...	15,315	...	...	7,950
Ordinary Stock ...	240,000	...	240,000	...	240,000	...	...	...
TOTAL ...	675,008	30,235	636,569	...	636,569	...	...	8,204

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

	Total Raised by Loans	Raised by issue of Debenture Stocks				Total raised by Loans and Debenture Stocks
		Amount of Stocks	Nominal Additions on Conversion	Existing Amount of Stocks		
				At 4 per cent.	Total Debenture Stocks	
Existing at 31st December, 1913	£	£	£	£	£	£
Existing at 31st December, 1914	...	245,030	8,957	253,987	253,987	253,987
Increase
Decrease
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a)						£255,657
Total amount raised by Loans and Debenture Stocks as above						253,987
Balance being available borrowing powers at 31st December, 1914						£1,670

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

To Expenditure	Amount expended to 31st December, 1913	Amount expended during Year, as per No. 5	Total	By Receipts	Amount received to 31st December, 1913	Amount received during Year	Total
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	752,570 10 2	...	752,570 10 2	Shares and Stocks, (No. 2)	636,569 0 0	...	636,569 0 0
Less Government Grant	£15,000 0 0			Loans (No. 3)	...	...	...
Received from Revenue	7,905 1 0	...	22,905 1 0	Debenture Stocks (No. 3)	245,030 0 0	...	245,030 0 0
Rolling Stock	729,665 9 2	...	729,665 9 2	TOTAL	881,599 0 0	...	881,599 0 0
Less Sales	595 0 0	...	102,210 14 9				
Manufacturing and Repairing Works and Plant—							
Land and Buildings	...	...	...	Premiums on Debenture Stocks	12,002 14 11	...	...
Plant and Machinery	...	...	...	Discounts on Shares and Stocks	65,312 16 9	...	...
Total Capital expended upon Railway	831,876 3 11	...	831,876 3 11	DEDUCT :—			
Ballinphellic Ropeway	7,591 16 11	...	7,591 16 11	Balance of Premiums and Discounts	53,310 1 10	...	53,310 1 10
Subscriptions to other Companies (for details, see Table No. 4 (a))	25,875 0 0	...	25,875 0 0	Total Receipts	828,288 18 2	...	828,288 18 2
Total Expenditure	865,343 0 10	...	865,343 0 10	By Balance	...	...	37,054 2
TOTAL	...	...	£ 865,343 0 10	TOTAL	...	...	£ 865,343 0 10

No. 4 (a)—Subscriptions to other Companies.

Name	Amount	Nature of Security or Investment
	£	
Railway Companies :—		
Clonakilty Extension Railway Company	7,500	Ordinary Stock
Cork City Railways Company	15,000	Ordinary Stock
Other Companies :—		
Bantry Bay Steam Ship Company	3,375	Ordinary Shares
TOTAL	25,875	

No. 5.—Details of Capital Expenditure for Year ended 31st December, 1914.

	Land and Compensation			Construction of Way and Stations, Engineering, &c.			Law Charges and Parliamentary Expenses			TOTAL		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Lines belonging to the Company open for Traffic												
Rolling Stock												

No. 6.—Estimate of Further Expenditure on Capital Account.

Expenditure to date on Principal Works in Progress	Estimated Further Expenditure		
	During the Year ending	Subsequently until completion	Total
£	£	£	£
Lines belonging to the Company open for Traffic			
Works not yet commenced and in abeyance			
TOTAL			

No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	£	78,000
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Amount unissued		8,204
		86,204
Available borrowing powers (as per Statement No. 3)		1,670
		87,874
Deduct Balance at Debit (as per Capital Account No. 4)		37,054
TOTAL	£	50,820

No. 8—Revenue Receipts and Expenditure of the whole Undertaking.

See Statement		Gross Receipts	Expenditure	Net Receipts	Year 1913.		
					Gross Receipts	Expenditure	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	106,775 11 9	65,985 9 8	40,790 2 1	107,507	63,943	43,564
	TOTAL	106,775 11 9	65,985 9 8	40,790 2 1	107,507	63,943	43,564
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands			205 2 10			237
	Other Rents			162 4 5			153
	Interest and Dividends from Investments in other Companies—						
	Clonakilty Extension Railway Ordinary Stock			187 10 0			160
	Shares in Bantry Bay Steam Ship Company			168 15 0			160
	Transfer Fees			30 7 6			33
	Total Net Income			£ 41,544 1 10			44,325

No. 9—Proposed Appropriation of Net Income.

					Year 1913	
					£ s. d.	£
	Balance brought forward from last year's Account				3,529 12 6	3,582
	Net Income (as per Statement No. 8)				41,544 1 10	44,325
	Appropriation from Ilen Valley Dividend Reserve				...	2,120
	TOTAL				45,073 14 4	50,027
	Deduct—Interest, Rentals, and other Fixed Charges :—					
	Chief Rents			£464 18 3		465
	Interest on Debenture Stocks—4 per cent. on £253,987			10,159 9 6		10,159
	5 per cent. Interest on £35,000 Bantry Extension Railway Debenture Stock			1,750 0 0		1,750
	General Interest			481 16 0		470
	Clonakilty Extension Railway Company's share of Traffic Receipts			2,463 1 8		2,511
	Bantry Extension Railway's share of Traffic Receipts			830 14 4		1,323
	Cork County Council's share of Ilen Valley Section Receipts for refund to Baronies			...		4,110
	Interest on Temporary Loans			513 18 1		542
	TOTAL				16,663 17 10	21,330
	Balance after payment of Fixed Charges				28,409 16 6	28,697
	Appropriation to Reserve Account				500 0 0	500
	Dividend on No. 1 Preference Stock, 5½ per cent.	£48,000	5½% per annum	£2,640 0 0	27,909 16 6	28,197
	„ No. 2 Preference Stock, 4 per cent.	38,246	4% „	1,529 16 10		
	„ West Cork Preference Stock, 4 per cent.	178,629	4% „	7,145 3 2		
	„ Kinsale Preference Stock, 4 per cent.	48,009	4% „	1,920 7 2		
	„ Ilen Valley Preference Stock, 4 per cent.	68,370	4% „	2,734 16 0		
	„ Preference Stock, 4 per cent., 1900	15,315	4% „	612 12 0		
	TOTAL				16,582 15 2	15,968
	Balance available for Dividend on Ordinary Stock				11,327 1 4	12,229
	Dividend on Ordinary Stock at 3⅛ per cent. per annum			£7,500 0 0		8,700
	Balance carried forward to next year's Account			3,827 1 4		3,529
				£11,327 1 4		

No. 9 (a)—Statement of Interim Dividends Paid.

					£ s. d.	£
	Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1914 (as per Account No. 9)				28,409 16 6	28,697
	Deduct—					
	Interim Dividends paid 1st September, 1914 :—					
	Dividend on No. 1 Preference Stock, 5½ per cent., £48,000, 5½ per cent. per annum			£1,320 0 0		
	„ No. 2 „ 4 „ 38,246 „ „			764 18 5		
	„ West Cork „ 4 „ 178,629 „ „			3,572 11 7		
	„ Kinsale „ 4 „ 48,009 „ „			960 3 7		
	„ Ilen Valley „ 4 „ 68,370 „ „			1,367 8 0		
	„ Preference Stock, 4 per cent. (1900) 4 „ 15,315 „ „			306 6 0		
	„ Ordinary Stock 240,000 „ „			2,400 0 0		
	Amount placed to Reserve			£10,691 7 7		11,584
				500 0 0		500
	Undivided Balance at 31st December, 1914, carried to Balance Sheet				11,191 7 7	16,613
					17,218 8 11	

Dr.

No. 10.—Receipts and Expenditure in respect of Railway Working.

Cr.

To Expenditure.	Year 1913		Percentage of Traffic Receipts		By Gross Receipts.	Year 1913		Percentage of Traffic Receipts		
	£	s. d.	Per cent.	1914		1913	£	s. d.	Per cent.	1914	1913
<i>See Abstracts.</i>										
A—Maintenance and Renewal of Way and Works	15,946	10 2	14.93	14.79	Passenger Train Traffic— Ordinary Passengers— Third Class	6,636	0 8	31.08	31.71	
B—Maintenance and Renewal of Rolling Stock—					Season Tickets— First Class	491	5 11			
(1) Locomotives	5,497	5 4	5.15	5.09	Third Class	1,103	15 8			
(2) Carriages	2,400	2 4	2.25	2.14	Total Receipts from Passengers...	34,041				
(3) Wagons	4,575	3 6	4.28	4.04	Mails	5,650	0 0			
C—Locomotive Running Expenses	15,136	15 3	14.18	12.67	Parcels up to 2 cwt., Parcels Post, and Excess Luggage	4,847	2 0			
D—Traffic Expenses	14,844	9 1	13.90	13.50	Other Merchandise by Passenger Trains	2,731	5 5			
E—General Charges					F—Less Expenses of Collection and Delivery	13,228	7 5			
Law Charges					Total Passenger Train Receipts	47,827	5 4			
Compensation (Accidents and Losses)—					Goods Train Traffic— Merchandise ...	44,166				
Passengers	£186	6 8	.17	.16	F—Less Expenses of Collection and Delivery ...	258				
Workmen	300	0 0	.28	.28	Live Stock	43,908	16 3			
Damage and Loss of Goods, Property, &c.	39	2 10	.04	.03	Coal, Coke, and Patent Fuel	9,445	3 5			
Rates					Other Minerals	2,806	11 11			
Taxes					Total Goods Train Receipts	58,372	6 5			
National Insurance Act, 1911—					Total Traffic Receipts	106,775	11 9			
Health					Miscellaneous	145				
Unemployment					Total	107,507	9			
Total Traffic Expenditure	65,954	5 5	61.76	58.95						
H—Mileage, Demurrage, and Wagon Hire (Balance)	19	12 2								
Miscellaneous	11	12 1								
Total Expenditure	65,985	9 8								
Net Receipts	40,790	2 1								
TOTAL	106,775	11 9								

Abstract C.—Locomotive Running Expenses.

	Year 1913		
	£	s.	d.
Superintendence :—			
Salaries	297	6	0
Office Expenses	9	8	1
		306	14 1
Steam Train Working :—			
Wages connected with the Running of Locomotive Engines	4,340	1	4
Fuel	9,629	9	5
Water	300	14	7
Lubricants	489	18	4
Other Stores, including Clothing	435	18	9
Miscellaneous	11	16	3
		15,207	18 8
		15,514	12 9
Deduct Engine Power supplied by the Company		377	17 6
TOTAL	£	15,136	15 3

Abstract D.—Traffic Expenses.

	Year 1913		
	£	s.	d.
Salaries and Wages :—			
Superintendence	622	13	4
Stationmasters and Clerks ...	3,628	5	11
Signalmen and Gatemen ...	1,396	15	6
Ticket Collectors, Policemen, Porters, &c.	4,500	0	0
Guards	988	11	6
		11,136	6 3
Fuel, Lighting, Water, and General Stores ...	1,549	10	6
Clothing	290	4	1
Printing, Advertising, Stationery, Stamps, and Tickets		757	3 3
Wagon Covers, &c.		332	0 8
Cleansing, Lubricating & Lighting of Vehicles		66	17 2
Shunting Expenses (other than Mechanical) :—			
Wages		290	10 4
Other Expenses			
Working of Stationary Engines, Hoists, Cranes, &c.		4	11 7
Coal, &c., Tipping Expenses			
Railway Clearing Houses Expenses		167	18 0
Miscellaneous Expenses		249	7 3
TOTAL	£	14,844	9 1

Abstract E.—General Charges.

	Year 1913		
	£	s.	d.
Directors' Fees voted by Shareholders ...	500	0	0
Auditors and Public Accountants ...	40	0	0
Salaries of Secretary, General Manager, Accountant, and Clerks	2,239	12	1
Office Expenses ditto ditto	75	15	3
Fire Insurance	118	1	11
Superannuation and Benevolent Funds, Pensions, &c.	595	3	0
Subscriptions and Donations	31	6	0
Miscellaneous Expenses	127	1	0
TOTAL	£	3,726	19 3

Abstract F.—Expenses of Collection and Delivery of Parcels and Goods.

	Year 1913		
	£	s.	d.
Amounts paid for Hired Cartage	455	8	3
Miscellaneous			
TOTAL	£	455	8 3
Amount charged to Passenger Train Traffic		182	14 6
Amount charged to Goods Traffic		272	13 9

Abstract H.—Mileage, Demurrage, and Wagon Hire.

	Year 1913.		
	Receipts	Expenditure	Balance
	Receipts	Expenditure	Balance
Mileage and Demurrage—	£	£	£
Passenger Train Vehicles			
Goods Train Vehicles	58 10 1	78 2 3	19 12 2
Hire of—			
Passenger Train Vehicles			
Goods Train Vehicles			
TOTAL	£ 58 10 1	78 2 3	19 12 2

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track	Total of Single Track, including Sidings	Year 1913	
	Length of Road. First Track	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track)	Total Miles (reduced to Single Track)			Total of Single Track, including Sidings	<i>Total of Single Track, including Sidings</i>
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	
Lines owned by the Company—										
Main and Principal Lines—										
Cork to Skibbereen	53 60	2 10	0 42	...	...	56 32	11 56	68 8	68 8
Bantry Bay Extension	1 30	...	...	...	...	1 30	...	1 30	1 30
Total of Main and Principal Lines	55 10	2 10	0 42	...	...	57 62	11 56	69 38	69 38
Minor and Branch Lines—										
Kinsale Junction to Kinsale	10 60	...	...	...	...	10 60	0 57	11 37	11 37
Total of miles owned	65 70	2 10	0 42	...	...	68 42	12 33	80 75	80 75
Lines leased or worked by the Company—										
Bantry Extension Railway :—										
Drimoleague to Bantry	11 20	...	...	...	...	11 20	1 20	12 40	12 40
Clonakilty Extension Railway :—										
Clonakilty Junction to Clonakilty	9 0	...	...	...	...	9 0	1 14	10 14	10 14
Baltimore Extension Railway :—										
Skibbereen to Baltimore	8 0	...	...	...	...	8 0	0 45	8 45	8 45
Total of miles leased or worked	28 20	...	...	...	...	28 20	2 79	31 19	31 19
Grand Total	94 10	2 10	0 42	...	...	96 62	15 32	112 14	112 14
<i>Ditto Year 1913</i>	<i>94 10</i>	<i>2 10</i>	<i>0 42</i>	<i>...</i>	<i>...</i>	<i>96 62</i>	<i>15 32</i>	<i>112 14</i>	<i>112 14</i>	

(C.)—Mileage of Lines run over by the Company's Engines.

	Year 1913	
	M. Ch.	M. Ch.
Lines Owned by the Company	65 70	65 70
Lines Leased or Worked by the Company	28 20	28 20
TOTAL	94 10	94 10

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

DESCRIPTION	Number	Year 1913
		Number
Tender Engines	Nil	Nil
Tank Engines—		
4—6—0	6	5
4—4—2	3	3
0—6—0	5	5
4—4—0	2	2
2—4—0	4	4
	20	20
Tenders	Nil	Nil

(D)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.				Year 1913	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths
PASSENGER CARRIAGES.							
Carriages of Uniform class	40	514	—	1,430	1,944	39	1,983
Composite carriages	15	116	—	458	574	15	589
Miscellaneous	—	—	—	—	—	—	—
TOTAL	55	630	—	1,888	2,518	54	2,572
Total Passenger Carriages...	55					54	
OTHER COACHING VEHICLES.							
Luggage, Parcel, and Brake Vans	9					9	
Carriage Trucks	2					2	
Horse Boxes	2					2	
Miscellaneous	—					—	
Total other Coaching Vehicles ...	13					13	
Total Coaching Vehicles	68					67	

(E)—Merchandise and Mineral Vehicles.

	Number	Year 1913
		Number
Open Wagons—		
Under 8 tons	—	—
8 and up to 12 tons	70	70
Over 12 and up to 20 tons	—	—
Over 20 tons (other than special)	—	—
Covered Wagons—		
Under 8 tons	226	236
8 and up to 12 tons	21	16
Over 12 and up to 20 tons	2	2
Over 20 tons	—	—
Mineral Wagons—		
Under 8 tons	52	47
8 and up to 12 tons	—	—
Over 12 and up to 20 tons	—	—
Over 20 tons	—	—
Special Wagons (for loads of exceptional dimensions and weight)	—	—
Cattle Trucks	43	43
Rail and Timber Trucks (including Twin Trucks)	16	16
Brake Vans	14	14
Miscellaneous	1	1
TOTAL	445	445

(F)—Railway Service Vehicles.

	Number	Year 1913
		Number
Ballast Wagons	22	22
Travelling Cranes	1	1
Miscellaneous	—	—
TOTAL	23	23

VI.—Docks, Harbours, and Wharves.

Name	Length of Quay
Bantry Railway Jetty	140 feet

VIII.—Land, Property, &c., not forming part of the Railway or Stations.

Houses	Number	Year 1913
		Number
Houses and Cottages for Company's Servants	13	13

XIII.—Passenger Traffic and Receipts.

Class of Passenger.	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1913.			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	£ s. d.	
1st Class	47,617	6,636	2 9	44,847	53,135	7,197	0 2 8	50,710
3rd ,,	424,904	26,551	1 3	402,675	455,770	26,844	0 1 2	449,533
TOTAL	472,521	33,187		447,522	508,905	34,041		500,243
Season—			£ s. d.					
1st Class	42	491	11 11 5	42	42	522	12 8 6	42
3rd ,,	135	1,104	8 3 7	135	149	1,284	8 12 4	149

XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Year 1913.			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	
Merchandise	151,642	45,264	5 11	136,241	138,992	43,908	6 4	122,335
Coal, Coke, and Patent Fuel	17,505	2,251	2 6	13,878	22,524	2,806	2 6	19,939
Other Minerals	25,923	2,278	1 9	19,745	29,394	2,359	1 7	24,174
TOTAL	195,070	49,793		169,864	190,910	49,073		166,448
				Number originating on the Company's System	Number	£		Number originating on the Company's System
Live Stock	152,335	9,155		144,553	170,736	9,444		170,736

XV. (A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

Originating on the Company's System.	Tons	Year 1913
		Tons
1. Coal and Coke	13,878	19,939
2. Lime, Brick, Stone, Slate, Sand & Gravel	14,477	17,433
3. Barytes	5,268	6,741
4. Timber	4,714	5,230
5. Grain	37,849	29,726
6. Flour, Mill Stuffs and Feeding Cake	30,419	29,505
7. Sacked Manures and Slag	8,842	8,953
8. Butter	2,542	2,554
9. Eggs	2,519	2,252
10. Sundries	49,356	44,115
TOTAL	169,864	166,448

XV. (B.)—Number of Live Stock carried by Goods Trains.

Originating on the Company's System.	Number	Year 1913
		Number
Horses	3,658	2,149
Cattle	26,477	9,242
Calves	19,807	56,395
Sheep	21,764	32,215
Pigs	72,847	70,735
Miscellaneous	—	—
TOTAL	144,553	170,736

XVI.—Summary of Financial Results secured in comparison with those for past years.

	1913	1914
Total Expenditure on Capital Account (No. 4)	£ 865,343	£ 865,343
Gross Receipts from Business carried on by the Company (No. 8)	107,507	106,775
Revenue Expenditure on ditto (No. 8)	63,942	65,985
Net Receipts of ditto (No. 8)	43,565	40,790
Miscellaneous Receipts net (No. 8)	760	754
Total Net Income (No. 8)	44,325	41,544
Interest, Rentals, and other Fixed Charges (No. 9)	21,330	16,664
Dividends on Guaranteed and Preference Stocks (No. 9)	15,967	16,583
Balance after Payment of Preference Dividends (No. 9)	12,229	11,327
Dividend on Ordinary Stock (No. 9)	8,700	7,500
Rate per cent.	3 ⁵ / ₈	3 ¹ / ₈
Surplus or Deficit	447	798
Appropriation to Reserve	500	500
Brought forward from previous years	3,582	3,529
Carried forward to subsequent years	3,529	3,827

(Signed), R. H. LESLIE, Accountant of the Company.

**Certificates of the Responsible Officers as to the Upkeep of the
whole of the Company's Property.**

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 Year, been maintained in good working condition and repair.

JOHN R. KERR, *General Manager and Engineer.*

Cork, 19th January, 1915.

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 Year, been maintained in good working order and repair.

J. W. JOHNSTONE, *Locomotive Engineer.*

Cork, 13th January, 1915.

Signed for the Board of Directors,

JOSEPH PIKE, *Chairman of the Company.*

ROBERT H. LESLIE, *Secretary of the Company*

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 Dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

W. C. L. SULLIVAN,

ERNEST C. HITCHMOUGH,

(*Incorporated Accountant*)

} *Auditors.*

Cork, 22nd January, 1915.

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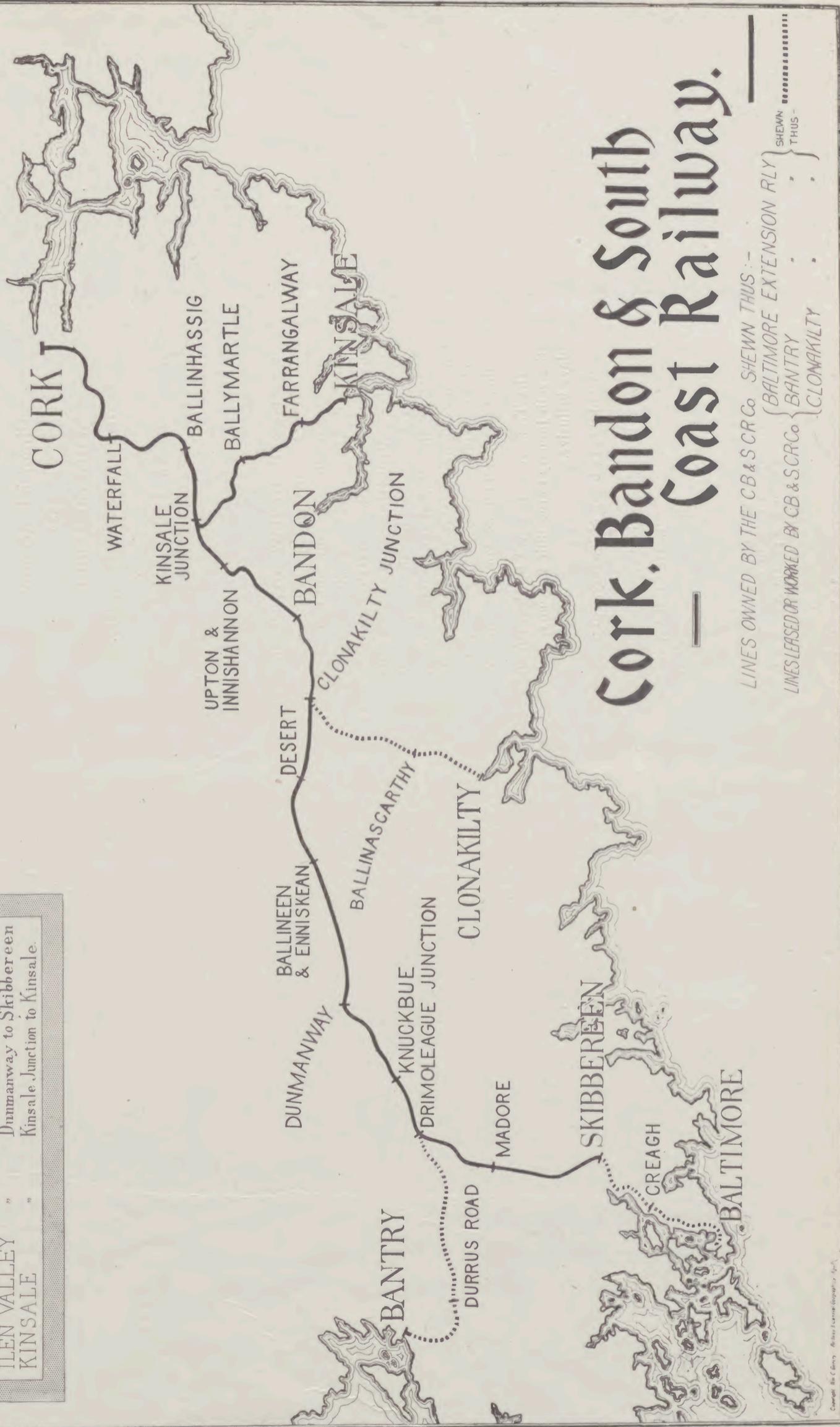
Nos. 1 (b), 1 (c), 11, 12, 13, 14, 15, 16 and 17, and Abstracts G and J, are omitted, not being applicable to the Company.

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 Kinsale Junction to Kinsale.



Cork, Bandon & South Coast Railway.

LINES OWNED BY THE CB & S.C.R. Co. SHOWN THUS:—
 (BALTIMORE EXTENSION RLY)
 LINES LEASED OR WORKED BY CB & S.C.R. Co. SHOWN THUS:—
 (BANTRY)
 (CLONAKILTY)

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**Cork, Bandon and South Coast
Railway Company.**

Report of the Directors,

Financial Accounts,

AND

Statistical Returns,

For Year ending 31st December, 1914.

**Cork, Bandon and South Coast Railway
Company.**

One Hundred and Thirty-Seventh General Meeting.

NOTICE IS HEREBY GIVEN, that the Annual General Meeting of the Proprietors of this Company will be held at the IMPERIAL HOTEL, Pembroke Street, in the City of Cork, on THURSDAY, the 18th day of FEBRUARY, 1915, at the hour of 12 o'clock noon, for the purpose of receiving the Report and Statement of Accounts from the Directors for the Year ended the 31st December, 1914, and of transacting the general business of the Company.

The Transfer Books will be closed from the 29th January to the 18th February, both days inclusive.

Dated this 15th day of January, 1915.

By Order of the Board,

R. H. LESLIE,

Secretary.

Albert Quay Terminus,
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 the Report is now forwarded.

Annual General Meeting ... 18th February.
Dividends Payable ... 1st March.

Cork, Blackrock & Passage Railway
COMPANY.

REPORT OF THE DIRECTORS
AND
STATEMENT OF ACCOUNTS
FOR

YEAR ENDED 31st DECEMBER, 1914,

TO BE SUBMITTED TO THE

Annual General Meeting of the Shareholders,

TO BE HELD AT **2 P.M.**, ON

Thursday, the 25th day of February, 1915

AT THE

OFFICES OF THE COMPANY,

Terminus, Albert Street, Cork.

1915.

PURCELL AND COMPANY, PRINTERS, CORK

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DIRECTORS.

Chairman:

SIR STANLEY HARRINGTON, J.P.

Deputy Chairman:

KINGSMILL B. WILLIAMS, J.P.

JOHN H. SUGRUE.

GEORGE LYNCH.

THEODORE F. CARROLL.

SAMUEL J. MERRICK, J.P.

Secretary:

RICHARD J. COPINGER.

REPORT.

Your Directors beg to submit herewith the Report and Accounts for the Year ended 31st December, 1914.

The Gross Revenue for the Year 1914 amounts to £23,813 1s. 11d., compared with £24,312 19s. 11d. for 1913, a decrease of £499 18s. 0d., made up as follows:—

Description of Traffic	1914	1913	Increase	Decrease
Passengers	£ 14,040	£ 15,643	£ ...	£ 1,603
Season Tickets	1,473	1,555	...	82
Parcels, &c.	1,505	1,308	197	...
Merchandize	6,263	5,007	1,256	...
Live Stock	148	211	...	63
Miscellaneous Receipts	384	589	...	205
Total	23,813	24,313	...	500

The Working Expenses show a decrease of £548 2s. 1d.

Interest on the Board of Works Loan, the 1846, 1881, and 1896, Debenture Stocks for the year has been paid.

A half-year's interest on the 1901 Debenture Stock, viz. for the half-year ended 30th June, 1909, was paid on the 22nd October, 1914, leaving 5½ years' interest on this stock in arrears to 31st December, 1914.

The Passenger Steamer "Audrey" has been sold, and the Goods Steamer "Taffy" bought instead.

The Directors retiring by rotation are Messrs. J. H. Sugrue and S. J. Merrick, who being eligible, offer themselves for re-election.

The Auditor retiring by rotation is Mr. David McDonnell, M.A., LL.D., who being eligible, 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 2 p.m. on TUESDAY, 23rd FEBRUARY, 1915.

STANLEY HARRINGTON, *Chairman.*

R. J. COPINGER, *Secretary.*

Cork, Blackrock, and Passage Railway Company.

Financial Accounts and Statistical Returns for Year ended 31st December, 1914.

PART I.—FINANCIAL ACCOUNTS.

No. 1 (a)—Nominal Capital Authorised and Created by the Company.

SPECIAL ACTS	Capital authorised.			Capital created or sanctioned.			Balance.		
	Shares and Stock £	Loans or Debenture Stock. £	Total. £	Shares and Stock £	Loans or Debenture Stock £	Total. £	Shares and Stock	Loans or Debenture Stock.	Total
I.—Special Acts or Certificates of the Board of Trade conferring Capital Powers which have been fully exercised	225,940	*205,330	431,270	225,940	205,330	431,270	—	—	—

* (£85,000) of this is a first charge on the Undertaking

No. 2—Share Capital and Stock Created, as per statement No. 1 (a) Showing the Proportion issued.

Description	Amount created.	Amount Issued	Nominal Additions to or Deductions from Capital.	Amount on which Dividend is Payable.	Amount which does not rank for Dividend until a future date.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
	£	£	£	£	£	£	£	£
Five per Cent. Preference Shares of 1868 (£20 each) ...	£2,000	...	...	...	...	...	...	...
Less Cancelled under Act of 1896 ...	400	...	...	...	...	...	...	...
	1,600	1,600	...	1,600	...	...	...	...
Four per Cent. Preference Shares of 1881 ...	£20 each	26,000	...	26,000	...	...	...	...
Four per Cent. Preference Shares of 1896 ...	£10 "	80,000	...	80,000	...	...	...	...
Ordinary Shares (undivided) ...	£20 "	53,600	...	53,600	...	...	...	...
Do. Preferred ...	£10 "	32,370	...	32,370	...	...	...	...
Do. Deferred ...	£10 "	32,370	...	32,370	...	...	...	...
Total ...	225,940	225,940	...	225,940	...	...	...	...

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

	Raised by Loans at 4 per cent.	Raised by Debenture Stock				Total Raised by Loans or Debenture Stocks
		Amount of Stock	At 4½ per cent.	At 4¼ per cent.	At 4 per cent.	
Existing 31st December, 1914	£ 65,000	£ 135,330	£ 2,500	£ 300	£ 132,530	£ 200,330
Existing 31st December, 1913	65,000	135,330	2,500	300	132,530	200,330
Increase .. .. .	...	...	...	...	...	...
Decrease ... .. .	...	...	...	...	...	...
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital, as per Statement No. 1 (a) ...						£205,330
Total amount raised by Loans and Debenture Stocks as above						200,330
Balance being available borrowing powers on 31st December, 1914						£5,000

Dr

No. 4—Receipts and Expenditure on Capital Account.

Cr

To Expenditure	Amount expended to 31st December, 1913		Amount expended during Year, as per No. 5		Total	By Receipts	Amount received to 31st December, 1913		Amount received during Year		Total			
	£	s.	d.	£			s.	d.	£	s.		d.	£	s.	d.
Lines open for Traffic	361,765	1	6	...	361,765	1	6	Shares and Stock (No. 2) ...	225,940	0	0	225,940	0	0
Rolling Stock	32,906	8	9	...	32,906	8	9	Loans advanced by Commissioners of Public Works, Ireland (No. 3) ...	65,000	0	0	65,000	0	0
								Debenture Stock (No. 3) ...	135,330	0	0	135,330	0	0
								TOTAL	426,270	0	0	426,270	0	0
Total Capital expended on Railway	394,671	10	3	---	394,671	10	3	Sundries ...	1,832	8	3	1,832	8	3
								£ s. d.						
								Premium on Shares ...	...				
Steam Vessels	24,863	18	8	Cr. 1,166	23,697	18	8	Premium on Debenture Stock ...	...				
								Total Premiums ...	...				
Special Items	10,685	0	6	...	10,685	0	6	Discount on Shares & Stock ...	...				
								Balance of Premiums and Discount ...	...				
Total Expenditure	430,220	9	5	Cr. 1,166	429,054	9	5	Total Receipts ...	428,102	8	3	428,102	8	3
To Balance ... ..	...			...	...			By Balance ... ..	...			...	952	1
TOTAL ... ..	...			...	429,054	9	5	TOTAL ... ..	...			...	429,054	9

No. 5.—Details of Capital Expenditure for Year ended 31st December, 1914.

	Land and Compensation	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses	Total	
				£ s. d.	£ s. d.
Lines belonging to the Company open for Traffic	}	NIL			
Rolling Stock					
Steam Vessels					
	<i>Cr.</i> Amount transferred from Depreciation Account, £1,166				

No. 6.—Estimate of Further Expenditure on Capital Account.

Expenditure to date on Principal Works in Progress	Estimated Further Expenditure		
	During the Year ending	Subsequently until completion	Total
£	£	£	£
Lines belonging to the Company open for Traffic	} Not	ascertained	
Work not yet commenced and in abeyance			

No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

	£	£ s. d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	...	...
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Calls in arrear	...	...
Amount uncalled	...	...
Amount unissued	...	...
Loan Capital created, but not yet available (as per Statement No. 3)	...	...
Available borrowing powers (as per Statement No. 3)	...	5,000 0 0
Deduct Balance at Debit (as per Capital Account No. 4)	...	952 1 2
Total	...	4,047 18 10

No. 8—Revenue Receipts and Expenditure of the whole Undertaking.

See Statement		Gross Receipts	Expenditure	Net Receipts	Year 1913.		
					Gross Receipts	Expenditure	Net Receipts
10	Railway	£ 16,341 11 5	£ 9,824 2 2	£ 6,517 9 3	£ 16,904	£ 10,436	£ 6,468
12	Steamboats	7,227 9 0	7,143 12 6	83 16 6	7,206	7,085	121
	Total	23,569 0 5	16,967 14 8	6,601 5 9	24,110	17,521	6,589
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands			8 7 5			9
	Other Rents, including Lump-sum Tolls			162 5 11			164
	Transfer Fees			1 5 0			3
	General Interest			72 3 2			27
	Total Net Income			£ 6,845 7 3			6,792

No. 9—Proposed Appropriation of Net Income.

				Year 1913		
				£	s. d.	
Balance brought forward from last year's Account	...	...	...	Dr. 10,251	13 10	Dr. 8,924
Net Income (as per Statement No. 8)	...	...	...	6,845	7 3	6,792
Appropriation from Reserve	...	...	...
			Total	Dr. 3,406	6 7	Dr. 2,132
<i>Add</i> —Interest, Rentals, and other Fixed Charges	...	...	...
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	...	...	...	£98	2 5	93
Interest on Loans from Commissioners of Public Works	...	...	...	2,600	0 0	2,600
Interest on Debenture Stocks Act of 1846	...	...	...	1,818	9 0	1,819
Do. do. 1881	...	...	...	344	0 0	344
Do. do. 1896	...	...	...	1,064	0 0	1,064
Do. do. 1901	...	...	...	2,200	0 0	2,200
General Interest	...	...	...
			Total	8,124	11 5	8,120
			Total	Dr. 11,530	18 0	Dr. 10,232

No. 9 (a)—Statement of Interim Dividends Paid.

NIL.

10
Abstract A.—Maintenance and Renewal of Way and Works.

	1914			1913
	£	s.	d.	£
Superintendence—				
Salaries	80	0	0	80
Office Expenses, etc. ... ..				...
Maintenance of Roads, Bridges, and Works—				
Earthworks				80
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	155	16	4	20
Roads and Fences	13	10	0	27
Maintenance of Permanent Way—				
Renewal of Running Lines—				
Wages ... ..				...
Materials ... ..				...
Engine Power and Wagon Repairs ... ..				...
Repair of Running Lines and Sidings—				
Wages	672	3	7	852
Materials	253	7	8	130
Engine Power and Wagon Repairs	15	6	0	26
				1,008
Maintenance and Signalling	41	15	7	22
Maintenance of Telegraphs	94	10	0	95
Maintenance of Stations and Buildings—				
Stations, Depots, and Offices	55	12	1	161
Engine Sheds	18	5	0	7
Carriage Sheds	2	2	2	10
Locomotive Workshops	16	0	3	53
Carriage Workshops ... ..				...
Wagon Workshops ... ..				...
Other Buildings	2	3	7	7
				238
				94 3 1
Total				1,420 12 3
				1,490

Abstract B.—Maintenance and Renewal of Rolling Stock.

(1)—LOCOMOTIVES.

(2)—CARRIAGES.

	1914		1913		1914		1913
	£	s. d.	£		£	£	s. d.
Superintendence—							
Salaries	25	16 9	18		25	7 8	27
Office Expenses ... ..			...				...
Complete Renewals—							
Wages			700				27
Materials ... ..			...				...
Repairs & Partial Renewals—							
Wages	125	0 8	145		220	12 1	220
Materials	99	9 8	145		144	7 10	153
Purchase of New Locomotives			290				378
Workshop Expenses—							
Repair and Renewals of Machinery and Plant	27	15 7	23		13	17 10	12
Other Expenses	21	19 2	15		10	19 7	7
			38				11
			224 10 4				364 19 11
Total			1,046				415 5 0
			300 1 10				424

(3)—WAGONS.

	1914			1913
	£	s.	d.	£
Superintendence—				
Salaries	9	15	1	7
Office Expenses ... ..				...
Complete Renewals—				
Wages				7
Materials ... ..				...
Repairs and Partial Renewals—				
Wages	66	14	11	61
Materials	51	4	2	125
Purchase of New Wagons				186
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	13	17	9	12
Other Expenses	10	19	7	7
				127
				117 19 1
				176 14 8
Total				24 17 4
				19

Abstract C.—Locomotive Running Expenses.

	1914		1913
	£	s. d.	£
Superintendence—			
Salaries	83	5 10	88
Office Expenses			
Steam Train Working—		83 5 10	88
Wages connected with the Running of Locomotive Engines	764	0 1	755
Fuel	1,609	5 10	1,560
Water	85	14 3	83
Lubricants	80	7 9	71
Other Stores, including Clothing	14	10 6	5
Miscellaneous	34	10 7	37
		2,588 9 0	2,511
Total		2,671 14 10	2,599
Less Engine Power supplied to the Pemanent Way Department		15 6 0	26
Total		2,656 8 10	2,573

Abstract D.—Traffic Expenses.

	1914		1913
	£	s. d.	£
Salaries and Wages—			
Superintendence			
Stationmasters and Clerks	917	3 0	760
Signalmen and Gatemen	353	18 4	472
Ticket Collectors, Policemen			
Porters, &c.	599	13 3	607
Guards	193	2 5	190
		2,063 17 0	2,029
Fuel, Lighting, Water, and General Stores... ..	287	15 1	255
Clothing	58	15 1	63
Printing, Advertising, Stationery, Stamps, and Tickets	125	14 11	137
Wagon Covers, &c.			
Cleansing, Lubricating & Lighting of Vehicles	257	12 10	244
Shunting Expenses, other than Mechanical—			
Wages			
Other Expenses			
Working of Stationary Engines, Hoists, Cranes &c.			
Coal, &c., Tipping Expenses			
Railway Clearing Houses Expenses	16	13 4	22
Miscellaneous Expenses	120	4 2	110
Total		2,930 12 5	2,860

Abstract E.—General Charges.

	1914		1913
	£	s. d.	£
Directors' Fees voted by Shareholders	250	0 0	250
Auditors and Public Accountants	40	0 0	40
Salaries of Secretary, General Manager, Accountant, and Clerks	859	2 11	843
Office Expenses ditto ditto	71	5 10	81
Rating Expenses			
Fire Insurance	38	12 0	54
Superannuation and Benevolent Funds, Pensions, &c.	200	0 0	200
Subscriptions and Donations	7	2 0	4
Miscellaneous Expenses	128	11 7	143
		1,594 14 4	1,615
Less Proportion charged to Steamboats—			
No. 12	457	9 6	465
Total		1,137 4 10	1,150

Abstract F.—Expenses of Collection and Delivery of Parcels and Goods.

	1914		1913
	£	s. d.	£
Salaries and Wages			
Rent, Rates, and Taxes			
Amount paid for Hired Cartage	292	12 1	224
Miscellaneous			
Total		292 12 1	224
Amount charged to Passenger Train Traffic	8	13 11	5
Amount charged to Goods Traffic	283	18 2	219

Abstract H.—Mileage, Demurrage, and Wagon Hire.

NIL.

Dr. No. 12.—Receipts and Expenditure in respect of Steamboats. Cr.

To Expenditure	1914		1913	By Gross Receipts	1914		1913
	£	s. d.	£		£	s. d.	£
Salaries and Wages	2,558	9 7	2,256	Passengers	2,632	3 8	3,251
Fuel	1,084	10 6	1,036	Parcels	365	18 5	318
Stores, Lubricants, Water, &c.	87	2 7	71	Mails			
Repairs	782	3 6	992	Merchandise	4,057	7 4	3,194
Harbour Fees and Light Dues	24	15 0	36	Live Stock	47	11 11	72
Miscellaneous	1,369	6 4	1,168	Miscellaneous	124	7 8	371
Working Expenses	5,906	7 6	5,559				
Add Proportion of General Charges	457	9 6	466				
Depreciation and Insurance	779	15 6	1,060				
Total Expenditure	7,143	12 6	7,085				
Balance	83	16 6	121				
Total	7,227	9 0	7,206	Total	7,227	9 0	7,206

Dr.

No. 18.—General Balance.

Cr.

	£	s.	d.	1913 £		£	s.	d.	1913 £		
To Capital Account Balance at credit thereof as per Account No. 4					By Capital Account Balance at Debit thereof as per Statement No. 4	952	1	2	2,118		
„ Interest on Loan accrued	423	16	9	424	„ Net Income Account Balance at Debit thereof, as per Statement No. 9	11,530	18	0	10,252		
„ Temporary Loans and Calls Paid in Advance					£ s. d.						
„ Lloyds' Bonds					„ Cash at Bankers and in hand	333	17	3			
„ Unpaid Dividends and Interest	205	1	5	205	„ Cash on Deposit at Interest						
„ Interest and Dividends payable or accruing and provided for						333	17	3	3,024		
„ Interest on Debenture Stock accrued	13,713	4	6	12,613	„ Investments in Consols and Government Securities	1,535	4	0			
„ Amount Due to Railway Companies and Committees					„ Stock of Stores and Materials	904	9	4	1,104		
„ Amount due to Railway Clearing House	860	17	11		„ Outstanding Traffic Accounts	759	15	2	277		
„ Savings Bank					„ Amount due by Railway Companies and Committees						
„ Superannuation and other Provident Funds					„ Amount due by Railway Clearing House						
„ Accounts Payable	1,956	4	3	2,800	„ Amount due by Postmaster General						
„ Liabilities Accrued					„ Accounts Receivable	1,388	18	9	379		
„ Miscellaneous Accounts					„ Lodged with Bank of Ireland to meet land claims under Arbitrator's Award, which is to be withdrawn on settlement	234	0	6	234		
„ Renewal Account (Locomotives and Permanent Way)	479	19	4	480							
„ Fire Insurance Fund											
„ Depreciation Account (Steamboats)				866							
„ General Reserve Fund											
Total	£	17,639	4	2	17,388	Total	£	17,639	4	2	17,388

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track	Total of Single Track, including Sidings	Year 1913	
	Length of Road, First Track	Second Track	Third Track	Fourth Track	Over four Tracks (reduced to) Single Track)	Total Miles (reduced to Single Track)			Total of Single Track, including Sidings	Total of Single Track, including Sidings
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	
Lines owned by the Company	16 —	2 13	...	...	...	18 13	2 22	20 35	20 35
<i>Ditto ditto Year 1913</i>	16 —	2 13	...	...	...	18 13	2 22	20 35	20 35

(C).—Mileage of Lines run over by the Company's Engines.

	Year 1913			
	M.	Ch.	M.	Ch.
Lines Owned by the Company	16	0	16	0
Total	16	0	16	0

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

Description.	Number	Year 1913	
		Number	Number
Tender Engines—			
Tank Engines—			
2—4—2	4	4	
	4	4	
Tenders—			

(D)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.			Year 1913	
		1st Class	3rd Class	Total	Number	Seats or Berths, Total
Passenger Carriages—						
Carriages of Uniform Class	28	504	662	1,166	28	1,166
Composite Carriages						
Miscellaneous						
Total	28	504	662	1,166	28	1,166
Total Passenger Carriages	28				28	
Other Coaching Vehicles—						
Carriage Trucks	—				—	
Total Coaching Vehicles	28				28	

E.—Merchandise and Mineral Vehicles.

	Number	Year 1913	
		Number	Number
Open Wagons—			
Under 8 tons	10	9	
8 and up to 12 tons ... ..	...	...
Covered Wagons—			
Under 8 tons	10	10	
8 and up to 12 tons ... ..	...	...
Cattle Trucks	10	10	
Brake Vans	2	2	
Miscellaneous ... ..	...	...
Total	32	31	

F.—Railway Service Vehicles

NIL.

IV.—Steamboats.

	Number	Total Horse-Power	Total Registered Tonnage
Steamboats of 250 tons net and under	5	153	273
Grand Total	5	153	273
Do. Year 1913	5	176	287

VIII.—Land, Property, &c., not forming part of the Railway or Stations.

Houses	Number	1913
Houses and Cottages for Company's Servants...	2	2

XIII.—Passenger Traffic and Receipts.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1913.			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
		£	d.			£	d.	
Ordinary—								
1st Class	103,852	3,554	8.21	103,773	113,364	4,154	8.79	113,300
3rd „	330,024	7,078	5.15	326,916	342,277	7,373	5.17	341,571
Workmen	138,480	835	1.45	138,480	141,036	912	1.55	141,036
Total	572,356	11,467	4.81	569,169	596,677	12,439	5	595,907
Season—								
1st Class	172	931	...	172	175	912	—	175
3rd „	144	482	...	144	147	595	—	147

XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Year 1913.			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise	8,982	1,962	4 4.42	8,982	7,751	1,560	4 0.30	7,751
Coal, Coke, and Patent Fuel	2,748	196	1 5.12	2,748	2,754	186	1 4.21	2,754
Other Minerals	477	48	2 0.15	477	628	68	2 1.99	628
Total	12,207	2,206		12,207	11,133	1,814		11,133
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock	4,246	100		4,246	6,223	139		6,223

XV. (A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

	1914 Tons	1913 Tons
Coal	2,748	2,754
Brick	477	628
Ale and Porter	2,199	1,792
Corn	1,083	1,356
Millstuffs	1,359	1,254
Total	7,866	7,784

XV. (B.)—Number of Live Stock carried by Goods Trains.

	1914 Number	1913 Number
Horses	76	23
Cattle	666	861
Calves	237	867
Sheep	3,047	4,151
Pigs	220	321
Miscellaneous	—	—
Total	4,246	6,223

XVI.—Summary of Financial Results secured in comparison with those for past years.

	1914.	1913		
	£	£	£	£
Total Expenditure on Capital Account (No. 4)	429,054	430,220		
Gross Receipts from Business carried on by the Company (No. 8)	23,569	24,110		
Revenue Expenditure on ditto (No. 8)	16,968	17,521		
Net Receipts of ditto (No. 8)	6,601	6,589		
Miscellaneous Receipts net (No. 8)	244	203		
Total Net Income (No. 8)	6,845	6,792		
Interest, Rentals, and other Fixed Charges (No. 9)	8,124	8,120		
Dividends on Guaranteed and Preference Stocks (No. 9)	—	—		
Balance after Payment of Preference Dividends (No. 9)	—	—		
Dividend on Ordinary Stock (No. 9)	—	—		
Rate per cent.	—	—		
Deficit	1,279	1,328		
Appropriation to or from Reserve	—	—		
Brought forward from previous years	Dr. 10,252	Dr. 8,924		
Carried forward to subsequent years	Dr. 11,531	Dr. 10,252		

(Signed), P. J. DOLAN, Accountant of the Company.

**Certificates of the Responsible Officers as to the Upkeep of
the whole of the Company's Property.**

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 Year, been maintained in good working condition and repair.

R. H. GOOD, *General Manager and Engineer.*

Cork, 6th January, 1915.

CERTIFICATE RESPECTING ROLLING STOCK, &c.

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

JAMES INMAN, *Locomotive and Marine Engineer.*

Cork, 6th January, 1915.

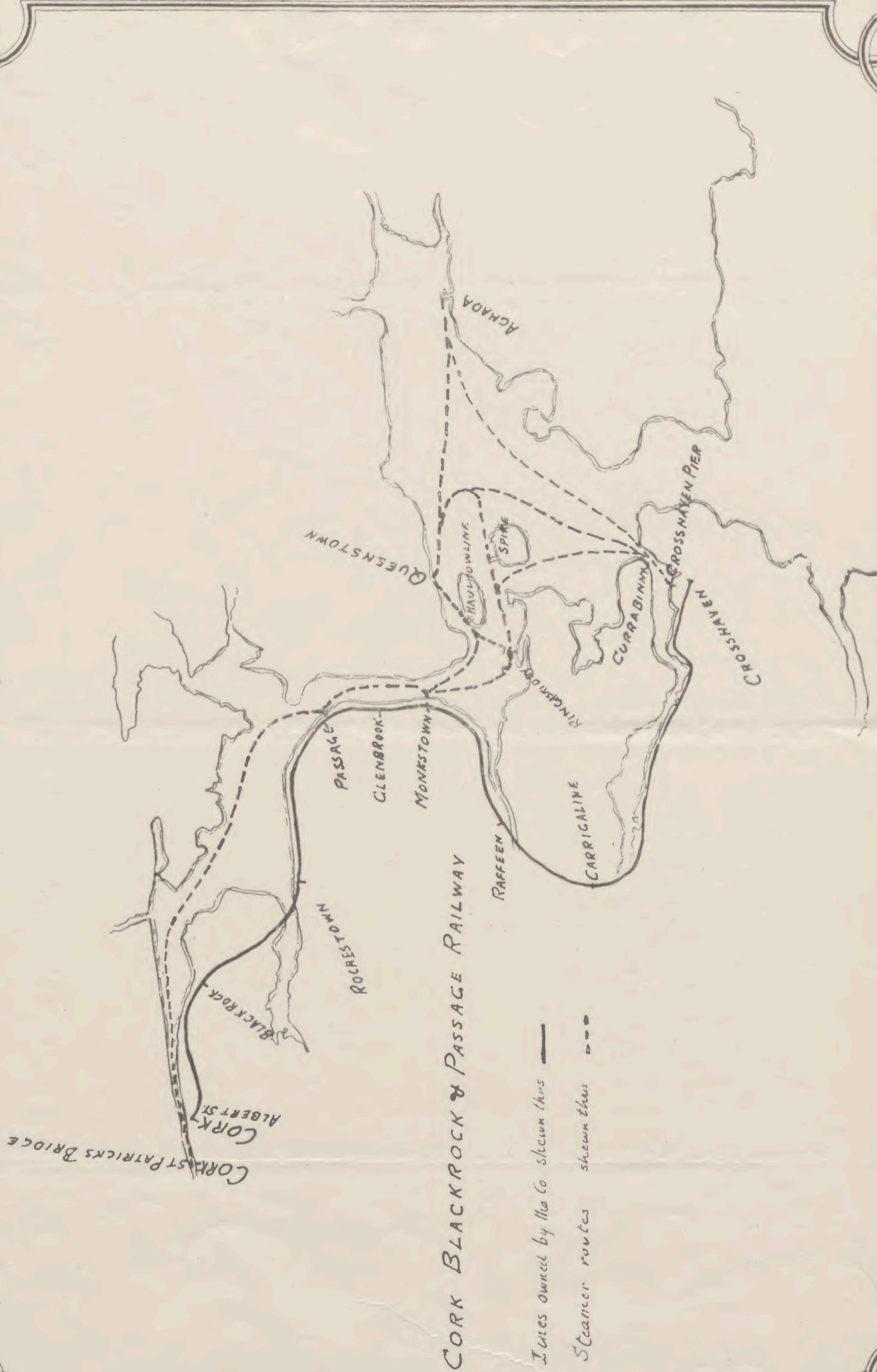
Signed for the Board
of Directors, { STANLEY HARRINGTON, *Chairman of the Company.*
R. J. COPINGER, *Secretary of the Company.*

AUDITOR'S CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

GEO. C. TOLERTON,
DAVID McDONNELL, M.A., LL.D., } *Auditors.*

11th February, 1915.



CORK BLACKROCK & PASSAGE RAILWAY

Lines owned by the Co shown thus —

Steamer routes shown thus - - -

CORK ST PATRICKS BRIDGE
CORK ST
ALBERT ST
BLACKROCK

ROCHESTOWN

PASSAGE

GLENBROOK

MONKSTOWN

RAFFEY

CARRICALINE

RINGARNEY

CURRABINNY

CROSSHAVEN PIER

CROSSHAVEN

QUEENSTOWN

HAULBOWLINE

SPIKE

AGNAOA

**Gork, Blackrock and Passage
Railway Company.**

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

Year ended 31st December, 1914.

Gork, Blackrock & Passage Railway.

NOTICE IS HEREBY GIVEN that the Annual Ordinary General Meeting of the Shareholders of the above Company will be held in the Boardroom at the Terminus, Albert Street, Cork, on **THURSDAY**, the 25th day of **FEBRUARY**, 1915, at 2 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 11th to the 25th **FEBRUARY**, 1915, both days inclusive.

By Order of the Board

R. J. COPINGER,
Secretary.

Terminus, Albert Street,
Cork, 14th January, 1915.

Cork & Macroom Direct Railway

COMPANY.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

The YEAR ENDING 31st DECEMBER, 1914,

TO BE SUBMITTED TO THE

Annual General Meeting of the Shareholders,

TO BE HELD AT THE

Company's Offices, Capwell, Cork,

ON

FRIDAY, the 12th FEBRUARY, 1915,

At the Hour of Eleven-Thirty a.m.

Cork & Macroom Direct Railway.

Secretary's Office.

Capwell.

J. J. BARRY.
(Secretary)

Cork

3 FEB. 1915

With the Secretary's Compliments



DIRECTORS.

Chairman :

MARTIN FLAVIN, J.P., Rosemount Villa, Sunday's Well, Cork.

Deputy Chairman :

HERBERT B. O'SULLIVAN, Ardnagreina, Ballincollig, Co. Cork.

EDMUND J. JULIAN, Tivoli Villa, Cork.

JOHN E. HARDING, Westview, Sunday's Well, Cork.

TIMOTHY J. TWOMEY, J.P. Macroom, Co. Cork.

Secretary :

JOHN J. BARRY.

Proprietors of Shares will, on written application to the Secretary, obtain Passes over the Company's Line to attend the Annual Meeting

REPORT.

Your Directors beg to submit herewith the Accounts for the Year ended 31st December, 1914, duly certified by your Auditor.

There remains, as shown in Account No. 9, a balance of £3,833 9s. 5d. available for Dividend on the Ordinary Shares. Out of this balance the Directors recommend that a Dividend at the rate of $4\frac{1}{2}$ per cent. be paid for the half-year ended the 31st December, 1914. Making with the interim Dividend paid in September last, $3\frac{3}{4}$ per cent. for the year ; carrying forward the balance to next year's accounts.

The Expenditure on Capital Account was £45 os. od., particulars of which will be found in Account No. 5.

The Directors retiring by rotation are John E. Harding, Esq., and Timothy J. Twomey, Esq., J.P., who are eligible and offer themselves for re-election.

The retiring Auditor, John L. Lyons, Esq., is also eligible, and offers himself for re-election.

A form of Proxy is enclosed, 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 Wednesday, 10th February.

MARTIN FLAVIN, Chairman.

J. J. BARRY, Secretary.

Capwell Terminus,

Cork, 2nd February, 1915.

CORK & MACROOM DIRECT RAILWAY COMPANY.

Financial Accounts and Statistical Returns for the Year ended
31st December, 1914.

PART I.—FINANCIAL ACCOUNTS.

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

Acts of Parliament or Certificates of the Board of Trade.	Capital authorised.			Capital created or sanctioned.			Balance.		
	Shares.	Loans.	Total.	Shares.	Loans.	Total.	Shares.	Loans.	Total.
Company's Act, 24 & 25 Vic., Sess. 1861 ... £120,000	£	£	£	£	£	£	£	£	£
Deduct—cancelled by Act, 31 & 32 Vic., Sess. 1868 ... 44,150									
	75,850	40,000	115,850	75,850	40,000	115,850	...	...	...
Company's Act, 31 & 32 Vic., Sess. 1868	44,150	10,000	54,150	44,150	10,000	54,150	...	...	...
Company's Act, 40 & 41 Vic., Sess. 1877 £21,000									
Deduct—cancelled by Act, 52 & 53 Vic., Sess. 1889 ... 4,800									
	16,200	7,000	23,200	16,200	7,000	23,200	...	...	...
Company's Act, 52 & 53 Vic., Sess. 1889		15,000	15,000		15,000	15,000	...	...	...
Company's Act, 52 & 53 Vic., Sess. 1889 (Ballyvourney Extension) ...		20,000	20,000				...	20,000	20,000
Board of Trade Certificate under Regulation of Railway's Act, 1889 ; 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	20,000

No. 2—Statement of Share Capital created as per Statement No. 1, showing the proportion issued.

Description.	Amount created.	Amount received.	Calls in Arrear
	£	£	£
Ordinary £10 Shares	92,050	92,050	...
Five per Cent. Preference £10 Shares	44,150	44,150	...
Total... ..	136,200	136,200	...

No. 3—Capital raised by Debenture Stock.

	Raised by Issue of DEBENTURE STOCK
	At 4 per cent
Existing at 31st December, 1913	£ 75,630
Ditto at 31st December, 1914	75,630
Increase	—
Total amount authorised to be raised by Loans and Debenture Stock, in respect of Capital created, as per statement No. 1	£ 79,168
Total amount raised by Debenture Stock as above	75,630
Balance, being available borrowing powers at 31st December, 1914	3,538

Dr.

No. 4—Receipts and Expenditure on Capital Account.

Cr.

	Amount Expended to Dec. 31st, 1913.		Amount Expended during the year as per No. 5.		TOTAL.		BY RECEIPTS:	Amount Received to Dec. 31st, 1913.		Amount received during the year		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
To EXPENDITURE							Shares, per Account No. 2	136,200	0 0			136,200	0 0
Lines open for Traffic	195,046	10 4			195,046	10 4	Debenture Stock, per Account No. 3	75,630	0 0			75,630	0 0
Working Stock...	26,538	14 8	45	0 0	26,578	14 8	Premium on Debenture Stock	1,018	2 6			1,018	2 6
							Land Sold	75	0 0			75	0 0
							Balance of amount transferred from Net Revenue Account	5,628	8 10			5,628	8 10
							Balance ...	218,551	11 4			218,551	11 4
													3,073 13 8
	221,580	5 0	45	0 0	221,625	5 0							221,625 5 0

No. 5—Details of Capital Expenditure, for the year ended, 31st December, 1914.

Rolling Stock—Fourth Annual Charge on 3 New Wagons	£45 0 0
--	---------

No. 6—Estimate of further Expenditure on Capital Account.

	ESTIMATED FURTHER EXPENDITURE.		
	During the Year ending	Subsequently until completion	TOTAL.
	£ s. d.	£ s. d.	£ s. d.
Lines belonging to Company open for Traffic	...	...	...
Works not yet commenced and in abeyance	...	...	...
	Not	ascertained.	

No. 7—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

Balance of available Borrowing Powers, 31st December, 1914, per Statement No. 3	£2,538 0 0
Deduct Debit Balance in Capital Account No. 4	3,073 13 8
Balance	£564 6 4

No. 8—Revenue Receipts and Expenditure of the Whole Undertaking.

See Statement		Gross Receipts	Expenditure	Net Receipts	YEAR, 1913		
					Gross Receipts	Expenditure	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	21,887 3 3	13,523 10 11	8,363 12 4	22,608	13,911	8,697
	Total ..	21,887 3 3	13,523 10 11	8,363 12 4			8,697
	Miscellaneous Receipts (Net) :—						
	Rents from Houses and Lands			47 17 6			44
	Other Rents, including Lump-sum Tolls			122 7 10			127
	Transfer Fees			7 0 0			8
	General Interest						2
	Total Net Income			8,540 17 8			8,878

No. 9—Proposed Appropriation of Net Income.

	1914	1913
	£ s. d.	£
Balance brought forward from last year's Account	410 10 6	530
Appropriation from Reserve Account	200 0 0	700
Net Income (as per Statement No. 8)	8,540 17 8	8,878
Total	9,151 8 2	10,108
Deduct—Interest on Debenture Stock	£3,025 4 0	
General Interest	85 4 9	3,033
Balance after Payment of Fixed Charges	6,040 19 5	7,075
Appropriation to Reserve Account		200
Dividend on Preference Shares, £44,150 at 5 per cent. per annum ..	6,040 19 5 2,207 10 0	6,875 2,207
Balance available for Dividend on Ordinary Shares	3,833 9 5	4,668
Dividend on Ordinary Stock, " 3½% per annum	3,451 17 6	4,257
Balance carried to next year's accounts	381 11 11	411

No. 9 (a)—Statement of Interim Dividends Paid.

	1914	1913
	£ s. d.	£
Balance available for Dividends and Reserves, after payment of fixed charges, year 1914 (as per Account No. 9) ..	6,040 19 5	7,075
Deduct—Interim Dividend paid :—		
Ordinary Shares, £92,050, @ 3% per annum for Half-year ended 30th June, 1914	£1,380 15 0	
Preference Shares, £44,150, @ 5% per annum for Half-year ended 30th June, 1914	1,103 15 0	2,945
Undivided Balance at 31st December, 1914, carried to Balance Sheet ..	3,556 9 5	4,130

Abstract A.—Maintenance and Renewal of Way and Works.

	1914		1913
	£ s. d.	£ s. d.	
Superintendence—			£
Salaries	219	0 0	
Office Expenses, etc.	1	7 5	
		220	215
Maintenance of Roads, Bridges and Works—			
Earthworks	}	117	144
Bridges, Tunnels, Culverts, Retaining Walls and other Works			
Roads and Fences			
		117	
Maintenance of Permanent Way—			
Renewal of Running Lines—			
Wages			
Materials			
Engine Power and Wagon Repairs			
Repairs of Running Lines and Sidings—			
Wages	1,080	4 6	
Material, less Materials Sold	921	14 4	
Engine Power and Wagon Repairs			
		2,001	1,989
Maintenance of Signalling	48	2 7	
Maintenance of Telegraphs	74	7 6	
		122	74
Maintenance of Stations and Buildings—			
Stations, Depots and Offices	}	197	422
Engine Sheds			
Carriage Sheds			
Locomotive Workshops			
Carriage Workshops			
Wagon Workshops			
Other Buildings			
		197	
Total		2,660	2,844

Abstract B.—Maintenance and Renewal of Rolling Stock.

(1)—Locomotives.

(2)—Carriages.

	1914		1913		1914		1913
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Superintendence—			£			£	
Salaries	74	19 2		39	12 6		
Office Expenses	2	19 6					
		77	62		39	32	
Complete Renewals—							
Wages							
Materials							
Repairs and Partial Renewals—							
Wages	311	3 7		180	14 11		
Materials	711	6 9		103	16 9		
		1,022	1,179				
Purchase of Locomotives		750					
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant		1,850					
		500					
Less to Suspense Account							
Total		1,350	1,241			324	338

(3)—Wagons.

	1914		1913
	£ s. d.	£ s. d.	
Superintendence—			£
Salaries	39	12 6	
Office Expenses			
		39	32
Complete Renewals—			
Wages			
Materials			
Repairs and Partial Renewals—			
Wages	289	17 6	
Materials	438	3 5	
		728	1,166
Purchase of New Wagons			
Workshop Expenses—			
Repairs of Renewals of Machinery and Plant			
Other Expenses			
Total		767	1,198

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines open for Traffic.

	RUNNING LINES							
	Length of Road First Track		Second Track	Third Track	Sidings reduced to Single Track	Total 1914	1913	
Lines Owned by the Company—	M.	Ch.			M.	Ch.	M.	Ch.
Main and Principal Line	24	40	...	...	3	10	27	50
Total	24	40	...	...	3	10	27	50

(C).—Mileage of Lines run over by the Company's Engines.

	1914		1913	
	M.	Ch.	M.	Ch.
Lines Owned by the Company	24	40	24	40
Lines Leased or Worked by the Company	...	...	...	...
Total	24	40	24	40

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

DESCRIPTION	1914	1913
	Number	Number
Tender Engines	...	...
Tank Engines—0-6-2	1	1
2-4-0	3	3
2-4-2	1	...
Total	5	4
Tenders	...	...

(B) and (C).—Not applicable to this Company,

(D)—Coaching Vehicles (other than Electric).

	1914 Number	Seats or Berths				1913 Number
		1st Class	2nd Class	3rd Class	Total	
Passenger Carriages—						
Carriages of Uniform Class ...	23	128	80	880	1,088	23
Composite Carriages ...	...	...	...	...	...	...
Miscellaneous ...	...	...	...	...	...	...
Total ...	23	128	80	880	1,088	23
Total Passenger Carriages ...	23				1,088	23
Other Coaching Vehicles—						
Luggage, Parcel, and Brake Vans ...	4					4
Carriage Trucks ...	...					...
Horse Boxes ...	...					...
Miscellaneous ...	...					...
Total other Coaching Vehicles ...	...					...
Total Coaching Vehicles	27					27

(E)—Merchandise and Mineral Vehicles.

	1914 Number	1913 Number
Open Wagons—		
Under 8 tons ...	18	11
8 and up to 12 tons ...	6	6
Over 12 and up to 20 tons ...	...	...
Over 20 tons (other than special) ...	...	...
Covered Wagons—		
Under 8 tons ...	54	66
8 and up to 12 tons ...	...	3
Over 12 and up to 20 tons ...	...	...
Over 20 tons ...	...	...
Mineral Wagons—		
Under 8 tons ...	...	...
8 and up to 12 tons ...	...	...
Over 12 and up to 20 tons ...	...	...
Over 20 tons ...	...	...
Special Wagons (for loads of exceptional dimen- sions and weight) ...	...	...
Cattle Trucks ...	19	13
Rail and Timber Trucks (including Twin Trucks) ...	3	...
Brake Vans ...	3	3
Miscellaneous ...	...	...
Total ...	108	102

(F)—Railway Service Vehicles.

	1914 Number	1913 Number
Ballast Wagons ...	12	12
Travelling Cranes ...	...	...
Miscellaneous ...	...	...
Total ...	12	12

X—Maintenance and Renewal of Way and Works.
(Abstract A).

	1914	1913
Quantities of principal materials used—		
Ballast ...	1,700 Yds.	760 Yds.
Fencing ...	...	3/4 Miles
Rails ...	94 Tons	60 Tons
Sleepers ...	1,724 No.	1,798 No.
Miles maintained—		
Miles of road ...	27 3/8 Miles	27 3/8 Miles
Miles of road reduced to single track—		
Running Lines ...	24 1/2 "	24 1/2 "
Sidings ...	3 1/8 "	3 1/8 "
Miles of track renewed ...	4/5 "	1/2 "

VIII.—Land Property, etc., not forming part of
the Railway and Stations.

	1914 Number	1913 Number
Houses and Cottages for Company's Servants ...	11	11

III., IV., V., VI., VII. and IX. not applicable to this Company.

XI.—Maintenance and Renewal of Rollig Stock (Abstract B.)

	In Company's Workshops Number	By Contract Number	1914 Total	1913 Total
Locomotives renewed ...	...	...	...	...
Locomotives repaired—				
Heavy repairs ...	1	...	1	1
Light " ...	4	...	4	3
Locomotives under or awaiting repairs at end of year ...	1	...	1	...
Coaching Vehicles—				
Carriages renewed ...	...	...	...	...
Carriages repaired—				
Heavy repairs ...	4	...	4	1
Light " ...	7	...	7	6
Carriages under or awaiting repairs at end of year ...	...	...	...	1
Others renewed ...	...	...	...	...
Others repaired—				
Heavy repairs ...	...	...	...	...
Light " ...	...	...	...	...
Others under or awaiting repairs at end of year ...	...	...	...	...
Wagons renewed—				
Completely renewed ...	3	...	3	6
Partially ...	3	...	3	3
Wagons repaired—				
Heavy repairs ...	8	...	8	6
Light " ...	41	...	41	50
Wagons under or awaiting repairs at end of year ...	2	...	2	1

XII.—Engine Mileage.

	1914										1913										
	Train Miles (Loaded Trains)					Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)					Shunting Miles					Other Miles (Assisting, Light, &c.)					
	Coach-ing		Goods		Total	Coach-ing		Goods		Total	Coach-ing		Goods		Total	Coach-ing		Goods		Total	
A—Miles run in relation to the Company's Traffic Receipts—																					
Over the Company's System by the Company's Engines ..	58736	29339	88075	58895	30389	89284	2808	24118	348	116558	72762	16943	89705	72762	16943	89705	3292	23046	109	116152	
Over the Company's System by other Company's Engines ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ..	58736	29339	88075	58895	30389	89284	2808	24118	348	116558	72762	16943	89705	72762	16943	89705	3292	23046	109	116152	
B—Miles run in relation to the Company's Expenditure—																					
By the Company's Engines over Lines owned, leased, or worked by the Company ..	58736	29339	88075	58895	30389	89284	2808	24118	3473	119683	72762	16943	89705	72762	16943	89705	3292	32046	1322	117365	
By the Company's Engines over other Company's Lines ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ..	58736	29339	88075	58895	30389	89284	2808	24118	3473	119683	72762	16943	89705	72762	16943	89705	3292	32046	1322	117365	
C—Miles run by the Company's Engines—																					
Over lines owned, leased, or worked by the Company ..	58376	29339	88075	58895	30389	89284	2808	24118	3473	119683	72762	16942	89705	72762	16943	89705	3292	32046	1322	117365	
Over all Joint Lines ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over other Companies' Lines ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ..	58376	29339	88075	58895	30389	89284	2808	24118	3473	119683	72762	16943	89705	72762	16943	89705	3292	32046	1322	117365	

XIII.—Passenger Traffic and Receipts.

CLASS OF PASSENGER	1914				1913			
	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class	5,542	370	1 4 02	5,405	6,457	436	1 4 20	6,457
2nd "	22,109	1,334	1 2 48	22,022	22,836	1,340	1 2 08	22,836
3rd "	159,134	5,659	8 53	155,950	168,458	5,971	8 50	168,458
Total	186,785	7,363	9 40	183,377	197,751	7,747	9 48	197,751
Season—			£ s. d.				£ s. d.	
1st Class	1	6	6 0 0	1	1	6	6 0 0	1
2nd "	7½	41	5 5 10	7¾	10	57	5 14 0	10
3rd "	58½	310	5 5 11	58½	54	284	5 5 2	54

XIV.—Goods Traffic and Receipts.

	1914				1913			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Number originating on the Company's System
Merchandise	Tons	£	s. d.	Tons	£	s. d.	Tons	
Coal, Coke, and Patent Fuel	38,748	9,860	5 1	38,748	9,786	4 11	39,669	
Other Minerals	8,304	1,288	3 1	8,304	1,535	2 6	9,798	
Total	49,078	11,308	4 7	49,078	11,484	4 5	51,783	
Live Stock	Number	£	Average per head	Number originating on the Company's System	Number	Average per head	Number originating on the Company's System	
	34,970	1,501	0 10 30	34,970	1,701	0 9 56	41,180	

XV. (A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Train.

	1914	1913
	Tons	Tons
Grain	2,648	3,745
Lime	1,944	2,316
Minerals (Coal)	8,804	9,798
Total	13,893	15,859

XV. (B)—Number of Live Stock carried by Goods Trains.

	1914	1913
	Number	Number
Horses	554	390
Cattle	5,100	6,142
Calves	7,023	10,885
Sheep	4,843	6,441
Pigs	17,450	17,322
Miscellaneous ... ..	...	...
Total	34,970	41,180

XVI.—Summary of Financial Results secured in comparison with those for past years.

	1914	1913
Total Expenditure on Capital Account (No. 4)	221,625	£ 221,580
Gross Receipts from Business carried on by the Company (No. 8)	21,887	22,609
Revenue Expenditure on ditto (No. 8)	13,524	13,911
Net Receipts of ditto (No. 8)	8,364	8,698
Miscellaneous Receipts net (No. 8)	177	180
Total Net Income (No. 8)	8,541	8,878
Interest, Rentals, and other Fixed Charges (No. 9)	3,110	3,033
Dividends on Preference Shares (No. 9)	2,208	2,208
Balance after Payment of Preference Dividends (No. 9)	3,833	4,668
Dividend on Ordinary Stock (No. 9)	3,452	4,257
Rate per cent.	3 $\frac{1}{2}$	4 $\frac{1}{2}$
Surplus	—	...
Appropriation from Reserve	200	500
Brought forward from previous years	411	530
Carried forward to subsequent years	381	411

THOS. COTTRELL, ACCOUNTANT OF THE COMPANY.

Certificates of the Responsible Officers as to the Up-keep of the Whole of the Company's Property.

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 Year, been maintained in good working condition and repair.

RICHARD EVANS, *Engineer.*

January 19th, 1915.

Certificate respecting Rolling Stock.

I hereby certify that all the Company's Plant, Engines, Carriages, Wagons, &c., have, during the past Year, been maintained in working order and repair.

WILLIAM GADD, M.I.M.E., *Locomotive Engineer.*

January 22nd, 1915.

Signed for the Board of Directors,

MARTIN FLAVIN, Chairman of the Company.
JOHN J. BARRY, Secretary of the Company.

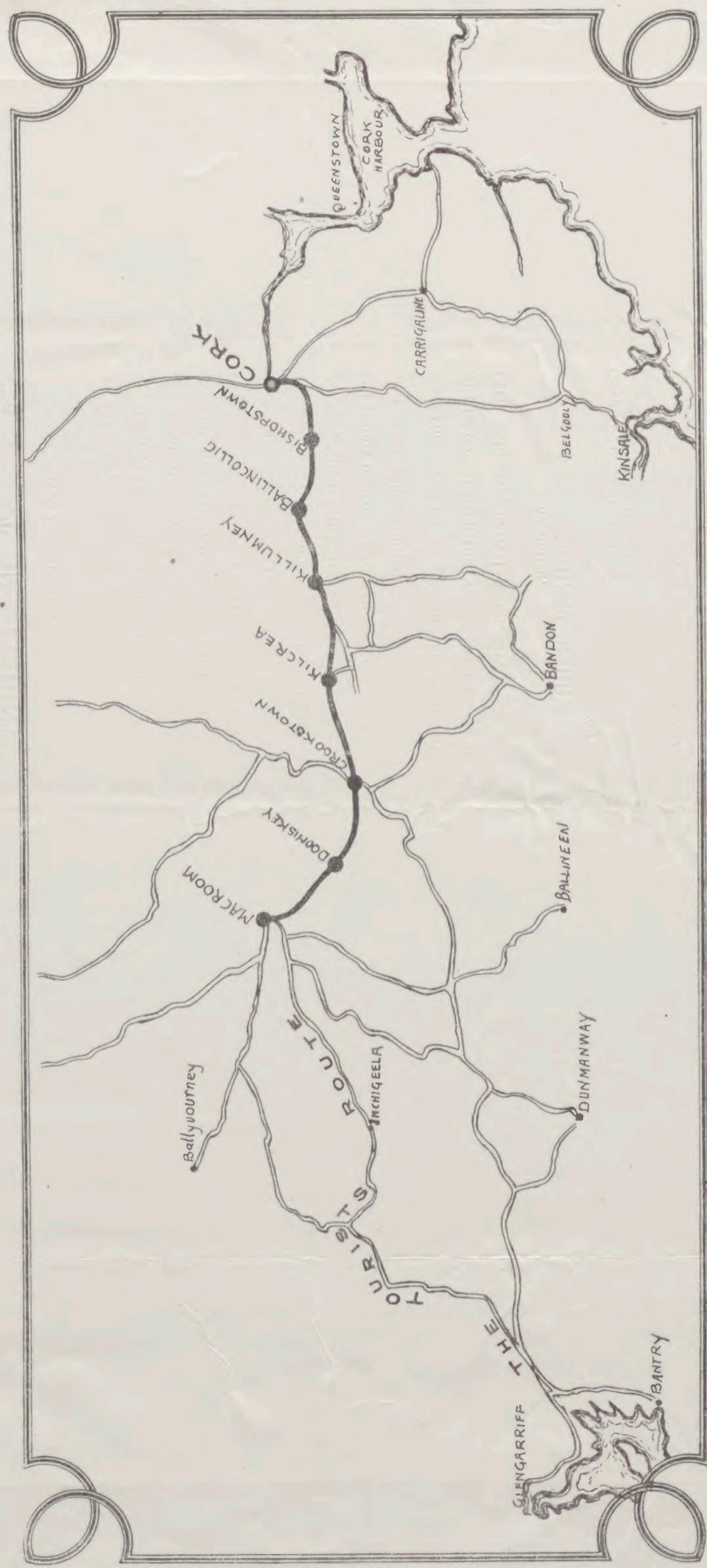
Auditors' Certificate.

I hereby certify that the foregoing 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 Year with all Expenses which ought, in my judgment, to be paid thereout.

DAVID McDONNELL, M.A., LL.D.

January 26th, 1915.

CORK & MACROOM DIRECT RAILWAY.



**Cork & Macroom Direct Railway
Company.**

**REPORT OF THE DIRECTORS
AND
STATEMENT OF ACCOUNTS**

31st December, 1914.

NOTICE is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Offices, Capwell, Cork, on **FRIDAY, 12th February, 1915**, at the hour of 11.30 o'clock a.m., for the purpose of receiving the Directors' Report and a Statement of the Company's Accounts made up to the 31st December, 1914, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 28th January to the 12th February, both days inclusive.

BY ORDER,
JOHN J. BARRY,
Secretary.
Company's Offices, Capwell,
Cork, 15th January, 1915.

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.

ANNUAL MEETING - - 12th February.
DIVIDENDS PAYABLE - - 1st March.

Cork & Muskerry Light Railway

COMPANY LTD.



.....

REPORT of the DIRECTORS

AND

Statement of Accounts

FOR

The Year Ending 31st December, 1914,

TO BE SUBMITTED TO THE

Annual General Meeting of the Shareholders,

TO BE HELD AT THE

COMPANY'S OFFICES, Western Road, CORK,

ON

TUESDAY, the 23rd FEBRUARY, 1915.

At the Hour of 12.15 p.m.

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Abstracts 1b, 1c, No. 4a, F, G, H, J, and Nos. 3, 11, 12, 13, 14, 15, 16 and 17, not being applicable to this Company are omitted.

PART II.

STATISTICAL RETURNS.

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DIRECTORS.

Chairman.

SIR RICHARD BARTER, J.P., St. Ann's Hill, Co. Cork.

Deputy-Chairman.

SIR GEORGE St. JOHN COLTHURST, Bart., The Castle, Blarney.

EBEN PIKE, Esq., J.P., Kilcrenagh, Carrigrohane, Co. Cork.

MICHAEL HEALY, Esq., J.P., Aghavrin, Coachford, Co. Cork.

MICHAEL AHERN, Esq., J.P., Summerhill, St. Luke's, Cork.

Rural District Directors.

C. O'CONNELL, Esq., for Cork.

B. O'CALLAGHAN, Esq., for Cork.

PATRICK O'LEARY, Esq., for Macroom.

General Manager and Secretary.

T. O'CONNOR.

Engineer.

W H. HILL.

Solicitors.

Messrs. BOURKE & DORGAN.

Offices.

WESTERN ROAD TERMINUS, CORK.

REPORT.

Your Directors beg to submit herewith the Accounts for the Year ended 31st December, 1914, duly certified by your Auditor.

The Gross Receipts from all sources amount to £11,225 7s. 3d., against £11,534 7s. 1d., a decrease of £308 19s. 10d., compared with the corresponding period of 1913.

The Expenditure for the year amounts to £7,696 4s. 4d., against £7,565 17s. 7d., for the corresponding period of 1913, an increase of £130 6s. 9d.

After providing for all expenses and Interim Dividend as per Account No. 9 (a), and placing £300 to Reserve, we are enabled to carry the sum of £1,698 13s. 3d. to Net Revenue for the Half-year ended 31st December, 1914.

Sir George St. John Colthurst, Bart., retires from the Directors 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.

RICHARD BARTER, Chairman.

T. O'CONNOR, Secretary.

CORK & MUSKERRY LIGHT RAILWAY COMPANY LIMITED.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1914.

PART I.—FINANCIAL ACCOUNTS.

No. 1.—Statement of Capital authorized by the Company.

Guaranteed Capital authorised by Privy Council	£75,000 0 0
--	-------------

No. 2.—Statement of Capital showing Proportion Received.

Description	Amount authorised	Amount Received	Calls in Arrears	Uncalled	Unissued
Guaranteed Shares, 5 per cent.	£ 75,000	£ 75,000	£ Nil.	£ Nil.	£ Nil.

No. 3.—Not Applicable.

Mr. O'Connell late Act of Company agrees to alteration of figures as below

Dr.

No. 4—Receipts and Expenditure on Capital Account.

Cr.

	Amount Expended up to 31st Dec., 1913.	Amount Expended during year ended 31st Dec., 1914.	TOTAL		Amount Received up to 31st Dec., 1913.	Amount Received during year ended 31st Dec., 1914.	TOTAL
TO EXPENDITURE—	£ s. d.	£ s. d.	£ s. d.	BY RECEIPTS—	£ s. d.	£ s. d.	£ s. d.
On Lines open for Traffic	68,972 3 8	7,495 10 0	77,593 1 2	Guaranteed Shares allotted	75,000 0 0	—	75,000 0 0
Rolling Stock	8,620 17 6	—	8,620 17 6	Premium on Shares	2,809 9 6	—	2,809 9 6
Balance	—	—	216 8 4				
	77,593 1 2		77,809 9 6		77,809 9 6		77,809 9 6

No. 5.—Details of Capital Expenditure for the year ended 31st December, 1914.

NIL.

65975.18.6
77596.16.0
77593 1 2
2.10.10

No. 6.—Estimate of further Expenditure on Capital Account.

	FURTHER EXPENDITURE.								
	During the Year ending 31st Dec., 1914.			In subsequent Years			Total		
	£	s.	d.	£	s.	d.	£	s.	d.
Lines belonging to Company open for Traffic				Not ascertained.					

No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

Balance as Credit, per Account No. 4	£	s.	d.
	216	8	4
	216	8	4

No. 8.—Revenue Receipts and Expenditure of the Whole Undertaking.

See Statement	1914			1913			
	Gross Receipts	Expenditure	Net Receipts	£ s. d.	£ s. d.	£ s. d.	
10	Railway	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
		11,088 8 11	7,696 4 4	3,392 4 7	11,376 13 4	7,565 17 7	3,810 15 9
	Total	11,088 8 11	7,696 4 4		11,376 13 4	7,565 17 7	3,810 15 9
	Miscellaneous Receipts (Net)		£4 14 0				3 14 0
	Rents from Houses and Lands		60 7 0				69 9 0
	Other Rents, including Lump-sum Tolls		40 17 0				43 0 0
	Transfer Fees		3 7 6				3 17 6
	General Interest		27 12 10				37 13 3
				136 18 4			
				3,529 2 11			3,968 9 6
	Contribution from Co. Council of Cork for half-year ended 30th June, 1914			344 10 4			183 1 3
	Do. Do. Do. 31st Dec., 1914			176 6 9			...
	Total Income			4,050 0 0			4,151 10 9

No. 9.—Proposed Appropriation of Net Income.

	1914		1913	
	£	s. d.	£	s. d.
Net Income as per Statement No. 8	4,050	0 0	4,151	10 9
Appropriation to Reserve Account	300	0 0	401	10 9
Dividend on 5% Guaranteed Shares, 15,000 Shares of £5 each, £75,000 at 5% per annum	3,750	0 0	3,750	0 0
	4,050	0 0	4,151	10 9

No. 9 (a)—Statement of Interim Dividends Paid.

	1914		1913	
	£	s. d.	£	s. d.
Interim Dividend paid on £75,000 5% Guaranteed Shares, half-year ended 30th June, 1914	1,875	0 0	1,875	0 0
Net Revenue	1,530	9 8	1,691	18 9
Contribution from Co. Council	344	10 4	183	1 3
	1,875	0 0	1,875	0 0

Abstract C.—Locomotive Running Expenses.

	1914		1913	
	£	s. d.	£	s. d.
Steam Train Working ... ..	...	...	...	...
Wages connected with the Running of Locomotive Engines	655	15 8	657	9 2
Fuel	1,557	6 7	1,437	18 11
Water	13	10 0	12	11 10
Lubricants	153	19 6	151	13 9
		2,380 11 9		
			2,380 11 9	2,259 13 8

Abstract D.—Traffic Expenses.

	1914		1913	
	£	s. d.	£	s. d.
Salaries and Wages	1,710	0 0	1,645	6 2
Fuel, Lighting, and General Stores	216	2 3	215	13 2
Advertising, &c.	31	10 9	38	3 9
Printing, Stationery, and Tickets	102	10 2	118	10 5
Wagon Covers and Ropes	18	7 2	19	19 7
Miscellaneous Expenses	37	15 9	51	15 4
Clothing	28	0 4	28	1 4
Total	2,144	6 5	2,117	9 9

Abstract E.—General Charges.

	1914		1913	
	£	s. d.	£	s. d.
Directors' Fees	181	13 0	183	15 0
Auditors and Arbitrators	39	18 0	39	18 0
County Surveyor	18	18 0	13	18 0
Salaries—Secretary, General Manager, Accountant, &c.	295	5 0	269	0 0
Office Expenses, Stamps, &c.	33	7 5	27	17 8
Advertising	1	10 0	1	0 0
Railway Clearing House Expenses	10	0 0	10	0 0
Telephone Expenses	84	9 4	41	14 7
Miscellaneous Expenses	7	1 0	7	19 0
Insurance	76	18 10	76	5 3
Total	749	0 7	676	7 6

Dr.

No. 13.—General Balance Sheet.

Cr.

	£	s. d.		£	s. d.
To Capital Account—Balance per Account No. 4 ...	216	8 4	By Interim Dividend paid to 30th June, as per Account No. 9 (a) ...	1,875	0 0
„ Interest on Guaranteed Capital, 1 year to 31st Dec., 1914 ...	3,750	0 0	„ Amount due by Co. Council ...	176	6 9
„ Dividends Unpaid ...	119	12 11	„ Sundry Accounts due to Company ...	64	2 11
„ Sundry Accounts due by Company ...	137	8 10	„ General Stores, stock of Materials on hands ...	683	13 1
„ Reserve Account ...	705	11 10	„ Donoughmore Railway ...	20	16 5
			„ Munster and Leinster Bank, for Balances ...	2,109	2 9
	4,929	1 11		4,929	1 11

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines open for Traffic.

	RUNNING LINES.							
	Length of Road First Track		Second Track	Third Track	Sidings reduced to Single Track	Total		
Lines Owned by the Company—	M.	Ch.			M.	Ch.	M.	Ch.
Main and Principa Line	17	60	...	...	65	18	45	
Total	17	60	...	...	65	18	45	

(C).—Mileage of Lines run over by the Company's Engines.

	1914		1913	
	M.	Ch.	M.	Ch.
Lines Owned by the Company	18	45	18	45
Lines Leased or Worked by the Company ... ..	...	...	...	...
Lines over which the Company have running Powers	8	40	8	40
Total	27	5	27	5

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

DESCRIPTION	Number	Number
	1914	1913
Tender Engines ... ..	...	...
Tank Engines—0-4-4	6	6
	6	6
Tenders ... ..	...	...

(D)—Coaching Vehicles (other than Electric).

	1914					1913 Number
	Number	Seats or Berths.				
		1st Class	2nd Class	3rd Class	Total	
PASSENGER CARRIAGES.						
Carriages of Uniform Class...	16	120	...	430	550	16
Composite Carriages	3	26	...	78	104	3
Miscellaneous	1	8	...	16	24	1
TOTAL	20	154	..	524	678	20
Total Passenger Carriages ..	20				...	20
OTHER COACHING VEHICLES.						
Luggage, Parcel, and Brake Vans	7					7
Carriage Trucks	...					...
Horse Boxes	...					...
Miscellaneous	...					...
Total other Coaching Vehicles	..					...
Total Coaching Vehicles	27					27

(E)—Merchandise and Mineral Vehicles.¹

	1914 Number	1913 Number
Open Wagons—		
Under 8 tons	11	11
8 and up to 12 tons	...	...
Over 12 and up to 20 tons	...	...
Over 20 tons (other than special)	...	...
Covered Wagons—		
Under 8 tons	35	35
8 and up to 12 tons	...	...
Over 12 and up to 20 tons	...	...
Over 20 tons	...	...
Mineral Wagons		
Under 8 tons	...	...
8 and up to 12 tons	...	...
Over 12 and up to 20 tons	...	...
Over 20 tons	...	...
Special Wagons (for loads of exceptional dimensions and weight)		
Cattle Trucks	...	...
Rail and Timber Trucks (including Twin Trucks)	4	4
Brake Vans	...	...
Miscellaneous	...	...
TOTAL	50	50

(F)—Railway Service Vehicles.

	1914 Number	1913 Number
Ballast Wagons	10	10
Travelling Cranes	...	...
Miscellaneous	...	...
TOTAL	10	10

X.—Maintenance and Renewal of Way and Works.
(Abstract A).

	1914		1913	
Quantities of principal materials used—				
Ballast	956 cubic yds.		600 cubic yds.	
Fencing	0	7 2 25	...	
Rails	5	4 3 0	1 ton, 15 cwt.	
Sleepers No.	1,579		987 No.	
Miles maintained—				
Miles of road	M.	Ch.	M.	Ch.
	17	60	17	60
Miles of road reduced to single track—				
Running Lines	17	60	17	60
Sidings	0	65	0	65
Miles of track renewed	...	...	...	...

VIII.—Land, Property, etc., not forming part of the Railway or Stations.

	1914 Number	1913 Number
Houses and Cottages for Company's Servants	15	15

Abstracts B. & C. and Nos. III., IV., V., VI. VII. and IX. not being applicable to this Company are omitted.

XI.—Maintenance and Renewal of Rolling Stock (Abstract B.)

	In Company's Workshops Number	By Contract Number	Total	Total
			1914	1913
Locomotives renewed	...	...	...	...
Locomotives repaired—				
Heavy repairs	1	...	1	2
Light „	250	...	250	208
Locomotives under or awaiting repair at end of year	1	...	1	1
Coaching Vehicles—				
Carriages renewed	...	...	...	...
Carriages repaired—				
Heavy repairs	2	...	2	1
Light „	7	...	7	5
Carriages under or awaiting repair at end of year	1	...	1	1
Others renewed	...	...	...	...
Others repaired—				
Heavy repairs	...	...	...	...
Light „	...	...	...	...
Others under or awaiting repair at end of year	...	...	...	...
Wagons renewed—				
Completely renewed	...	...	...	...
Partially	...	...	...	2
Wagons repaired—				
Heavy repairs	21	...	21	10
Light „	10	...	10	5
Wagons under or awaiting repair at end of year	1	...	1	1

XII.—Engine Mileage.

	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Shunting Miles		Other Miles (Assis- ting, Light, &c.)	Total Engines Miles	Year 1913
	Coach- ing	Goods	Total	Coach- ing	Goods	Total	Coach- ing	Goods			
A.—Miles run in relation to the Company's Traffic Receipts—											
Over the Company's System by the Company's Engines
Over the Company's System by other Companies' Engines
Total
B.—Miles run in relation to the Company's Expenditure—											
By the Company's Engines over Lines owned, leased, or worked by the Company	*	*	75,588	*	*	75,588	*	3,564	13,392	92,544	92,629
By the Companies' Engines over other Companies' Lines
Total
C.—Miles run by the Company's Engines—											
Over lines owned, leased, or worked by the Company
Over all Joint Lines
Over other Companies' Lines
Total

* All Trains are Mixed Passenger and Goods.

XIII.—Passenger Traffic and Receipts.

Class of Passenger	1914				1913			
	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—								
1st Class	57,404	£ 1,543	d. 6.45	42,588	65,594	£ 1,762	d. 6.44	65,027
2nd "	261,054	4,920	4.52	244,223	264,580	4,831	4½	224,724
3rd "								
Total ..	318,458	6,463	4.87	286,511	320,174	6,593	4.94	289,751
Season—								
1st Class	11	£ 70	s. d. 6 7 3	11	12	85	£ s. d. 7 1 8	12
2nd "	64	246	3 16 10	57	58	258	4 8 11	45
3rd "								
Total ..								

XIV.—Goods Traffic and Receipts.

	1914				1913			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
Merchandise	Tons	£	s. d.		Tons	£	s. d.	Tons
Coal, Coke, and Patent Fuel	18,093	2,501	2 9	16,817	18,451	2,617	2 10	16,606
Other Minerals	5,225	363	1 4	5,225	6,048	386	1 3	6,048
	664	93	2 9	664	670	32	0 11	670
Total ..	23,982	2,957	2 5	22,206	25,169	3,085	2 4	23,324
Live Stock	Number			Number originating on the Company's System	Number			Number originating on the Company's System
	18,388	£ 465	6 .07	12,136	20,379	£ 516	6 .07	13,845

XV. A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

	1914 Tons	1913 Tons
Grain	2,731	3,707
Lime	372	350
Minerals (Coal)	5,225	6,048
TOTAL	8,328	10,105

XV. (B)—Number of Live Stock carried by Goods Trains

	1914 Number	1913 Number
Horses	157	255
Cattle	4,688	6,109
Calves	—	—
Sheep	2,870	3,262
Pigs	4,421	4,219
Miscellaneous	—	—
TOTAL	12,136	13,846

XVI.—Summary of Financial Results secured in comparison with those for past years.

	1914	1913		
Total Expenditure on Capital Account (No. 4)	£ 77,593	£ 77,596		
Gross Receipts from Business carried on by the Company (No. 8) ...	11,088	11,877		
Revenue Expenditure on ditto (No. 8)	7,696	7,566		
Net Receipts of ditto (No. 8)	3,392	3,811		
Miscellaneous Receipts net (No. 8)	658	340		
Total Net Income (No. 8)	4,050	4,151		
Interest, Rentals, and other Fixed Charges (No. 9)	—	—		
Dividend on Guaranteed Shares (No. 9)	3,750	3,750		
Appropriation to Reserve	300	401		
Brought forward from previous years	—	—		
Carried forward to subsequent years	—	—		

DANIEL O'LEARY, Accountant of the Company

Certificates of the Responsible Officers as to the Up-keep of the Whole of the Company's Property.

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 Year, been maintained in good working condition and repair.

W. H. HILL, *Engineer*,

January 19th, 1915.

Certificate respecting Rolling Stock.

I hereby certify that all the Company's Plant, Engines, Carriages, Wagons, &c., in use, have, during the past Year, been maintained in good working order and repair.

GEORGE JOHNSTON, *Locomotive Engineer*.

January 18th, 1915.

Signed for the Board of Directors.

RICHARD BARTER, *Chairman of the Company*.

T. O'CONNOR, *Secretary of the Company*.

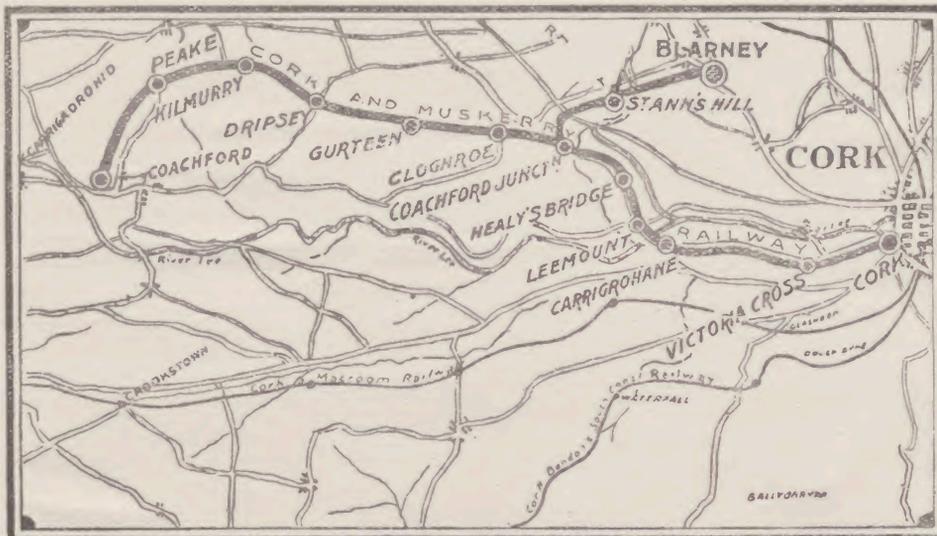
Auditors' Certificate.

I hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company according to the best of my information and the explanations given to me, and as shown by the books of the Company.

JAMES W. HAROLD, *Auditor*.

January 15th, 1915.

Map of the Cork & Muskerry Light Railway.



Gork & Muskerry Light Railway Company Ltd.

REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS

31st December, 1914.

NOTICE is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Offices, Western Road, Cork, on TUESDAY, 23rd February, 1915, at the hour of 12.15 o'clock p.m., for the purpose of receiving the Directors' Report, and a Statement of the Company's Accounts made up to the 31st December, 1914, and for the transaction of the general business of the Company.

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

BY ORDER,

T. O'CONNOR,

SECRETARY.

Company's Offices, Western Road,
Cork, 19th January, 1915.

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.

ANNUAL MEETING - 23rd FEBRUARY, 1915.
DIVIDENDS PAYABLE - March and Sept each year

CLOGHER VALLEY RAILWAY COMPANY, Limited.

Shareholders' Directors

HUGH DE FELLEBERG MONTGOMERY, Esq., D.L., J.P.,
Blessingbourne, Fivemiletown, *Chairman*,
WILLIAM MERCER, Esq., J.P., Caledon.
ROWLAND JOHN BETTY, Esq., J.P., Lissenderry,
Aughnacloy, Co. Tyrone.
JACKSON STEWART, Esq., Lislane, Fivemiletown.
HUGH WARNOCK, Esq., M.D., Clogher.
THOMAS IRVINE GRAHAM, Esq., Aughnacloy,
JOHN LENDRUM, Esq., J.P., Cleen, Fivemiletown.
GEORGE YOUNG, Esq., Fivemiletown.

Arbitrators Appointed by the Board of Trade.

O. H. BRADDELL, Esq., I.S.O., Lower Bullingate, Carnew,
Co. Wicklow.
H. H. GRAHAM, Esq., 42 Upper Arthur Street, Belfast.
J. P. BURKITT, Esq., County Surveyor for County
Fermanagh, Enniskillen.
J. W. LEEBODY, Esq., County Surveyor for County
Tyrone, Dungannon.

Rural District Directors.

JAMES O'DONNELL, Esq., Brookeboro'.
WILLIAM BRYSON, Esq., Brookeboro'.
WILLIAM COOTE, Esq., J.P., Lisdoort Mills, Ballygawley.
DAVID WRIGHT, Esq., Aughnacloy.
WILLIAM J. BARBOUR, Esq., Mullaghmore, Caledon.
THOMAS H. SHANNON, Esq., J.P., Annacramp, Caledon.
HENRY T. ARMSTRONG, Esq., Artelea, Fivemiletown.
JAMES M'LAREN, Esq., J.P., Augher.

Company's Auditor.

EDWARD BAILEY, Esq., F.C.A., 28 Waring Street,
Belfast.

Secretary and General Manager.

HORACE S. SLOAN, Aughnacloy, Co. Tyrone.

REPORT OF DIRECTORS

FOR

Year ending 30th September, 1914.

The Accounts for the above period, having been duly audited, are presented herewith.

The Expenditure on Capital Account amounts to £29 6s. 4d., particulars of which will be found on reference to Account No. 5.

The Traffic Receipts have been adversely affected by the present War, and show a decrease of £206 when compared with 1913.

The Expenditure for the year exceeds that of the corresponding period by £8.

The following Directors retire by rotation, and being eligible, offer themselves for re-election:—HUGH de FELLEBERG MONTGOMERY, D.L., J.P., and JOHN LENDRUM, Esq., J.P.

The Auditor, Mr. EDWARD BAILEY, F.C.A., retires, and offers himself for re-election.

HUGH de FELLEBERG MONTGOMERY,

Chairman.

HORACE S. SLOAN,

Secretary.

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Clogher Valley Railway Company, Limited.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS for the YEAR ENDED
30th SEPTEMBER, 1914.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans and Debenture Stock.	Total.	Shares and Stock.	Loans and Debenture Stock.	Total.	Shares and Stock.	Loans and Debenture Stock.	Total.
Tramways (Ireland) Provisional Order Confirmation (Clogher Valley) Act, 1884	£	£	£	£	£	£	£	£	£
	150,000	—	150,000	150,000	—	150,000	—	—	—

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION RECEIVED.

Description.	Amount created.	Amount issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
Guaranteed 5 per cent. Shares	132,000	123,310	—	123,310	—	—	—	8,690
Ordinary Shares.	18,000	—	—	—	—	—	—	18,000
TOTAL	£ 150,000	123,310	—	123,310	—	—	—	26,690

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

(Not applicable to this Company.)

To Expenditure,	Amount expended to 30th September, 1913.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 30th September, 1913.	Amount received during Year.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic				Shares (No. 2)	123,310 0 0		123,310 0 0
Lines not open for Traffic—				Premiums on Shares			
New Lines					£ s. d.		
Widenings of and additions to existing Lines					5,061 12 10		
Rolling Stock				Profit on Board of Works Loan Account	5,905 15 8		
Manufacturing and Repairing Works and Plant—				Total Premiums	10,967 8 6		
Land and Buildings				Discounts on Shares			
Plant and Machinery				Total Discounts			
Total Capital expended upon Railway	134,448 2 2	29 6 4	134,477 8 6	Balance of Premiums and Discounts	10,967 8 6		10,967 8 6
Horses				TOTAL RECEIPTS	134,277 8 6		134,277 8 6
Road Vehicles employed in the collection and delivery of Parcels and Goods, and in the conveyance of Passengers—				By Balance			200 0 0
Goods and Parcels Road Vehicles							
Passenger Road Vehicles							
Land, Property, etc., not forming part of the Railway or Stations—							
(a) Used in connection with Railway working							
(b) Not used in connection with Railway working							
Other Industries							
Subscriptions to other Companies (for details, see Table No. 4 (a))							
Special Items							
TOTAL EXPENDITURE	134,448 2 2	29 6 4	134,477 8 6				

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.		Estimated Further Expenditure.		
		During the Year ending	Subsequently until Completion.	Total.
£		£	£	£
..	Purchase of Railways			
..	Lines belonging to the Company open for Traffic			
..	Lines belonging to the Company not open for Traffic			
..	Lines Leased			
..	Lines jointly owned			
..	Lines jointly leased			
..	Rolling Stock			
..	Manufacturing and repairing works and plant			
..	Subscriptions to other Companies			
..	Special Items			
..	Miscellaneous			
	Total			
..	Works not yet commenced and in abeyance			

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s.	d.	£	s.	d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a).)						
Stock and Share Capital created but not yet received (as per Statement No. 2)—						
Calls in arrear						
Amount uncalled						
Amount Unissued						
Deduct Balance at Debit (as per Capital Account No. 4)						
Total						

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1913.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	8,893 5 0	9,376 8 11	Loss 483 3 11	9,100	9,368	Loss 268
11	Omnibuses and other Passenger Vehicles not running on the Railway .. .. .	..	..	..
12	Steamboats .. .. .	..	..	..
13	Canals .. .. .	..	..	..
14	Docks, Harbours, and Wharves .. .. .	..	..	..
15	Hotels and Refreshment Rooms and Cars where catering is carried on by the Company .. .. .	..	..	..
16	Other separate businesses carried on by the Company .. .. .	..	..	..
	Total	8,893 5 0	9,376 8 11	Loss 483 3 11	9,100	9,368	Loss 268
Miscellaneous Receipts (Net)—							
	Rents from Houses and Lands .. .. .	..	..	90 8 6			92
	Rents from Hotels .. .. .	..	..	..			..
	Other Rents, including lump-sum tolls .. .. .	..	..	25 0 0			25
	Interest and dividends from investments in other Companies .. .. .	..	..	..			..
	Transfer fees .. .. .	..	..	6 5 0			5
	General Interest .. .. .	..	..	22 5 7			21
	Special Items .. .. .	..	..	..			..
	Deficit .. .. .	..	..	339 4 10			125
Contributions from County Councils of Tyrone and Fermanagh—							
	For half-year ended 31st March, 1914 .. .. .	..	£3,759 13 7				
	For half-year ended 30th September, 1914 .. .. .	..	3,077 1 3				
				6,836 14 10			6,610
	Total Net Income .. .. .	..	..	6,497 10 0			6,485

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

						Year 1913.	
						£ s. d.	£ s. d.
Balance brought forward from last year's account .. .. .	..	..	..	..	..	..	..
Net Income (as per Statement No. 8) .. .. .	..	..	..	..	6,497 10 0		6,485 10 0
Appropriation from Reserve .. .. .	..	..	..	..	..		..
			TOTAL .. .. .	..	..	6,497 10 0	6,485 10 0
Deduct—Chief rents, wayleaves, etc., including lump-sum tolls .. .. .	..	..	..	..	..	12 0 0	..
					£ s. d.	6,485 10 0	6,485 10 0
Appropriation to Reserve Account .. .. .	..	..	..	..	320 0 0		320 0 0
Dividends on 5 per cent. Guaranteed Shares:—							
Shares of £10 each=£123,310							
at Five per cent. per annum—							
for Half-year ended 31st March, 1914 .. .. .	..	..	..	..	3,082 15 0		3,082 15 0
for Half-year ended 3th September, 1914 .. .. .	..	..	..	..	3,082 15 0		3,082 15 0
			TOTAL .. .. .	..	..	6,165 10 0	6,165 10 0

No. 9 (a).—STATEMENT OF INTERIM DIVIDEND PAID.
(Not Applicable to this Company).

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	£	s.	d.
Superintendence—									
Salaries	38	2	0				24	5	7
Office Expenses, etc.	1	17	0				0	5	0
							39	19	0
Maintenance of Roads, Bridges, and Works—									
Earthworks									
Bridges, Tunnels, Culverts, Retaining Walls and other Works	29	8	4				22	6	0
Roads and Fences	62	15	5				72	1	4
							92	3	9
Maintenance of Permanent Way :—									
Renewal of Running Lines—									
Wages	101	3	0				119	3	10
Materials	513	18	2				730	0	2
Engine Power and Wagon Repairs							0	5	0
							615	1	2
Repair of Running Lines and Sidings—									
Wages	980	15	3				931	6	3
Materials, less old Materials Sold	40	5	8				69	16	2
Engine Power and Wagon Repairs	1	10	0				4	0	10
							1,022	10	11
Maintenance of Signalling	9	0	6				9	18	7
Maintenance of Telephones	18	16	11				5	2	10
Maintenance of Stations and Buildings—									
Stations, Depôts and Offices	153	10	4				100	9	0
Engine Sheds	2	10	0				1	10	0
Carriage Sheds									
Locomotive Workshops	0	11	6				1	0	0
Carriage Workshops									
Wagon Workshops	1	1	2				4	1	10
Other Buildings	0	10	0				1	16	0
							186	0	5
Total							1,955	15	3
							2,097	8	5

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

(2)—Carriages.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Superintendence													
Salaries	71	10	0				71	16	3				
Office Expenses	2	6	11				7	14	8				
							73	16	11				
Complete Renewals—													
Wages	87	19	4				325	19	9				
Materials	46	13	7				308	12	2				
							134	12	11				
Repairs and Partial Renewals—													
Wages	391	12	0				173	8	4				
Materials	391	13	11				222	1	4				
							783	5	11				
Purchase of New Locomotives													
Workshop Expenses—													
Repairs and Renewals of Machinery and Plant	0	18	0				13	18	9				
Other Expenses	1	0	0				4	5	8				
							1	18	0				
Total							993	13	9	1,127	16	11	
Superintendence													
Salaries	61	6	0				61	6	0				
Offices Expenses	0	5	6				0	5	6				
							61	11	6				
Complete Renewals—													
Wages	14	10	0							56	18	10	
Materials	11	18	0							44	7	7	
										26	8	0	
Repairs and Partial Renewals—													
Wages	82	0	6							43	10	10	
Materials	91	0	6							51	5	7	
										173	1	0	
Purchase of New Carriages													
Workshop Expenses—													
Repairs and Renewals of Machinery and Plant											0	3	0
Other Expenses	1	10	0				1	10	0		0	10	0
										262	10	6	
Total										257	14	8	

(3)—Wagons.

	£	s.	d.	£	s.	d.	£	s.	d.
Superintendence—									
Salaries	61	7	0				60	13	1
Office Expenses	0	11	0				0	6	8
							61	18	0
Complete Renewals—									
Wages	128	1	6				142	13	8
Materials	161	0	9				158	14	10
							289	2	3
Repairs and Partial Renewals—									
Wages	87	17	11				64	4	8
Materials	66	14	7				47	0	8
							154	12	6
Purchase of New Wagons									
Workshop Expenses—									
Repairs and Renewals of Machinery and Plant									
Other Expenses	2	0	0				0	5	0
							2	0	0
							507	12	9
Total							474	13	2

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s.	d.	£	s.	d.	£	s.	d.
Superintendence—									
Salaries ..	71	10	0				69	19	2
Office Expenses ..	2	16	0				4	0	9
				74	6	0			
Steam Train Working—									
Wages connected with the running of Locomotive Engines ..	834	4	8				823	3	8
Fuel ..	1,503	5	9				1,413	15	4
Water ..	57	12	10				35	10	1
Lubricants ..	81	7	11				79	2	11
Other Stores, including clothing ..	16	4	8				26	18	2
Miscellaneous ..							6	15	11
				2,492	15	10			
Electric Train Working—									
Wages of Motormen ..									
Electric Current ..									
Lubricants ..									
Other Stores, including clothing ..									
Total ..				2,567	1	10	2,459	6	0

ABSTRACT D.—TRAFFIC EXPENSES.

	£	s.	d.	£	s.	d.	£	s.	d.
Salaries and Wages—									
Superintendence ..	269	12	2						255
Stationmasters & Clerks ..	551	2	3						537
Signalmen and Gatemen ..	130	11	5						105
Ticket Collectors, Policemen, Porters, etc. ..	454	13	11						453
Guards ..	263	8	10						263
							1,669	8	7
Fuel Lighting, Water and General Stores ..							251	11	1
Clothing ..							43	10	0
Printing, Advertising, Stationery, Stamps and Tickets ..							132	19	4
Wagon Covers, etc. ..									
Expenses of Joint Stations and Junctions ..							100	0	0
Cleansing, Lubricating and Lighting of Vehicles ..							44	16	2
Shunting Expenses (other than mechanical) ..									
Working of Stationary Engines, Hoists, Cranes, etc. ..									
Coal, etc., Tipping Expenses ..							0	10	0
Railway Clearing House Expenses ..							67	10	10
Miscellaneous Expenses ..							38	9	1
Total ..							2,348	15	1
									2,208
									5
									9

ABSTRACT E.—GENERAL CHARGES.

	£	s.	d.	£	s.	d.
Directors' Fees voted by Shareholders ..						
Fees Paid to and Expenses of Directors on Joint Committees not included in Abstract J. ..						
County Surveyors' Inspection Fees ..	38	1	4	38	1	4
Board of Trade Arbitrators (fees and expenses) ..	40	12	0	40	12	0
Auditors and Public Accountants (fees, clerkage and expenses) ..	30	0	0	30	0	0
Salaries of Secretary, General Manager, Accountant and Clerks ..	295	12	0	291	19	9
Office Expenses, ditto, ditto ..	89	4	10	80	0	5
Rating expenses ..						
Fire Insurance ..	18	13	3	18	13	3
Superannuation and Benevolent Funds, Pensions, etc. ..						
Subscriptions and Donations ..						
Miscellaneous Expenses ..	1	14	6	1	15	4
Total ..	513	17	11	501	2	1

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£	s.	d.	£	s.	d.
Salaries and Wages ..	17	1	1	16	17	1
Rent, Rates and Taxes ..						
Maintenance of Horses ..	38	19	0	33	0	6
Maintenance of Horse Vehicles ..	0	2	6	1	16	1
Maintenance of Motors ..						
Amounts Paid for Hired Cartage ..	10	12	2	7	1	0
Miscellaneous ..						
Total ..	66	14	9	58	14	8
Amount Charged to Passenger Train Traffic ..						
Amount Charged to Goods Traffic ..	66	14	9	58	14	8

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

(Not applicable to this Company.)

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

(Not applicable to this Company.)

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

(Not applicable to this Company.)

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

(Not applicable to this Company.)

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

(Not applicable to this Company.)

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

(Not applicable to this Company.)

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

(Not applicable to this Company.)

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company.)

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	
To Amount due to Bankers							By Capital Account, Balance at Debit thereof, as per Account No. 4 ..	200	0	0	170	13	8	
Temporary Loans and Calls paid in advance							£ s. d.							
Lloyd's Bonds							Cash at Bankers and in hand	2,800	19	8	2,062	6	3	
Unpaid Interest and Dividends ..	147	19	1	103	9	1	Cash on Deposit at Interest	1,466	0	0	3,146	0	0	
Interest and Dividends payable or accruing and provided for ..	2,723	1	11	2,723	2	0		4,266	19	8				
Amount due to Railway Companies and Committees	28	16	3	40	12	11	Investments in Consols and Government Securities							
Amount due Railway Clearing-house Savings Bank	699	2	1	744	14	7	Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure							
Superannuation and other Provident Funds							Investments of Superannuation and other Provident Funds							
Accounts Payable	564	13	1	309	4	7	Stock of Stores and Materials ..	3,853	15	2	3,134	6	4	
Liabilities Accrued	206	10	9	196	8	1	Outstanding Traffic Accounts ..	396	5	9	329	2	6	
Miscellaneous Accounts							Amount due by Railway Companies and Committees							
Fire Insurance Fund							Amount due by Railway Clearing-house							
Depreciation Funds							Amount due by Postmaster-General	38	11	2	37	16	2	
Railway							Accounts receivable	329	0	2	26	17	5	
Steamboats (including Insurance Fund)							Miscellaneous Accounts							
Other businesses							Suspense Accounts							
General Reserve Fund	1,626	0	0	1,306	0	0	Amounts due by County Councils of Tyrone and Fermanagh	3,077	1	3	2,681	18	11	
	£	s.	d.											
Balance available for Dividends and Reserve as per Account No. 9	6,165	10	0											
Less Interim Dividends paid as per Statement No. 9 (a)														
	6,165	10	0	6,165	10	0								
	£	12,161	13	2	11,589	1	3	£	12,161	13	2	11,589	1	3

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	1913.	
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track.)	Total Miles (reduced to Single Track.)			Total of Single Track, including Sidings.	Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	
Lines Owned by the Company—										
Main and Principal Lines	37 0	..	..	..	..	37 0	3 20	40 20	40 20
Minor and Branch Lines .. .. .	..	..	..	..	..	..	..	..	..
Lines Jointly Owned (Company's share of Ownership)	..	..	..	..	..	..	..	..	..
Other Joint Lines .. .. .	..	..	..	..	..	..	..	..	..
TOTAL	37 0	..	..	..	..	37 0	3 20	40 20	40 20

(B).—Mileage of Lines authorised but not open for Traffic.

	Miles Authorised.	Miles Constructed and not Open for Traffic.		Miles under Construction.	Miles not Commenced, or in Abeyance.
	Length of Road.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company
Widenings and Additions
Joint Lines (Company's share of Ownership)
TOTAL

(C).—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	1913.	
	M. Ch.	M. Ch.
Lines owned by the Company	40 20	40 20
„ Partly Owned .. .. .	..	..
„ Leased, or Worked by the Company .. .. .	..	..
„ Leased, or Worked Jointly .. .. .	..	..
„ over which the Company exercises Running Powers .. .. .	..	..
TOTAL	40 20	40 20

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number	Year, 1913.
		Number.
Tender Engines	—	—
Tank Engines—		
0-4-2	6	6
0-4-4	1	1
	7	7
Tenders	—	—

(B.)—Rail Motor Vehicles.

(Not applicable to this Company.)

(C.)—Trains Worked by Electric Power.

(Not applicable to this Company.)

(D.)—Coaching Vehicles (other than Electric).

(E.)—Merchandise and Mineral Vehicles.

Description.	Number	Seats or Berths.				Year, 1913.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths. Total.
PASSENGER CARRIAGES.							
Carriages of uniform Class	11	54	—	330	384	11	384
Composite Carriages	2	16	—	50	66	2	66
Restaurant Cars							
Miscellaneous							
TOTAL	13	70	—	380	450	13	450
Sleeping							
Total Passenger Carriages	13				450	13	450
OTHER COACHING VEHICLES							
Post Office Vans	—						
Luggage, Parcel and Brake Vans	5						
Carriage Trucks	—						
Horse Boxes	2						
Miscellaneous	—						
Total other Coaching Vehicles	7						
Total Coaching Vehicles	20						

Description.	Number	Year, 1913.
		Number
Open Wagons—		
Under 8 tons	41	41
8 and up to 12 tons .. .. .	..	..
Over 12 and up to 20 tons	2	2
Over 20 tons (other than special) .. .. .	..	..
Covered Wagons—		
Under 8 tons	40	40
8 and up to 12 tons .. .. .	..	..
Over 12 and up to 20 tons .. .. .	..	..
Over 20 tons .. .. .	..	..
Special Wagons (for loads of exceptional dimensions and weight) .. .. .	..	..
Cattle Trucks	10	10
Rail and Timber Trucks, including Twin Trucks	4	4
Brake Vans .. .. .	..	..
Miscellaneous .. .. .	..	..
TOTAL	97	97

(F.)—Railway Service Vehicles and Horses for Shunting.

Description.	Number.	Year, 1913.
		Number.
Gasholder Trucks .. .. .	..	..
Locomotive Coal Wagons .. .. .	..	..
Ballast Wagons	10	10
Mess and Tool Vans .. .. .	..	..
Breakdown Cranes .. .. .	..	..
Travelling Cranes .. .. .	..	..
Miscellaneous .. .. .	..	..
TOTAL	10	10
Horses for Shunting	—	—

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS, GOODS, AND PASSENGERS.

Description.	Number	Year, 1913.
		Number.
Goods and Parcels Road Vehicles:—		
Road motors for goods and parcels .. .. .	..	..
Horse wagons and carts	2	2
Miscellaneous .. .. .	..	..
Total ..	2	2
Passenger Road Vehicles:—		
Road motors .. .. .	..	..
Tramcars .. .. .	..	..
Omnibuses .. .. .	..	..
Cabs .. .. .	..	..
Miscellaneous .. .. .	..	..
Total ..	..	..
Horses for road vehicles	1	1

IV.—STEAMBOATS.

(Not applicable to this Company).

V.—CANALS.

(Not applicable to this Company).

VI.—DOCKS, HARBOURS, AND WHARVES.

(Not applicable to this Company).

VII.—HOTELS.

(Not applicable to this Company).

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage	
Agricultural Land	
Urban and suburban land	
Houses.	Number	Number 1913.
Labouring class dwellings
Houses and cottages for Company's servants	23	23
Other houses and cottages

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (Abstract A.)

	1914.	Year 1913.
Quantities of Principal Materials used—		
Ballast	1,288 Yards	784 Yards
Fencing	$\frac{1}{4}$ Mile	$\frac{1}{4}$ Mile
Rails	50 Tons	45 Tons
Sleepers	2,424	1,460
Miles Maintained—		
Miles of Road	37	37
Miles of Road reduced to Single Track—		
(a) Running Lines	37	37
(b) Sidings	$3\frac{1}{4}$	$3\frac{1}{4}$
Miles of Track renewed	$\frac{1}{4}$	$\frac{1}{4}$

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (Abstract B.)

	In Company's Workshops.	By Contract.	Total.	Year 1913. Total.
Locomotives Renewed				
Locomotives Repaired —				
Heavy Repairs	2		2	1
Light „	87		87	5
Locomotives under or awaiting Repair at end of year	1		1	
Rail Motor and Electric—				
Train Vehicles, etc., Renewed				
Train Vehicles, etc., Repaired				
Heavy Repairs				
Light „				
Train Vehicles, etc., under or awaiting Repair at end of year				
Coaching Vehicles—				
(a) Carriages Renewed				
Carriages repaired—				
Heavy Repairs	1		1	1
Light „	53		53	2
Carriages under or awaiting Repair at end of year	1		1	2
(b) Others Renewed				
Others Repaired—				
Heavy Repairs				2
Light „				3
Others under or awaiting repairs at end of year				1
Wagons Renewed				
Wagons Repaired—				
Heavy Repairs	6		6	6
Light „	154		154	12
Wagons under or awaiting Repair at end of year	6		6	2

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	YEAR, 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	d.			£	d.	
1st Class	7,286	369	12	6,869	7,861	406	12	7,507
2nd „	—	—	—	—	—	—	—	—
3rd „	105,684	2,771	6	101,178	107,587	2,841	6	102,753
Workmen	—	—	—	—	—	—	—	—
TOTAL	112,970	3,140	7	108,047	115,448	3,247	7	110,260
Season—								
1st Class	8	41	£5 ¹ / ₈	4	7	26	£3 14 3	7
2nd „	—	—	—	—	—	—	—	—
3rd „	—	—	—	—	2	3	1 10 0	2

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	YEAR, 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons	£	d.	Tons	Tons.	£	d.	Tons.
Merchandise	18,513	3,784	49	4,779	19,792	3,731	45	5,480
Coal, Coke and Patent Fuel	6,240	729	28	144	7,058	840	29	235
Other Minerals	3,429	276	19	2,982	3,090	248	19	2,508
TOTAL	28,182	4,789	41	7,905	29,940	4,819	30	8,223
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock	6,315	273	10	6,310	7,221	304	10	7,221

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Description.	Tons.	Year, 1913.
		Tons.
Minerals—		
Stone	1,376	1,309
Merchandise—		
Round Timber	140	211
Pigs, dead	495	548
Grass Seed	326	678

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAIN.

Description,	Number.	Year, 1913.
		Number.
Horses	193	168
Cattle	2,719	3,124
Calves	1,268	1,867
Sheep	707	1,154
Pigs	1,428	908
Miscellaneous	—	—
TOTAL	6,315	7,221

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

	1914.	1913.
	£	£
Total Expenditure on Capital Account (No. 4)	134,477	134,448
Gross Receipts from businesses carried on by the Company (No. 8) ..	8,893	9,100
Revenue Expenditure on ditto (No. 8)	9,376	9,368
Net Receipts on ditto (No. 8)	Loss 483	Loss 268
Miscellaneous Receipts Net (No. 8)	6,981	6,753
Total Net Income (No. 8)	6,497	6,485
Interest, Rentals, and other Fixed Charges (No. 9)	12	—
Dividends on Guaranteed and Preference Stocks (No. 9)	6,165	6,165
Balance after payment of Preference Dividends (No. 9)	—	—
Dividend on Ordinary Stock (No. 9)	—	—
Rate per cent.	—	—
Appropriation to Reserve	320	320
Brought forward from previous years	—	—
Carried forward to subsequent years	—	—

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 Year, been maintained in good working condition and repair.

J. J. S. BARNHILL, *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 Year, been maintained in good working order and repair.

G. AKERLIND, *Loco. Supt.*

HUGH de FELLEBERG MONTGOMERY,

Chairman of the Company.

(Signed for the Board of Directors)

HORACE S. SLOAN,

Secretary of the Company.

AUDITOR'S REPORT.

I report to the Shareholders that I have examined the foregoing Accounts and Balance Sheet of the Clogher Valley Railway Company, Ltd., with the Books of the Company and the Vouchers relating thereto, and have obtained all the information and explanations I have required.

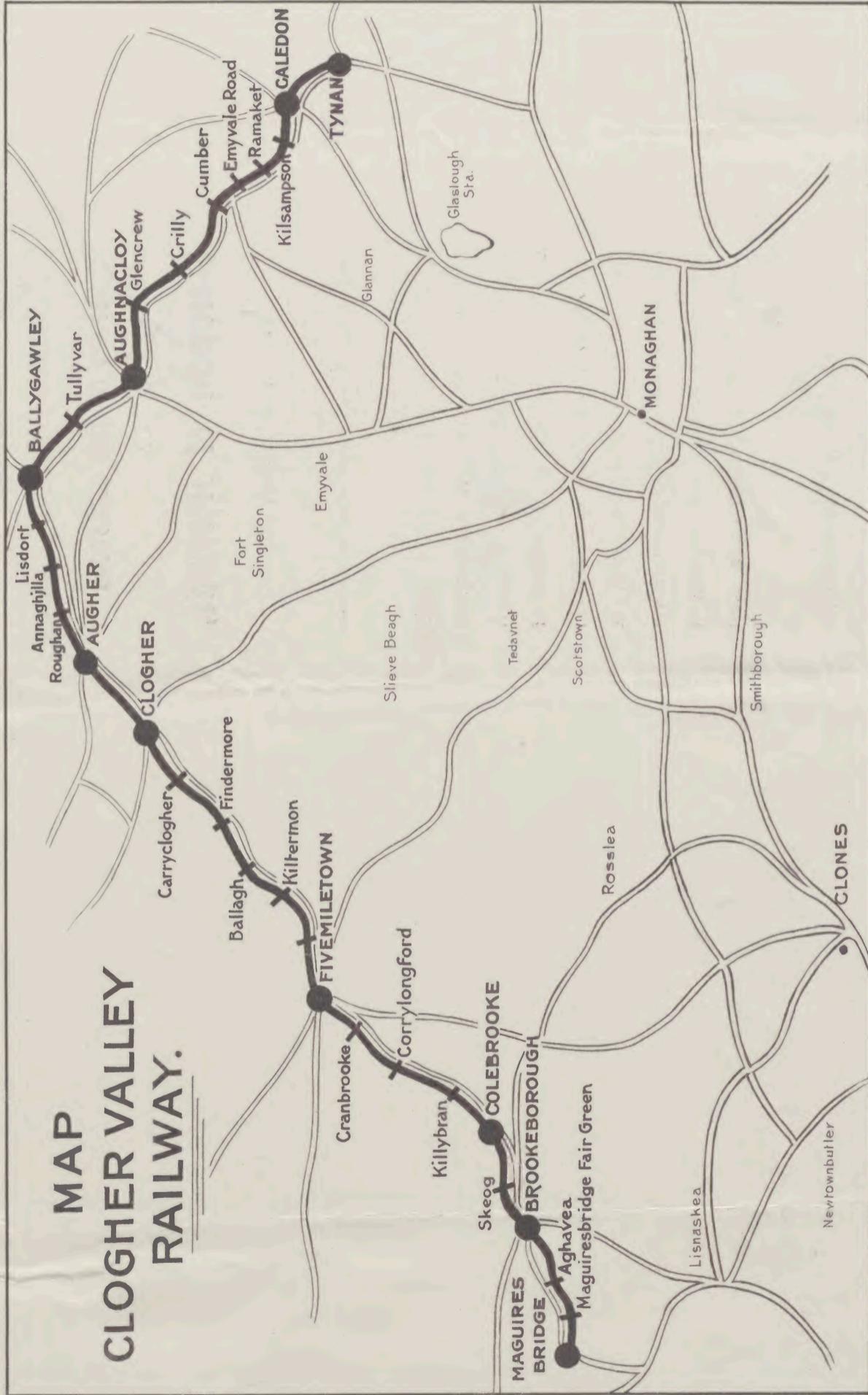
In my opinion the said Accounts and Balance Sheet are properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given to me, and as shown by the Books of the Company.

I certify that the Dividends proposed to be declared on the Company's Shares is *bona-fide* due thereon, after charging the Revenue of the year with all expenses which, in my judgment, ought to be paid thereout.

EDWARD BAILEY, F.C.A., *Auditor.*

Belfast, 13th November, 1914.

MAP CLOGHER VALLEY RAILWAY.



Clogher Valley Railway Company,



REPORT OF THE DIRECTORS

AND

Statement of Accounts,

30th SEPTEMBER, 1914.

NOTICE is hereby given that the 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, 1914, at Half-past Twelve o'clock p.m., to receive Report of the Directors and Statement of Accounts, and to transact other usual Business.

Dated this 14th day of November, 1914.

HORACE S. SLOAN,

Secretary.

Dublin and South Eastern Railway Company.

REPORT OF THE DIRECTORS,

AND

STATEMENT OF FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR

Year ending 31st December, 1914.

To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Offices, Westland Row, Dublin, on THURSDAY, the 25th day of FEBRUARY, 1915, at 12 o'clock, noon.

DUBLIN AND SOUTH EASTERN RAILWAY CO.

Directors :

FREDERIC W. PIM, Lonsdale, Blackrock, Co. Dublin, *Chairman*.
 FRANK BROOKE, D.L., J.P., Ardeen, Shillelagh, Co. Wicklow, *Deputy-Chairman*.
 JAMES PIM, Merdon, Dalkey, Co. Dublin.
 SIR THOMAS HENRY GRATTAN ESMONDE, Bart., M.P., Ballinastragh, Gorey, Co. Wexford.
 HENRY G. BURGESS, Eglinton House, Eglinton Park, Kingstown, Co. Dublin.
 EDWARD KENRICK BUNBURY-TIGHE, D.L., J.P., Woodstock, Innistioge, Co. Kilkenny.
 LAWRENCE MALONE, Innismaan, Queen's Park, Monkstown, Co. Dublin.
 RICHARD W. BOOTH, J.P., Victoria House, Dalkey, Co. Dublin.

Auditors :

MARCUS GOODBODY, Talbot Lodge, Blackrock, Co. Dublin.
 E. N. EDWARDS, 6 Mount Eden Road, Donnybrook.

REPORT OF THE DIRECTORS.

Your Directors submit herewith the Accounts for the Year ending 31st December, 1914, duly verified by your Auditors and examined and approved by Messrs. Price, Waterhouse & Co., Chartered Accountants.

The Accounts include the comparative figures for the year 1913.

The following is a summary of Receipts and Expenditure on Revenue Account, as compared with the year 1913:—

Per Account No. 8:—

	1914	1913
Gross Receipts of Railway, &c.	£284,820	£286,860
Expenditure	174,733	168,461
Net Receipts	110,087	118,399
Miscellaneous Receipts, nett:—		
From Rents, Interest, &c.	7,955	8,546
Total Net Income	118,042	126,945

Per Account No. 9:—

Add balance from last Account	10,232	9,047
	128,274	135,992
Deduct—Interest, Rentals, and other fixed charges	92,434	89,547
Balance after payment of fixed charges	35,840	46,445
Deduct—Appropriation to Reserve	—	8,000
	35,840	38,445
.. Interim Dividend paid on Consolidated Preference Stock, at 4 % per annum	£9,271	
.. Interim Dividend paid on Consolidated Ordinary Stock at ½%	£4,835	
	14,106	
Leaving a balance of	£21,734	

Out of which the Directors recommend payment of a Dividend at the rate of 4 per cent. per annum on the Consolidated Preference Stock for the half year ended 31st December, 1914, amounting to £9,271, leaving a balance of £12,463 to be carried to next Account.

REVENUE.

During the first six months of last year the Company's receipts from both Coaching and Merchandise traffic were well maintained, and there was every reason to believe that but for the outbreak of the European war at the beginning of August, the second half of the year would have shewn equally satisfactory results.

The discontinuance since the second week in August of the London and North Western Company's express steamer between Kingstown and Holyhead, the cancellation of the Horse Show and the decrease in the tourist and pleasure traffic had a serious effect upon the Company's Coaching receipts, with the result that, on the whole year, they were £7,983 less than in the previous year. There was, however, an increase of £5,995 in the receipts from Goods train traffic, leaving a net decrease of £1,988.

COST OF WORKING.

The war has led to a very considerable increase upon the already high cost of Coal and other materials used by the Company,

CAPITAL ACCOUNT.

The Expenditure on Capital Account during the Year amounted to £60,444 0s. 6d., particulars of which will be found in Account No. 5.

DIVERSION RAILWAYS.

The work on the Diversion Railways is proceeding steadily. Out of the total length of 1,084 yards of tunnel, 498 yards have been excavated. The Diversion Railway between Bray and Shankill is practically complete, and the Killiney portion of this Diversion should be finished in about two months.

DIRECTORS AND AUDITORS.

The Directors now retiring by rotation are Messrs. Frank Brooke (*Deputy Chairman*), James Pim, and Laurence Malone, who, being eligible, offer themselves for re-election.

Mr. E. N. Edwards, one of your Auditors, also retires and presents himself for re-election.

FREDERIC W. PIM, *Chairman*.

A. G. REID, *Secretary*.

SECRETARY'S OFFICE,

WESTLAND ROW STATION,

DUBLIN, *11th February, 1915.*

N.B.—A form of Proxy is enclosed for the signature of Proprietors who may be unable to attend the Meeting. It is requested that the Proxy may be signed and returned to the Secretary so that he may receive it not later than 12 noon on Tuesday, the 23rd February. Any special direction of any Proprietor will be obeyed.

The Dividend Warrants are intended to be posted on 2nd March next. Proprietors are particularly requested to advise the Secretary, before that date, of any change of address.

DUBLIN AND SOUTH EASTERN RAILWAY.

Financial Accounts & Statistical Returns for the year ending 31st December, 1914.

PART I.

FINANCIAL ACCOUNTS

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
I. Special Acts conferring Capital powers which have been fully exercised.	1,430,557	1,381,225	2,811,782	1,430,557	1,381,225	2,811,782	—	—	—
TOTAL ..	1,430,557	1,381,225	2,811,782	1,430,557	1,381,225	2,811,782	—	—	—

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

Not Applicable.

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Special Acts	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
Dublin and South Eastern Railway (City of Dublin Junction Railways) jointly with Great Northern Railway Co., (I.) and City of Dublin Steam Packet Co.—47 and 48 Vic., Cap. 188, 1884. ...	225,000	—	225,000	225,000	—	225,000	—	—	—
Dublin & South Eastern Railway (New Ross and Waterford Extension Railways). Separate Guarantee—60 and 61 Vic., Cap. 201, 1897, 63 and 64 Vic., Cap. 156, 1900. ...	100,000	—	100,000	100,000	—	100,000	—	—	—
TOTAL ...	325,000	—	325,000	325,000	—	325,000	—	—	—

**No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING
THE PROPORTION ISSUED.**

Description	Amount created	Amount issued	Nominal additions to Capital	Nominal deductions from Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in arrear	Amount uncalled	Amount unissued
	£	£	£	£	£	£	£	£	£
Consolidated Preference Stock 4 per cent.	463,567	463,350	217	—	463,567	—	—	—	—
Consolidated Ordinary Stock	966,990	1,106,800	—	139,810	966,990	—	—	—	—
TOTAL	£ 1,430,557	1,570,150	217	139,810	1,430,557	—	—	—	—

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

	RAISED BY LOANS	RAISED BY ISSUE OF DEBENTURE STOCKS						Total raised by Loans and Debenture Stocks
		Amount of Stocks	Nominal Addition on Consolidation and Conversion	EXISTING AMOUNT OF STOCKS				
				Consolidated (A), at 4 per cent.	Consolidated (B), at 4 per cent.	Total Debenture Stocks		
	£	£ s. d.	£ s. d.	£	£	£	£	
Existing at 31st December, 1914 ...	Nil	953,226 13 4	77,998 6 8	701,189	330,036	1,031,225	1,031,225	
Existing at 31st December, 1913 ...	Nil	953,226 13 4	77,998 6 8	701,189	330,036	1,031,225	1,031,225	
Increase	—	—	—	—	—	—	—	
Decrease	—	—	—	—	—	—	—	
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a)							1,381,225	
Total amount raised by Debenture Stocks as above							1,031,225	
Balance, being available borrowing powers at 31st December, 1914							£ 350,000	

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

Dr.

Cr.

To Expenditure	Amount expended to 31st December, 1913		Amount expended during Year, as per No. 5		Total		By Receipts	Amount received to 31st December, 1913		Amount received during Year		Total	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
Lines open for Traffic ...	1,993,175	10 7	355	1 9	1,993,530	12 4	Shares and Stocks (No. 2) ...	1,570,150	0 0	—	—	1,570,150	0 0
Lines not open for Traffic—													
Diversion Lines ...	30,443	12 6	56,429	5 9	86,872	18 3	Debenture Stocks (No. 3) ...	953,226	13 4	—	—	953,226	13 4
Lines Leased ...	247,383	7 10	—	—	247,383	7 10	Premiums on Debenture Stocks ...	19,060	17 2	—	—	19,060	17 2
Rolling Stock ...	300,687	5 0	3,645	0 0	304,332	5 0							
Manufacturing and Repairing Works and Plant—													
Land and Buildings ...	1,158	10 0	—	—	1,158	10 0							
Plant and Machinery ...	10,538	19 9	—	—	10,538	19 9							
Total Capital expended upon Railway	2,583,387	5 8	60,429	7 6	2,643,816	13 2							
Hotels ...	33,590	18 0	14	13 0	33,605	11 0							
Land, Property, &c., not forming part of the Railway or Stations—													
Used in connection with Railway working ...	1,780	0 0	—	—	1,780	0 0							
Not used in connection with Railway working ...	31,604	4 6	—	—	31,604	4 6	TOTAL RECEIPTS	£ 2,542,437	10 6	—	—	2,542,437	10 6
Subscription to Wicklow Foreshore Protective Works ...	1,000	0 0	—	—	1,000	0 0	By Balance ...	£ ...	...	...	...	£ 169,368	18 2
TOTAL ...	£ 2,651,362	8 2	60,444	0 6	£ 2,711,806	8 8	TOTAL	£	...	...	...	£ 2,711,806	8 8

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

Not Applicable

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st DECEMBER, 1914.

	Land and Compensation	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary and other Expenses.	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lines belonging to the Company open for Traffic :—				
Dundrum Station—New Drainage	—	43 18 11	—	43 18 11
Greystones Station—New Siding	—	131 19 3	—	131 19 3
„ „ Enlargement of Turntable	—	120 0 0	—	120 0 0
Shillelagh—Extension of Carriage Dock	—	29 3 7	—	29 3 7
Purchase of Land	30 0 0	—	—	30 0 0
				355 1 9
Lines belonging to the Company not open for Traffic :—				
Diversion Lines	8,773 6 3	46,255 1 6	1,400 18 0	56,429 5 9
	8,803 6 3	46,580 3 3	1,400 18 0	56,784 7 6
Rolling Stock :—				
Coaching Vehicles :—			£ s. d.	
1 Horse Box			40 0 0	
Waggons :—				
25 Open Waggons			2,525 0 0	
12 Cattle Trucks			1,080 0 0	
				3,645 0 0
Hotels :—				
Purchase of Furniture				14 13 0
Total Capital Expenditure for the year				60,444 0 6

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.		ESTIMATED FURTHER EXPENDITURE		
		During the Year ending 31st December, 1915	Subsequently, until Completion	Total
£		£	£	£
	Lines belonging to the Company open for Traffic :—			
—	Improvement and Strengthening of Bridges	3,200	—	3,200
	Lines belonging to the Company not open for Traffic :—			
86,873	Diversion Lines	26,500	12,000	38,500
	Rolling Stock :—			
—	Cattle Waggons	1 170	—	1,170
	TOTAL £	30,870	12,000	42,870

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))...	—
Stock and Share Capital created but not yet received (as per Statement No. 2)	—
Available borrowing powers (as per Statement No. 3)	350,000
	350,000
Debit balance on Capital Account (as per No. 4)	£169,368 18 2

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment		Gross Receipts.	Expenditure.	Net Receipts.	Year 1913.		
					Gross Receipts.	Expendi- ture.	Net Receipts.
					£ s. d.	£ s. d.	£ s. d.
10	Railway	284,819 17 2	174,733 1 11	110,086 15 3	286,860	168,461	118,399
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands		£ s. d. 2,684 1 8				2,699
	Rents from Hotels, Refreshment Rooms, and Restaurant Cars		1,197 19 11				1,429
	Other Rents, including Lump-sum Tolls		3,887 19 0				4,139
	Transfer Fees		48 15 6				62
	Interest and Dividends from Investments in other Companies;— City of Dublin Junction Railways		136 15 11				—
	General Interest		—				217
				7,955 12 0			
	TOTAL NET INCOME		£	118,042 7 3			126,945

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

				Year 1913		
				£	s. d.	£
	Balance brought forward from last year's Account			10,231	19 2	9,047
	Net Income (as per Statement No. 8)			118,042	7 3	126,945
	TOTAL			128,274	6 5	135,992
	Deduct—Interest, Rentals, and other Fixed Charges—					
	Chief Rents, Wayleaves, &c., including Lump-sum Tolls			1,700	0 0	1,700
	Interest on Debenture Stocks—					
	Consolidated (A) at 4 per cent.		£28,047 11 2			28,048
	Consolidated (B) at 4 per cent.		13,201 8 10			13,201
				41,249	0 0	41,249
	Rent of, and Guaranteed Interest on, Worked Lines—					
	Dublin and Kingstown Leased Line			30,000	0 0	30,000
	City of Dublin Junction Railways—					
	Guarantee		£4,000 0 0			4,000
	Proportion of Net Receipts		5,359 8 7			5,384
				9,359	8 7	9,384
	New Ross and Waterford Extension Railways—					
	Guarantee		£4,000 0 0			3,943
	Proportion of Net Receipts		444 9 0			965
				4,444	9 0	4,928
	Interest on Lloyd's Bonds			5,376	14 5	2,286
	General Interest			304	9 5	—
	TOTAL			92,434	1 5	89,547
	Balance after payment of Fixed Charges			35,840	5 0	46,445
	Appropriation to Reserve and other Special Purposes—					
	Worked Lines Suspense Account					4,000
	General Reserve					2,000
	General Insurance Reserve					2,000
						8,000
	TOTAL			35,840	5 0	38,445
	Dividends on Preference Stocks					
	Consolidated Preference Stock, at 4 per cent. per annum			18,542	13 8	18,543
	Balance available for Dividends on Consolidated Ordinary Stock—					
	Dividend on Consolidated Ordinary Stock, at one-half per cent. per annum			4,834	19 0	9,670
	Balance carried forward to next Year's Account			12,462	12 4	10,232

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1914 (as per Account No. 9)		£ s. d.	35,840 5 0	£	46,445
Deduct—Amounts placed to Reserves.		£ s. d.	—		8,000
Interim Dividends paid:—		£ s. d.			
On Consolidated Preference Stock, at 4 per cent. per annum		9,271 6 10			9,272
On Consolidated Ordinary Stock, at one-half per cent.		4,834 19 0			4,835
			14,106 5 10		
				14,106 5 10	22,107
Undivided Balance at 31st December, carried to Balance Sheet				£	21,733 19 2

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

CI.

To Expenditure	Year 1913		Percentage of Traffic Receipts		By Gross Receipts	Year 1913		Percentage of Traffic Receipts	
	£	s. d.	Per cent.	Per cent.		£	s. d.	Per cent.	Per cent.
<i>See Abstracts</i>									
A—Maintenance and Renewal of Way and Works	37,648	0 5	13-28	12-90	127,170	15 8	64-68	67-00	
B—Maintenance and Renewal of Rolling Stock—									
(1) Locomotives	11,835	16 11			11,183	18 8			12,954
(2) Carriages	6,456	5 4			30,547	6 2			33,419
(3) Waggon	4,259	15 11			85,439	10 10			89,592
C—Locomotive Running Expenses	22,551	18 2	7-95	7-62	135,965				
D—Traffic Expenses	87,448	4 11	30-85	29-33	4,208	14 9			4,495
E—General Charges	12,156	11 8	4-28	3-96	6,230	3 3			6,475
Law Charges	1,229	7 2	0-43	0-60	3,383	14 4			3,133
Parliamentary Expenses					727	19 8			543
Compensation (Accidents and Losses)					141,721	7 8			150,611
Passengers					15,190	0 0			14,906
Workmen	515	12 0			19,839	6 6			19,576
Damage and Loss of Goods, Property, &c.	563	7 2			8,396	0 7			7,950
Rates	670	2 3	0-62	0-61	28,235	7 1			27,526
Payments under National Insurance Act, 1911—					1,827	10 3			1,741
Health	711	12 1			26,407	16 10			25,785
Unemployment	91	4 0	3-86	3-61	183,319	4 6			191,302
G—Running Powers	802	16 1	0-28	0-27					
Total Traffic Expenditure	174,545	5 3	61-55	58-95	68,568	2 1			675
H—Mileage, Demurrage, and Waggon Hire (Balance)	23	19 9			16,473	4 10			15,159
Miscellaneous	163	16 11			4,758	5 2			5,022
Total Expenditure	174,733	1 11			10,303	11 8			9,430
Net Receipts	110,086	15 3			100,103	3 9			94,108
					283,422	8 3			285,410
					1,397	8 11			1,450
TOTAL	£ 284,819	17 2			£ 284,819	17 2			£ 286,860

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1913
							£
Superintendence—							
Salaries	1,958	3	9				1,463
Office Expenses, &c.	76	3	3				75
				2,034	7	0	1,538
Maintenance of Roads, Bridges, and Works—							
Earthworks	395	1	2				476
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	5,576	7	8				5,815
Roads and Fences	1,245	9	5				1,131
				7,216	18	3	7,422
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages	1,048	11	8				1,093
Materials	7,097	7	7				6,329
Engine Power and Waggon Repairs	508	15	0				574
				8,654	14	3	7,996
Repair of Running Lines and Sidings—							
Wages	9,816	14	2				10,048
Materials	4,039	14	4				4,393
Engine Power and Waggon Repairs	464	15	1				667
				14,321	3	7	15,108
Maintenance of Signalling	732	16	6				625
Maintenance of Telegraphs	974	18	4				980
				1,707	14	10	1,605
Maintenance of Stations and Buildings—							
Stations, Depôts, and Offices	2,988	16	11				2,691
Engine Sheds	412	5	0				197
Carriage Sheds	—	—	—				36
Locomotive Workshops	5	16	2				16
Carriage Workshops	0	16	5				3
Waggon Workshops	84	15	4				158
Other Buildings	220	12	8				51
				3,713	2	6	3,152
TOTAL	£			37,648	0	5	36,821

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) LOCOMOTIVES.

	£	s.	d.	£	s.	d.	Year 1913
							£
Superintendence—							
Salaries	427	15	9				446
Office Expenses	56	0	3				49
				483	16	0	495
Complete Renewals—							
Wages	—	—	—				—
Materials	—	—	—				—
Repairs and Partial Renewals—							
Wages	5,590	9	7				5,092
Materials	4,772	1	11				4,444
				10,362	11	6	9,536
Purchase of New Locomotives							—
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant	265	8	10				368
Other Expenses	1,365	10	7				1,457
				1,630	19	5	1,825
				12,477	6	11	11,856
Deduct—Engine Power supplied to and by the Company (Balance)				641	10	0	358
TOTAL	£			11,835	16	11	11,498

(2) CARRIAGES.

	£	s.	d.	£	s.	d.	Year 1913
							£
Superintendence—							
Salaries	265	18	5				277
Office Expenses	40	17	6				41
				306	15	11	318
Complete Renewals—							
Wages	503	7	11				389
Materials	1,752	1	8				2,047
				2,255	9	7	2,436
Repairs and Partial Renewals—							
Wages	1,874	1	6				1,661
Materials	1,600	16	8				1,328
				3,474	18	2	2,989
Purchase of New Carriages							—
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant	18	13	3				158
Other Expenses	400	8	5				432
				419	1	8	590
TOTAL	£			6,456	5	4	6,333

(3) WAGGONS.

	£	s.	d.	£	s.	d.	Year 1913
							£
Superintendence—							
Salaries	265	14	10				277
Office Expenses	26	13	6				26
				292	8	4	303
Complete Renewals—							
Wages	224	4	4				120
Materials	953	5	6				792
				1,177	9	10	912
Repairs and Partial Renewals—							
Wages	1,174	8	4				1,265
Materials	1,243	17	3				1,017
				2,418	5	7	2,282
Purchase of New Waggons							—
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant	9	7	4				11
Other Expenses	362	4	10				401
				371	12	2	412
TOTAL	£			4,259	15	11	3,909

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

			Year 1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries ...	790	2 3	792	
Office Expenses ...	107	10 0	93	
			897	12 3
Steam Train Working—				
Wages connected with the Running of Locomotive Engines ...	11,317	12 10	10,952	
Fuel ...	28,896	3 7	27,329	
Water ...	910	15 5	845	
Lubricants ...	870	13 11	844	
Other Stores, including Clothing ...	895	15 2	916	
Miscellaneous ...	191	14 2	157	
			43,082	15 1
			43,980	7 4
Deduct—Engine Power supplied to and by the Company (Balance) ...			921	5 0
			41,043	
			41,928	
TOTAL ...	£	43,059 2 4	40,825	

ABSTRACT D.—TRAFFIC EXPENSES.

			Year 1913	
	£	s. d.	£	s. d.
Salaries and Wages—				
Superintendence ...	2,920	5 1	2,822	
Stationmasters and Clerks ...	9,591	6 2	8,433	
Signalmen and Gate-men ...	5,672	14 3	5,661	
Ticket Collectors, Policemen, Porters, &c. ...	11,827	3 2	11,590	
Guards ...	2,895	11 0	2,695	
			32,906	19 8
			31,201	
Fuel, Lighting, Water, and General Stores	3,803	6 4	3,946	
Clothing ...	643	18 8	649	
Printing, Advertising, Stationery, Stamps, and Tickets ...	2,025	10 6	2,020	
Wagon Covers, &c. ...	450	9 11	482	
Expenses of Joint Stations and Junctions	Cr1,072	17 4	Cr. 1,117	
Cleansing, Lubricating, and Lighting of Vehicles ...	3,046	4 9	3,220	
Shunting Expenses (other than Mechanical)—				
Wages ...	680	5 8	610	
Other Expenses ...	1	14 10	11	
			682	0 6
			171	1 8
Working of Stationary Engines, Hoists, Cranes, &c. ...	954	4 4	951	
Railway Clearing House Expenses ...	778	3 7	914	
Miscellaneous Expenses ...				
TOTAL ...	£	44,389 2 7	43,020	

ABSTRACT E.—GENERAL CHARGES.

			Year 1913	
	£	s. d.	£	s. d.
Directors' Fees, voted by Shareholders ...	1,750	0 0	1,750	
Auditors and Public Accountants ...	274	4 2	219	
Salaries of Secretary, General Manager, Accountant, and Clerks ...	6,497	19 5	5,870	
Office Expenses, ditto ditto ...	872	10 5	931	
Rating Expenses ...	—	—	—	
Fire Insurance ...	230	7 0	219	
Superannuation and Benevolent Funds, Pensions, &c. ...	1,984	12 4	1,911	
Subscriptions and Donations ...	52	11 6	36	
Miscellaneous Expenses ...	494	6 10	380	
TOTAL ...	£	12,156 11 8	11,316	

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

			Year 1913	
	£	s. d.	£	s. d.
Amounts paid for Hired Cartage ...	2,667	1 8	2,416	
TOTAL ...	£	2,667 1 8	2,416	
Amount charged to Passenger Train Traffic ...	1,827	10 3	1,741	
Amount charged to Goods Traffic ...	839	11 5	675	

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

Not Applicable.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGGON HIRE.

	Receipts		Expenditure		Balance		Year 1913		
							Receipts	Expenditure	Balance
	£	s. d.	£	s. d.	£	s. d.	£	£	£
Mileage and Demurrage—									
Passenger Train Vehicles ...	9	7 6	143	19 11	Dr. 134	12 5	11	157	Dr. 146
Goods Train Vehicles ...	185	18 6	75	5 10	Cr. 110	12 8	157	29	Cr. 128
Hire of—									
Passenger Train Vehicles ...	—	—	—	—	—	—	—	—	—
Goods Train Vehicles ...	—	—	—	—	—	—	—	—	—
TOTAL ...	£	195 6 0	219 5 9		Dr. 23	19 9	168	186	Dr. 18

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.

Not Applicable.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

Not Applicable.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

Not Applicable.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

Not Applicable.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

Not Applicable.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

Not Applicable.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

Not Applicable.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Not Applicable.

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES								Sidings reduced to Single Track	Total of Single Track including Sidings	Year 1913							
	Length of Road. First Track		Second Track.		Third Track.		Fourth Track.				Over four Tracks (reduced to Single Track)		Total Miles (reduced to Single Track).		Total of Single Track including Sidings			
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.				
Lines owned by Company—																		
Main and Principal Lines—																		
Harcourt Street to Wexford ...	92	69	19	71	0	7	0	2	—	—	112	69	17	0	129	69	129	65
Dalkey to Bray ...	5	20	1	73	—	—	—	—	—	—	7	13	0	21	7	34	7	34
Maemine Junction to New Ross	18	64	0	5	—	—	—	—	—	—	18	69	1	41	20	30	20	30
Total of Main and Principal Lines	116	73	21	69	0	7	0	2	—	—	138	71	18	62	157	53	157	49
Minor and Branch Lines—																		
Woodenbridge Junction to Shillelagh ...	16	51	0	9	—	—	—	—	—	—	16	60	1	49	18	29	18	29
Wicklow Junction to Wicklow, old Station ...	0	45	—	—	—	—	—	—	—	—	0	45	0	67	1	32	1	32
Kingstown to Carlisle Pier ...	0	18	0	10	—	—	—	—	—	—	0	28	0	7	0	35	0	35
TOTAL ...	134	27	22	8	0	7	0	2	—	—	156	44	21	25	177	69	177	65
Lines jointly owned (Company's share of Ownership)—																		
Abbey Junction to Salvation Lane (Waterford) ...	0	8	0	8	—	—	—	—	—	—	0	16	—	—	0	16	0	16
Total Lines jointly owned ...	0	8	0	8	—	—	—	—	—	—	0	16	—	—	0	16	0	16
Total miles of Lines owned and Company's share of Lines jointly owned ...	134	35	22	16	0	7	0	2	—	—	156	60	21	25	178	5	178	1
Lines Leased or Worked—																		
By the Company—																		
City of Dublin Junction Railways ...	1	23	1	18	0	12	0	12	—	—	2	65	0	28	3	13	3	13
New Ross and Waterford Extension Railways ...	13	39	0	19	—	—	—	—	—	—	13	58	0	76	14	54	14	54
Dublin and Kingstown Rly. ...	8	5	8	5	0	8	0	8	0	8	16	34	4	47	21	1	21	1
TOTAL ...	22	67	9	42	0	20	0	20	0	8	32	77	5	71	38	68	38	68
Jointly with other Companies (Company's share)—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other jointly leased or worked Lines ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total miles of Lines leased or worked, and Company's share of Lines jointly leased or worked ...	22	67	9	42	0	20	0	20	0	8	32	77	5	71	38	68	38	68
GRAND TOTAL ..	157	22	31	58	0	27	0	22	0	8	189	57	27	16	216	73	216	69

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

	Miles Authorised.		Miles Constructed and not Open for Traffic.				Miles under Construction.		Miles not Commenced, or in Abeyance.	
	Length of Road.		Length of Road.		Length (including Sidings) Reduced to Single Track.		Length of Road.		Length of Road.	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines Owned by the Company—										
New Lines—										
Killiney to Bray Diversion	3	31	—	—	3	31	—	—	—	—
Bray Head to Greystones Diversion	1	71	—	—	1	61	0	10	0	10
TOTAL	5	22	—	—	5	12	0	10	0	10
<i>Ditto, Year 1913</i>	5	22	—	—	5	12	0	10	0	10
Widenings and Additions—										
Doubling of Line from Killiney Station to commencement of Killiney to Bray Diversion	—	—	—	—	0	25	—	—	—	—
TOTAL	—	—	—	—	0	25	—	—	—	—
<i>Ditto Year 1913</i>	—	—	—	—	0	25	—	—	—	—
Joint Lines (Company's Share of Ownership)—										
New Lines	—	—	—	—	—	—	—	—	—	—
<i>Ditto 1913</i>	—	—	—	—	—	—	—	—	—	—
Widenings and Additions	—	—	—	—	—	—	—	—	—	—
<i>Ditto 1913</i>	—	—	—	—	—	—	—	—	—	—

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Miles		Year 1913	
	M.	Ch.	M.	Ch.
Lines Owned by the Company	134	27	134	27
„ Partly Owned	0	25	0	25
„ Leased, or Worked by the Company	22	67	22	67
„ Leased, or Worked Jointly	—	—	—	—
„ over which the Company exercises Running Powers continuously	—	—	—	—
TOTAL	157	39	157	39
Add—				
Lines over which the Company exercises Running Powers occasionally	—	—	—	—
TOTAL	157	39	157	39

II.—ROLLING STOCK.

(A)—STEAM LOCOMOTIVES AND TENDERS.

Description	Number	Year 1913	
		Number	
Tender Engines—			
0 4 2 ...	8	8	
0 6 0 ...	11	11	
4 4 0 ...	6	6	
2 4 0 ...	5	5	
Tank Engines—			
0 4 0 ...	2	2	
0 4 2 ...	2	2	
2 2 2 ...	2	2	
4 4 2 ...	4	4	
2 4 0 ...	12	12	
2 4 2 ...	18	18	
	70	70	
Tenders	30	30	

(B.)—RAIL MOTOR VEHICLES.

Not Applicable.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

Not Applicable.

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

	Number	Seats or Berths				Year 1913	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total
Passenger Carriages—							
Carriages of Uniform Class	171	1,185	2,626	5,108	8,919	171	8,929
Composite Carriages ...	25	559	747	72	1,378	24	1,296
Restaurant Cars ...	5	36	48	240	324	5	324
Miscellaneous ...	—	—	—	—	—	—	—
TOTAL ...	201	1,780	3,421	5,420	10,621	200	10,549
Sleeping ...	—	—	—	—	—	—	—
Total Passenger Carriages	201				10,621	200	10,549
Other Coaching Vehicles—							
Post Office Vans ...	2					2	
Luggage, Parcel and Brake Vans ...	33					34	
Carriage Trucks ...	7					7	
Horse Boxes ...	20					20	
Miscellaneous ...	7					7	
Total other Coaching Vehicles	69					70	
Total Coaching Vehicles	270					270	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

	Number	Year 1913	
		Number	
Open Waggons—			
Under 8 tons ...	12	12	
8 and up to 12 tons ...	315	290	
Covered Waggons—			
Under 8 tons ...	514	514	
8 and up to 12 tons ...	—	—	
Mineral Waggons—			
Under 8 tons ...	—	—	
8 and up to 12 tons ...	—	—	
Special Waggons (for loads of exceptional dimensions and weight) ...	1	1	
Cattle Trucks ...	148	136	
Rail and Timber Trucks (including Twin Trucks) ...	30	30	
Brake Vans ...	24	24	
Miscellaneous ...	12	12	
TOTAL ...	1,056	1,019	

(F.)—RAILWAY SERVICE VEHICLES, AND HORSES FOR SHUNTING.

	Number	Year 1913	
		Number	
Gasholder Trucks	4	4	
Locomotive Coal Waggons	30	30	
Ballast Waggons	15	15	
Mess and Tool Vans	9	9	
Breakdown Cranes	—	—	
Travelling Cranes	2	2	
Miscellaneous	4	4	
TOTAL ...	64	64	
Horses for Shunting	—	—	

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

Not Applicable.

IV.—STEAMBOATS.

Not Applicable.

V.—CANALS.

Not Applicable.

VI.—DOCKS, HARBOURS AND WHARVES.

Not Applicable.

VII.—HOTELS.

Name	Situation
Marine Station Hotel, Bray ...	Bray, County Wicklow
Grand Central Hotel, Rathdrum ...	Rathdrum, County Wicklow

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land	Acreage		Year 1913.
			<i>Acreage.</i>
Agricultural Land	A. R. P.		A. R. P.
	55	2 10	55 2 10
Urban and Suburban Land	32	0 12	32 0 12
Houses	Number		<i>Number.</i>
Labouring Class Dwellings	—		—
Houses and Cottages for Company's Servants	115		115
Other Houses and Cottages	5		5

IX.—OTHER INDUSTRIES.

Not Applicable.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

			Year 1913
Quantities of principal materials used—			
Ballast	2,950	Yards	5,104 Yards
Fencing	—		—
Rails	705	Tons	663 Tons
Sleepers	21,230	Number	24,383 Number
Miles maintained—			
Miles of Road	157½		157½
Miles of road reduced to single track—			
Running Lines	190		190
Sidings	27		27
Miles of track renewed	5		4¾

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops. Number	By Contract. Number	Total	Year 1913
				Total
Locomotives renewed	—	—	—	—
Locomotives repaired—				
Heavy repairs	19	—	19	18
Light repairs	42	—	42	54
Locomotives under or awaiting repair at end of year	12	—	12	9
Coaching Vehicles—				
Carriages renewed	2	—	2	2
Carriages repaired—				
Heavy repairs	58	—	58	48
Light repairs	42	—	42	10
Carriages under or awaiting repair at end of year	20	—	20	26
Others renewed	—	—	—	2
Others repaired—				
Heavy repairs	21	—	21	21
Light repairs	30	—	30	13
Others under or awaiting repair at end of year	7	—	7	6
Waggons renewed—				
Completely renewed	25	—	25	6
Partially renewed	—	—	—	—
Waggons repaired—				
Heavy repairs	252	—	252	225
Light repairs	318	—	318	438
Waggons under or awaiting repair at end of year	69	—	69	52

XII.—ENGINE MILEAGE.

YEAR 1913

	TRAIN MILES (Loaded Trains)		TOTAL TRAIN MILES (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (assisting Light, &c.)	Total Engine Miles	TRAIN MILES (Loaded Trains)		TOTAL TRAIN MILES (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (assisting Light, &c.)	Total Engine Miles				
	Coaching	Goods	Coaching	Goods	Coaching	Goods			Coaching	Goods	Coaching	Goods	Coaching	Goods			Coaching	Goods		
																			Total	Total
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS																				
Over the Company's System by the Company's Engines.....	960,509	279,499	1,240,008	973,942	290,121	1,264,063	75,350	150,151	54,050	1,543,614	969,757	278,386	1,248,143	982,446	287,606	1,270,052	78,847	142,243	59,990	1,551,132
Over the Company's System by other Companies' Engines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL.....	960,509	279,499	1,240,008	973,942	290,121	1,264,063	75,350	150,151	54,050	1,543,614	969,757	278,386	1,248,143	982,446	287,606	1,270,052	78,847	142,243	59,990	1,551,132
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																				
By the Company's Engines over Lines owned, leased, or worked by the Company.....	958,709	278,743	1,237,452	972,142	289,365	1,261,507	75,350	150,151	85,506	1,572,514	967,993	277,621	1,245,614	980,682	286,841	1,267,523	78,847	142,243	84,638	1,573,251
By the Company's Engines over other Companies' Lines.....	1,800	2,485	4,285	1,800	2,485	4,285	—	6,795	2,556	13,636	1,764	2,035	3,799	1,764	2,035	3,799	—	5,310	2,529	11,638
By other Companies' Engines over the Company's Line.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL.....	960,509	281,228	1,241,737	973,942	291,850	1,265,792	75,350	156,946	88,062	1,586,150	969,757	279,656	1,249,413	982,446	288,876	1,271,322	78,847	147,553	87,167	1,584,889
C.—MILES RUN BY THE COMPANY'S ENGINES—																				
(1) <i>Steam Tender and Tank Engines—</i>																				
Over Lines owned, leased, or worked by the Company.....	958,709	278,743	1,237,452	972,142	289,365	1,261,507	75,350	150,151	85,506	1,572,514	967,993	277,621	1,245,614	980,682	286,841	1,267,523	78,847	142,243	84,638	1,573,251
Over all Joint Lines.....	864	359	1,223	864	359	1,223	—	—	1,223	2,446	847	367	1,214	847	367	1,214	—	—	1,214	2,428
Over other Companies' Lines.....	936	2,126	3,062	936	2,126	3,062	—	6,795	1,333	11,190	917	1,668	2,585	917	1,668	2,585	—	5,310	1,315	9,210
TOTAL.....	960,509	281,228	1,241,737	973,942	291,850	1,265,792	75,350	156,946	88,062	1,586,150	969,757	279,656	1,249,413	982,446	288,876	1,271,322	78,847	147,553	87,167	1,584,889
(2) <i>Electric Traction—</i>																				
Over Lines owned, leased, or worked by the Company.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over all Joint Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over other Companies' Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(3) <i>Steam, Petrol, &c., Rail Motors—</i>																				
Over Lines owned, leased, or worked by the Company.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over all Joint Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over other Companies' Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL.....	960,509	281,228	1,241,737	973,942	291,850	1,265,792	75,350	156,946	88,062	1,586,150	969,757	279,656	1,249,413	982,446	288,876	1,271,322	78,847	147,553	87,167	1,584,889

XIII—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class ...	203,643	11,184	1 1.18	177,555	231,917	12,954	1 1.40	201,857
2nd Class ...	1,087,595	30,547	0 6.74	1,084,352	1,201,880	33,419	0 6.67	1,198,533
3rd Class ...	3,069,556	85,440	0 6.68	2,955,280	3,214,269	89,592	0 6.68	3,051,211
Workmen ...	72,468	728	0 2.41	72,468	59,638	543	0 2.18	59,638
TOTAL ...	4,433,262	127,899	0 6.92	4,289,655	4,707,704	136,508	0 6.95	4,511,239
Season—								
1st Class ...	363	4,209	—	363	383	4,495	—	383
2nd Class ...	849	6,230	—	849	891	6,475	—	891
3rd Class ...	543	3,384	—	543	504	3,133	—	504

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise ...	195,878	68,568	7 0.01	177,458	190,209	64,497	6 9.38	173,385
Coal, Coke, and Patent Fuel ...	37,234	4,758	2 6.67	30,351	39,615	5,022	2 6.42	35,025
Other Minerals ...	104,783	10,304	1 11.60	96,575	89,073	9,430	2 1.40	77,774
TOTAL ...	337,895	83,630	4 11.40	304,384	318,897	78,949	4 11.41	286,184
	Number.			Number originating on the Company's System.	Number			Number originating on the Company's System
Live Stock ...	191,250	16,473	—	182,952	194,950	15,159	—	192,794

XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS

XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System	Tons	Year 1913
		Tons
Minerals—		
Stone ...	78,258	62,644
Merchandise—		
Grain, as per Classification ...	66,268	65,673
Ale and Porter in Casks ...	13,602	12,739
Artificial Manure ...	17,369	15,845
Timber, round and sawn ...	15,099	11,807
TOTAL ...	190,596	168,708

Originating on the Company's System	Number	Year 1913
		Number
Horses ...	9,307	3,519
Cattle ...	40,838	39,352
Calves ...	3,189	5,920
Sheep ...	65,885	78,852
Pigs ...	63,733	65,151
Miscellaneous ...	—	—
TOTAL ...	182,952	192,794

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR YEAR 1913.

	1914	1913
Total Expenditure on Capital Account (No. 4) ...	£ 2,711,806	£ 2,651,362
Gross Receipts from Businesses carried on by the Company (No. 8) ...	284,820	286,860
Revenue Expenditure on ditto (No. 8) ...	174,733	168,461
Net Receipts of ditto (No. 8) ...	110,087	118,399
Miscellaneous Receipts, ne (No. 8) ...	7,955	8,546
Total Net Income (No. 8) ...	118,042	126,945
Interest, Rentals, and other Fixed Charges (No. 9) ...	92,434	89,547
Dividends on Preference Stocks (No. 9) ...	18,543	18,543
Balance after Payment of Preference Dividends (No. 9) ...	7,065	18,856
Dividend on Ordinary Stock (No. 9) ...	4,835	9,670
Rate per cent. ...	1/2%	1%
Surplus ...	2,230	9,186
Appropriation to Reserve ...	—	8,000
Brought forward from previous year ...	10,232	9,046
Carried forward to subsequent year ...	12,462	10,232

Certificates of the Responsible Officers as to the Up-keep of the whole of the Company's Property.

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 Year, been maintained in good Working Condition and Repair.

8th February, 1915.

S. J. SHANNON, *Engineer.*

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 Year, been maintained in good Working Order and Repair.

8th February, 1915.

R. CRONIN, *Locomotive Superintendent.*

(Signed for the Board of Directors)

FREDERIC W. PIM,
Chairman of the Company.

A. G. REID,
Secretary of the Company.

AUDITORS' CERTIFICATE

We hereby certify that the foregoing Accounts (Nos 1 to 18), contain a full and true statement of the financial condition of the Company, and that the dividend proposed to be declared on the Consolidated Preference Stock 4 per cent. is *bonâ fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

MARCUS GOODBODY }
EDWIN N. EDWARDS } *Auditors.*

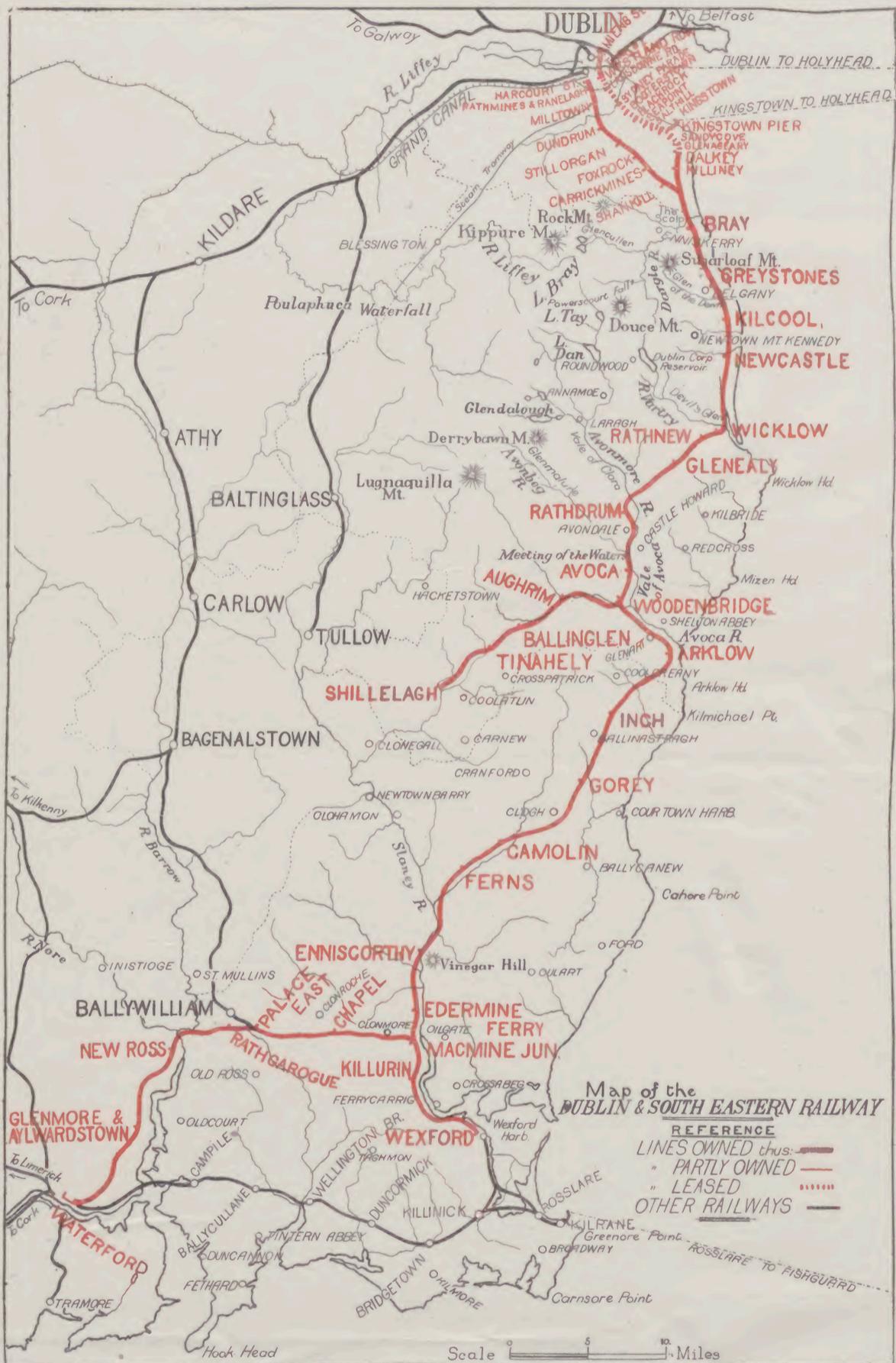
12th February, 1915.

Examined and approved

PRICE WATERHOUSE & CO. *Chartered Accountants.*

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Railway & General Geographical Agency

Report of the Directors,

Financial Accounts

AND

Statistical Returns

for the Year ended 31st December, 1914.

NOTICE is hereby given that the next Ordinary General Meeting of the Proprietors of this Company will be held at the Company's Offices, Westland Row Station, Dublin, on THURSDAY, the 25th day of FEBRUARY, 1915, at 12 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.

FREDERIC W. PIM, *Chairman.*

A. G. REID, *Secretary.*

SECRETARY'S OFFICE,

WESTLAND ROW STATION,

DUBLIN, 9TH FEBRUARY, 1915.

Dublin and South Eastern Railway Co.
(CITY OF DUBLIN JUNCTION RAILWAYS.)

STATEMENT OF ACCOUNTS

(SECOND ANNUAL STATEMENT)

YEAR ENDING 31st DECEMBER, 1914.

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

Members of Joint Committee.

FREDERIC W. PIM, *Chairman*,
FRANK BROOKE, D.L., J.P.,
LAURENCE MALONE,
E. K. B. TIGHE, D.L., J.P.,

} Dublin and South
Eastern Railway
Company.

GERALD F. BRUNSKILL,
JOHN MURPHY,
SIR WILLIAM WATSON, D.L., J.P.,
EDWARD WATSON, J.P.,

} City of Dublin Steam
Packet Company.

FANE VERNON, D.L.,
WILLIAM P. CAIRNES,

} Great Northern Railway
Company (Ireland).

DUBLIN AND SOUTH EASTERN RAILWAY, 31ST DECEMBER, 1914.
(CITY OF DUBLIN JUNCTION RAILWAYS.)

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

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED OR SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
47 & 48 Vic., Cap. 182--1884 } 50 & 51 Vic., Cap. 188--1887 }	300,000 0 0	100,000 0 0	400,000 0 0	300,000 0 0	100,000 0 0	400,000 0 0	—	—	—
57 & 58 Vic., Cap. 90--1894 } 60 & 61 Vic., Cap. 123--1897 }	—	50,000 0 0	50,000 0 0	—	50,000 0 0	50,000 0 0	—	—	—
Total	300,000 0 0	150,000 0 0	450,000 0 0	300,000 0 0	150,000 0 0	450,000 0 0	—	—	—

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

DESCRIPTION	Amount Created		Amount Received		Calls in Arrear		Amount Uncalled		Amount Unissued	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Unguaranteed Stock, Act 1887	25,000 0 0	25,000 0 0	—	—	—	—	—	—
Four per cent. Preference Stock, Act 1887	50,000 0 0	50,000 0 0	—	—	—	—	—	—
Four per cent. Guaranteed Stock, Acts 1884 and 1887	225,000 0 0	225,000 0 0	—	—	—	—	—	—
Total	300,000 0 0	300,000 0 0	—	—	—	—	—	—

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING
31ST DECEMBER, 1914.

	£	s.	d.	£	s.	d.
Nil.						

No. 6—RETURN OF WORKING STOCK.

Line worked by Dublin and South Eastern Railway Company.
--

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

	FURTHER EXPENDITURE								
	During the Year ending 31st Dec., 1915	In subsequent Years	Total						
	£	s.	d.	£	s.	d.	£	s.	d.
Lines Open for Traffic	Unascertained	Unascertained	—						
	—	—	—						

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

	£	s.	d.
Loan Capital created, but not received, as per No. 3	25,770	0	0
Credit Balance to Capital Account, as per No. 4	1,330	17	9
Amount available, exclusive of value of surplus land	27,100	17	9

Dr.

NO. 9—REVENUE ACCOUNT.—YEAR ENDING 31ST DECEMBER, 1914.

Cr.

1913	EXPENDITURE		1914		Total		1913		RECEIPTS		1914		Total	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
90 1 7	To Traffic Expenses	...	97 3 11				639 0 8	By Passengers, viz.:						
425 14 7	„ Rates and Taxes	...	492 15 8				504 2 2	Class						
28 19 9	„ Rents Payable	...	28 19 3				1,508 1 4	No.						
3,171 1 10	„ D. & S. E. Ry. Co. 40% of Gross Receipts in respect of Working		3,242 10 11				2,651 4 2	First.....24,094	622 8 4					
							88 0 10	Second...64,704	351 5 1					
								Third...233,362	1,359 13 2					
								Season Tks. 320	2,333 6 7					
3,715 17 9	Total Working Expenses ...		3,861 9 10				2,739 5 0	By Parcels, Horses, Carriages, &c....	2,422 1 11					
							1,013 7 2	„ Mails	1,083 0 2					
							713 16 0	„ Merchandise and Minerals	1,000 0 0					
							4,466 8 2	„ Live Stock	4,505 2 1					
							1,573 13 0	Total Traffic Receipts	1,733 1 9					
							72 12 4	„ Miscellaneous Receipts	61 0 7					
							1,646 5 4	„ Station Accommodation and Services, and Haulage	1,250 0 0					
							6,112 13 6	„ Miscellaneous Rents	476 9 2					
							88 15 9	Gross Receipts in respect of Working	1,726 9 2					
								Rents of Houses, Land, &c.	8,106 7 2					
								„ Transfer Fees	1,111 6 2					
								Total	3 5 0					
									1,114 11 2					
5,383 13 7	„ Balance to Net Revenue Account		5,359 8 6				1,168 16 10		9,220 18 4					
							3 0 0		9,220 18 4					
9,099 11 4			9,220 18 4				1,171 16 10		9,220 18 4					

Dr. Cr.
No. 10.—NET REVENUE ACCOUNT.—YEAR ENDING 31ST DECEMBER, 1914.

	1913		1914		1913		1914	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
To Debit Balance from last Year's Account	11,824	19 8	11,824	19 8	5,383	13 7	5,383	8 6
Interest on Guaranteed Stock	9,000	0 0	9,000	0 0				
Interest on Debenture Stock	4,969	4 0	4,969	4 0	4,000	0 0	4,000	0 0
do. (Temporary Loan)	240	0 0	240	0 0	3,000	0 0	3,000	0 0
General Interest Account	174	9 7	150	4 6	2,000	0 0	2,000	0 0
	26,208	13 3	26,184	8 2	14,383	13 7	14,359	8 6
					11,824	19 8	11,824	19 8
					26,208	13 3	26,184	8 2

By Balance from Revenue Account No. 9. ...
 „ Guaranteed Interest payable by:—
 Dublin and South Eastern Railway Co. ... 4,000 0 0
 City of Dublin Steam Packet Co. ... 3,000 0 0
 Great Northern Railway Co. (Ireland) ... 2,000 0 0

Balance (See No. 13) ...

7

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

NIL.

No. 12—ABSTRACTS.

Year ending 31st Dec., '13	TRAFFIC CHARGES	Year ending 31st Dec., '14
£ s. d.		£ s. d.
90 1 7	Railway Clearing House Expenses, &c. ...	97 3 11
90 1 7		97 3 11

No. 30,

Dublin & South Eastern Railway Co.
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS.)

THIRTIETH HALF-YEARLY

STATEMENT OF ACCOUNTS

HALF-YEAR ENDING 31st DECEMBER, 1914.

Dublin

BROWNE & NOLAN, LTD., PRINTERS, NASSAU STREET

Directors.

FREDERIC W. PIM, *Chairman.*

FRANK BROOKE, D.L., J.P., *Deputy-Chairman*

HENRY GIVENS BURGESS.

RICHARD W. BOOTH, J.P.

SIR THOMAS H. GRATTAN ESMONDE, BART., M P

LAURENCE MALONE.

JAMES PIM.

EDWARD KENRICK BUNBURY TIGHE, D.L. J.P.

DUBLIN AND SOUTH EASTERN RAILWAY COMPANY—31ST DECEMBER, 1914.
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS)

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

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED OR SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
60 & 61 Vic., Cap. 201—1897 63 & 64 Vic., Cap. 156—1900	200,000 0 0	100,000 0 0	300,000 0 0	200,000 0 0	—	200,000 0 0	—	100,000 0 0	100,000 0 0
Total	200,000 0 0	100,000 0 0	300,000 0 0	200,000 0 0	—	200,000 0 0	—	100,000 0 0	100,000 0 0

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

DESCRIPTION	Amount Created			Amount Received			Calls in Arrear			Amount Uncalled			Amount Unissued		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
four per cent. Guaranteed Stock	100,000	0	0	100,000	0	0	—	—	—	—	—	—
Unguaranteed Stock	100,000	0	0	—	—	—	—	—	—	100,000	0	0
Total	200,000	0	0	100,000	0	0	—	—	—	100,000	0	0

No. 3.—CAPITAL RAISED BY DEBENTURE STOCKS.

	£	s.	d.
Nil	—		
Total amount authorised to be raised by Loans and by Debenture Stock, in respect of Capital created as per Statement No. 1	100,000	0	0
Total Amount raised by Debenture Stock as above	—		
Available Borrowing Powers at 31st December, 1914	100,000	0	0

DR.

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

To EXPENDITURE:—	Expended to 30th June, 1914		Expended during Half-year		Total		Received to 30th June, 1914		Received during Half-year		Total	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
On Lines open for Traffic	242,069	6 11	—		242,069	6 11	100,000	0 0	—		100,000	0 0
Waterford Joint Lines	16,596	7 3	—		16,596	7 3	390	0 0	—		390	0 0
	258,665	14 2	—		258,665	14 2	99,610	0 0	—		99,610	0 0
							Balance ..	..	..		159,055	14 2
											258,665	14 2

CR.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING
31ST DECEMBER, 1914.

	£	s.	d.	£	s.	d.
Nil	—			—		

No. 6.—RETURN OF WORKING STOCK.

Line worked by Dublin and South Eastern Railway Company.

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

	FURTHER EXPENDITURE		
	During the Half-Year ending 30th June, 1915	In subsequent Half-Years	Total
ON LINES OPEN FOR TRAFFIC:—	£	£	£
Land and Compensation ...	3,141 15 10	Not ascertained	—
	3,141 15 10	—	—

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

	£	s.	d.
Loan Capital authorised, but not yet created or sanctioned, as per No. 1	100,000	0	0
Share Capital Created, but not yet received, as per No. 2	100,000	0	0
Total Loan and Share Capital	200,000	0	0
Less, Debit Balance on Capital Account, as per No. 4	159,055	14	2
Amount available, exclusive of value of surplus land	40,944	5	10

Dr.

No. 9.—REVENUE ACCOUNT.—HALF-YEAR ENDING 31ST DECEMBER, 1914.

1913		EXPENDITURE		1914		Total		1913		RECEIPTS		1914		Total	
£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
116	12 10	To Rates and Taxes	103	7 0						By Passengers, viz. :—					
—		" Miscellaneous	4	4 0						Class No.					
2,573	6 4	" Dublin and South Eastern Ry Co. 50% of Traffic Receipts ..	2,493	2 1						First	55	15 8			
2,689	19 2	Total Working Expenses ..			2,600	13 1				Second	123	3 9			
										Third	1,609	17 9			
										Season Tickets 13	42,170	1,788	17 2		
										Season Tickets 13	16	15 10			
										By Parcels, Horses, Carriages, &c. . .	1,805	13 0			
										" Mails	450	3 8			
										"	15	18 2			
										"	15	18 2			
										"	2,394	1 6			2,271 14 10
										" Merchandise and Minerals ..	1,900	12 5			1,557 9 6
										" Live Stock	849	19 8			1,156 5 1
										Total Traffic Receipts	2,750	12 1			2,713 14 7
										" Miscellaneous Receipts	5,144	13 7			4,985 9 5
2,486	3 3	" Balance to Net Revenue Account			2,412	14 5				" Rents Receivable	1	19 1			0 14 9
										" Transfer Fees	28	12 3			27 0 10
										"	0	17 6			0 2 6
										"	29	9 9			27 3 4
5,176	2 5				5,013	7 6		5,176	2 5					5,013	7 6

Dr.

No. 10.—NET REVENUE ACCOUNT—HALF-YEAR ENDING 31ST DECEMBER, 1914.

Cr.

1913		1914		1913		1914			
£	s. d.	£	s. d.	£	s. d.	£	s. d.		
2,000	0 0	To Dividend on 4 per cent. Guaranteed Stock ..	2,000	0 0	2,486	3 3	By Balance from Revenue Account No. 9 ..	2,412	14 5
850	0 0	„ Rent, Way Leave, &c. ..	850	0 0	1,943	4 6	„ Dublin and South Eastern Ry. Co., in respect of Guaranteed Dividend ..	2,000	0 0
1,579	7 9	„ General Interest Account ..	1,562	14 5					
<u>4,429</u>	<u>7 9</u>		<u>4,412</u>	<u>14 5</u>	<u>4,429</u>	<u>7 9</u>		<u>4,412</u>	<u>14 5</u>

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

NIL

No. 12.—ABSTRACTS.

NIL

Dr. No. 13—GENERAL BALANCE, 31ST DECEMBER, 1914. Cr.

	£	s.	d.		£	s.	d.
To Guaranteed Dividends and Interest accrued and provided for, etc.	2,005	14	0	By Capital Account, Balance at Debit thereof, as per No. 4	159,055	14	2
„ Loan	100,000	0	0	„ Amounts due by other Companies	1,386	3	2
„ Balance due to Bankers	5	3	11	„ Sundry Outstanding Accounts	3,118	0	10
„ Debt due to D. & S. E. Rly. Co., on account of Capital Expenditure	61,283	5	6				
„ Sundry Outstanding Accounts	265	14	9				
	<u>163,559</u>	<u>18</u>	<u>2</u>		<u>163,559</u>	<u>18</u>	<u>2</u>

No. 14—MILEAGE STATEMENT.

	Miles authorised		Miles constructed		Miles constructing or to be constructed	Miles worked by Engines	
	M.	C.	M.	C.	M.	C.	
Lines owned	13	45	13	45	—	13	45
Do. Partly owned	0	22	0	22	—	0	22
Total	<u>13</u>	<u>67</u>	<u>13</u>	<u>67</u>	—	<u>13</u>	<u>67</u>

No. 15—STATEMENT OF TRAIN MILEAGE.

Half-year ending 31st Dec., 1913		Half-year ending 31st Dec., 1914
20,613	Passenger Trains	20,867
8,776	Goods	9,481
<u>29,389</u>		<u>30,348</u>

FREDERIC W. PIM, *Chairman of Dublin and South Eastern Railway Company.*

JOHN NEVILLE, *Accountant of Dublin and South Eastern Railway Company.*

AUDITORS' CERTIFICATE.

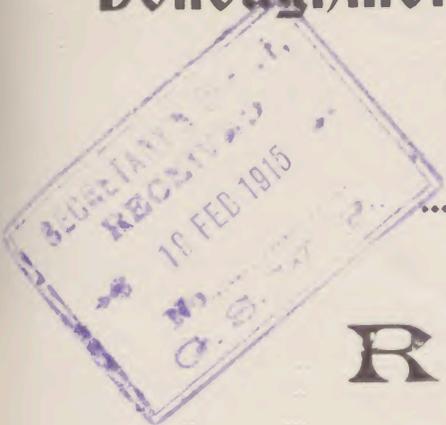
We, the Auditors of the Dublin and South Eastern Railway Company, hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of the New Ross and Waterford Extension Railways Separate Undertaking, after charging the Revenue of the Half-year with all expenses which, in our judgment, ought to be paid thereout.

MARCUS GOODBODY, } *Auditors.*
EDWIN N. EDWARDS, }

9th March, 1915.

Donoughmore Extension Light Railway.

COMPANY LTD.



.....

REPORT

OF THE

Committee of Management

AND

Statement of Accounts

FOR

The Year Ending 31st December, 1914,

TO BE SUBMITTED TO THE

Annual General Meeting of the Shareholders,

TO BE HELD AT THE

COMPANY'S OFFICES, Western Road, CORK,

ON

TUESDAY, the 23rd FEBRUARY, 1915.

At the Hour of 12.30 o'clock p.m.

.....

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Abstracts 1b, 1c, No. 4a, F, G, H, J, and Nos. 3, 11, 12, 13, 14, 15, 16 and 17, not being applicable to this Company are omitted.

PART II.

STATISTICAL RETURNS.

I.—Mileage of Lines—	
(A) Mileage of Lines open for Traffic	10
(C) Mileage of Lines run over by the Company's Engine	10
II.—Rolling Stock—	
(A) Steam Locomotives and Tenders	10
(B) and (C) not applicable to this Company.	
(D) Coaching Vehicles (other than Electric)	11
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X.—Maintenance and Renewal of Way and Works (Abstract A)	11
XI.—Maintenance and Renewal of Rolling Stock (Abstract B)	12
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Abstracts B and C, and Nos III., IV., V., VI., VII. and IX., not being applicable to this Company are omitted.

COMMITTEE OF MANAGEMENT.

Chairman.

J. BYRNES, Esq., Magoola, Dripsey.

J. HENCHION, Esq., Clonmoyle, Coachford.

MATHEW TWOMEY, Esq., Kilblafer, Dripsey.

MICHAEL O'SULLIVAN, Esq., Dromahane.

DANIEL LANE, Esq., Tullig, Coachford.

T. J. O'HANLON, Esq., Gowlane, Donoughmore.

DIRECTORS.

Chairman.

SIR GEORGE ST. JOHN COLTHURST, Bart., D.L.

M. J. DALY, Esq.

JOHN J. MAHONY, Esq.

Secretary.

T. O'CONNOR.

Offices

WESTERN ROAD TERMINUS, CORK.

REPORT.

The Committee of Management beg to submit the Audited Statement of Accounts for the Year ended 31st December, 1914.

The Gross Receipts for the year amount to £1,739 14s. 7d., as against £1,740 1s. 6d., showing a decrease of £0 6s. 11d., when compared with the year 1913.

The Expenditure for the year amounts to £2,084 19s. 8d., as against £2,086 18s. 3d., for the year 1913.

JOHN BYRNES, Chairman.

T. O'CONNOR Secretary.

Western Road Terminus,

Cork, 12th February, 1915.

DONOUGHMORE EXTENSION LIGHT RAILWAY COMPANY LIMITED.

Financial Accounts and Statistical Returns for the Year
ended 31st December, 1914.

PART I.—FINANCIAL ACCOUNTS.

No. 1.—Statement of Capital authorized by the Company.

Capital authorised by Privy Council	£35,000 0 0
-------------------------------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------------

No. 2.—Statement of Capital showing Proportion Received.

Description	Amount Created	Amount Received	Calls in Arrears	Amount Uncalled	Amount Unissued
Baronial Guaranteed Shares, £5 each	£30,000	£30,000	£Nil.	£—	£—
Ordinary Shares, £5 each	5,000	3,000	Nil.	2,000	2,000
Total	35,000	33,000	Nil.	2,000	2,000

No. 3.—Not Applicable.

No. 4—Receipts and Expenditure on Capital Account.

Dr.	Amount Expended			TOTAL	Amount Received			TOTAL	Cr.	
	up to 31st Dec., 1913.	during year ended 31st Dec., 1914.			up to 31st Dec., 1913.	during year ended 31st Dec., 1914.				
TO EXPENDITURE:—	£	s.	d.	£	s.	d.	£	s.	d.	
On Lines open for Traffic	30,130	15	2	30,130	15	2	By RECEIPTS—	£	s.	d.
Rolling Stock	2,970	0	0	2,970	0	0	Guaranteed Shares allotted	20,000	0	0
Balance	...	...	...	6	2	4	Premium on Shares	3,000	0	0
	33,100	15	2	30,106	17	6		106	17	6
								33,106	17	6

No. 5.—Details of Capital Expenditure for the year ended 31st December, 1914.

NIL.

No. 6.—Estimate of further Expenditure on Capital Account.

	FURTHER EXPENDITURE.		
	During the Year ending 31st Dec., 1914.	In subsequent Years	Total
	£ s. d.	£ s. d.	£ s. d.
Lines belonging to Company open for Traffic	Not ascertained.		

No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

Capital Created and not yet issued	£ s. d.
Balance as Credit, per Account No. 4	2,000 0 0
	6 2 4
	2,006 2 4

No. 8.—Revenue Receipts and Expenditure of the Whole Undertaking.

See Statement	1914			1913		
	Gross Receipts	Expenditure	Net Receipts			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10 Railway	1,717 4 1	2,084 19 8	Loss 367 15 7	1,718 17 6	2,086 18 3	Loss—368 0 9
Total ...	1,717 4 1	2,084 19 8		1,718 17 6	2,086 18 3	368 0 9
Miscellaneous Receipts (Net)—						
Rents from Houses and Lands		£14 5 0				12 14 0
Other Rents, including Lump-sum Tolls		6 18 0				7 0 0
Transfer Fees		1 7 6				1 10 0
General Interest ... ..						...
			22 10 6			
Loss on Working			345 5 1			346 16 9
Received from County Council for half-year ended 30th June, 1914 ..			850 13 7			834 1 6
			505 8 6			487 4 9

No. 9.—Proposed Appropriation of Net Income.

	1914		1913	
	£	s. d.	£	s. d.
Net Income as per Statement No. 8	505	8 6	487	4 9
Due by County Council to 31st December, 1914	694	11 6	712	15 3
Dividend on 4% Guaranteed Shares, 6,000 Shares of £5 each, £30,000 at 4% per annum	1,200	0 0	1,200	0 0

No. 9 (a)—Statement of Interim Dividends Paid.

	1914		1913	
	£	s. d.	£	s. d.
Interim Dividend paid on £30,000 4% Guaranteed Shares, half-year ended 30th June, 1914	600	0 0	600	0 0

No. 10.—Receipts and Expenditure in respect of Railway Working.

To Expenditure	1914		1913		Per-centage of Traffic Receipts	By Gross Receipts		1914		1913		Per-centage of Traffic Receipts
	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	
<i>See Abstracts.</i>												
A—Maintenance and Expenses of Way and Works.	641	14 2	37	39	666	5 3	38	74				
Maintenance and Renewal of Rolling Stock—												
(1)—Locomotives	146	9 11	8	50	175	0 2	10	18	34	13 4	35	19 6
(2)—Carriages	50	0 6	2	91	55	5 8	3	20				
(3)—Wagons	70	16 7	4	13	56	10 1	3	32	758	2 0	708	11 3
C—Locomotive Running Expenses	609	15 1	35	52	583	2 11	33	90				
D—Traffic Expenses	367	0 1	21	37	355	6 4	20	65				
E—General Charges	160	7 2	9	31	158	2 1	9	19				
Law Charges, Expenses, etc.	1	1 0		05					21	19 8	30	19 2
Compensation, Damage and Loss of Goods												
Rates	24	13 9	1	45	24	4 3	1	30	809	15 0	835	9 11
Rent	1	17 0		11	1	17 0		11	809	15 0	835	9 11
National Insurance Act, 1911—												
Health	11	4 5		64	11	4 6		64				
Unemployment												
Total Traffic Expenditure	2,084	19 8			2,086	18 3			89	12 7	59	2 1
Miscellaneous									899	7 7	983	17 6
Total Expenditure	2,084	19 8			2,086	18 3			817	16 6	107	3 6
									817	16 6	785	0 0
									1,717	4 1	1,718	17 6
									22	10 6	21	4 0
									1,739	14 7	1,740	1 6
									345	5 1	346	16 9
Total	2,084	19 8	121	43	2,086	18 3	121	42	2,084	19 8	2,086	18 3
									100	00	100	00

Abstract A.—Maintenance and Renewals of Way and Works

	1914		1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries, Office Expenses, etc.			59 14 4	59 14 4
Maintenance of Permanent Way—				
Wages	273	15 7		256 10 5
Materials	306	13 9		316 5 9
Clothing			580 9 4	
Repairs of Roads, Bridges, Signals, and other Works				
Repairs of Stations and Buildings	1	10 6	1 10 6	33 14 9
Miles Maintained—				
Single ... 8½				
Total			641 14 2	666 5 3

Abstract B.—Maintenance and Renewal of Rolling Stock.

(1)—Locomotives.

(2)—Carriages.

	1914		1913			1914		1913	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Superintendence—					Superintendence—				
Salaries, Office Expenses, etc. ...	10	6 3		10 6 3	Salaries, Office Expenses, etc. ...	10	6 3		10 6 3
Complete Renewals—					Complete Renewals—				
Wages					Wages				
Materials					Materials				
Repairs and Partial Renewals—					Repairs and Partial Renewals—				
Wages	59	9 4		48 18 3	Wages	12	2 6		16 1 2
Materials	76	14 4		115 15 8	Materials	27	11 9		28 18 3
			146 9 11					50 0 6	
			146 9 11	175 0 2				50 0 6	55 5 8

(3)—Wagons.

	1914		1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries, Office Expenses, etc.	10	6 3		10 6 3
Complete Renewals—				
Wages				
Materials				
Repairs and Partial Renewals—				
Wages	24	19 0		21 1 6
Materials	35	11 4		25 2 4
			79 16 7	56 10 1

Abstract C.—Locomotive Running Expenses.

	1914		1913	
	£	s. d.	£	s. d.
Steam Train Working ... ..	...	...	...	...
Wages connected with the Running of Locomotive Engines	173	1 5	175	5 4
Fuel	402	1 2	368	12 10
Water	—	—	—	—
Lubricants	34	12 6	39	4 9
			609	15 1
			609	15 1
			583	2 11

Abstract D.—Traffic Expenses.

	1914		1913	
	£	s. d.	£	s. d.
Salaries and Wages	304	13 2	287	5 0
Fuel, Lighting, and General Stores	21	4 10	16	11 11
Advertising, &c.	5	18 3	7	13 9
Printing, Stationery, and Tickets	21	18 9	20	1 8
Wagon Covers and Ropes	—	—	—	—
Miscellaneous Expenses	7	3 8	18	15 1
Clothing	6	1 5	4	18 11
Total	367	0 1	355	6 4

Abstract E.—General Charges.

	1914		1913	
	£	s. d.	£	s. d.
Committee of Management	—	—	—	—
Auditors	12	12 0	12	12 0
Arbitrators	18	18 0	13	18 0
Salaries—Secretary, Accountant, &c.	100	0 0	100	0 0
County Surveyor	8	8 0	8	8 0
Office Expenses, Stamps, &c.	2	18 11	3	8 1
Railway Clearing House Expenses	—	—	—	—
Telephone Expenses	7	14 3	5	0 0
Miscellaneous Expenses	—	—	—	—
Insurance	9	16 0	9	16 0
Total	160	7 2	158	2 1

Dr.

No. 13.—General Balance Sheet.

Cr.

	1914			1914	
	£	s. d.		£	s. d.
To Capital Account—Balance per Account No. 4 ...	6	2 4	By Interim Dividend paid per Account No. 9 (a) ...	600	0 0
„ Interest on Guaranteed Capital, 1 year to 31st Dec., 1914	1,200	0 0	„ Due by County Council to 31st December, 1914, as per Amount No. 9	694	11 6
„ Dividends Outstanding	57	9 8	„ Outstanding Accounts	2	10 0
„ Outstanding Accounts	27	7 5	„ Munster and Leinster Bank	14	14 4
„ Cork and Muskerry Railway	20	16 5			
	1,311	15 10		1,311	15 10

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines open for Traffic.

	RUNNING LINES.				
	Length of Road First Track	Second Track	Third Track	Sidings reduced to Single Track	Total
Lines Owned by the Company—	M.	Ch.		M.	Ch.
Main and Principal Line 	8	40	...	22½	...
Total 	8	40	...	22½	8 62½

(C).—Mileage of Lines run over by the Company's Engines.

	1914		1913	
	M.	Ch.	M.	Ch.
Lines Owned by the Company 	8	62½	8	62½
Lines Leased or Worked by the Company ... ... ... ... ...	..		...
Total 	8	62½	8	62½

II.—ROLLING STOCK.

(A).—Steam Locomotives and Tenders.

DESCRIPTION	Number	Number
	1914	1913
Tender Engines ... ... ... ... ...	...	...
Tank Engines—0-4-4 	1	1
	1	1
Tenders ... ... ... ... ...	..	..

(D)—Coaching Vehicles (other than Electric).

	1914		Seats or Berths.			1913	
	Number	1st Class	2nd Class	3rd Class	Total	Number	
PASSENGER CARRIAGES.							
Carriages of Uniform Class...	1			40	40	1	
Composite Carriages	1	10		30	40	1	
Miscellaneous ...							
TOTAL ...	2	10		70	80	2	
Total Passenger Carriages...	2					2	
OTHER COACHING VEHICLES.							
Luggage, Parcel, and Brake Vans ...	1					1	
Carriage Trucks ...							
Horse Boxes ...							
Miscellaneous ...							
Total other Coaching Vehicles ...							
Total Coaching Vehicles	3					3	

(E)—Merchandise and Mineral Vehicles.

	1914	1913
	Number	Number
Open Wagons—		
Under 8 tons ...	10	10
8 and up to 12 tons ...		
Over 12 and up to 20 tons ...		
Over 20 tons (other than special) ...		
Covered Wagons—		
Under 8 tons ..	2	2
8 and up to 12 tons ...		
Over 12 and up to 20 tons ...		
Over 20 tons ...		
Mineral Wagons ...		
Under 8 tons ...		
8 and up to 12 tons ...		
Over 12 and up to 20 tons ...		
Over 20 tons ...		
Special Wagons (for loads of exceptional dimensions and weight) ...		
Cattle Trucks ...		
Rail and Timber Trucks (including Twin Trucks) ...		
Brake Vans ...		
Miscellaneous ...		
TOTAL ...	12	12

(F)—Railway Service Vehicles.

	1914	1913
	Number	Number
Ballast Wagons ...		
Travelling Cranes ...		
Miscellaneous ...		
TOTAL ...	—	...

X.—Maintenance and Renewal of Way and Works.
(Abstract A).

	1914		1913	
	M.	Ch.	M.	Ch.
Quantities of principal materials used—				
Ballast ...	632 cubic yds.			
Fencing ...	0	0	2	0
Rails ...	1	11	0	0
Sleepers No. ...	1,054		737 No.	
Miles maintained—				
Miles of road ...	8	40	8	40
Miles of road reduced to single track—				
Running Lines ...	8	40	8	40
Sidings ...	0	22½	0	22½
Miles of track renewed ...				

VIII.—Land, Property, etc., not forming part of the Railway or Stations.

	1914	1913
	Number	Number
Houses and Cottages for Company's Servants ...	9	9

Abstracts B. & C. and Nos. III., IV., V., VI. VII. and IX. not being applicable to this Company are omitted.

XI.—Maintenance and Renewal of Rolling Stock (Abstract B.)

	In Company's Workshops Number	By Contract Number	Total	
			1914	1913
Locomotives renewed
Locomotives repaired—				
Heavy repairs
Light „
Locomotives under or awaiting repair at end of year
Coaching Vehicles—				
Carriages renewed
Carriages repaired—				
Heavy repairs
Light „
Carriages under or awaiting repair at end of year
Others renewed
Others repaired—				
Heavy repairs
Light „
Others under or awaiting repair at end of year
Wagons renewed—				
Completely renewed
Partially
Wagons repaired—				
Heavy repairs
Light „
Wagons under or awaiting repair at end of year

* Repairs executed by Cork and Muskerry Railway Co.

XII.— Engine Mileage.

1914.

	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Shunting Miles		Other Miles (Assis- ting, Light, &c.)	Total Engines Miles	Year 1913
	Coach- ing	Goods	Total	Coach- ing	Goods	Total	Coach- ing	Goods			
A.—Miles run in relation to the Company's Traffic Receipts—											
Over the Company's System by the Company's Engines
Over the Company's System by other Companies' Engines
Total
B.—Miles run in relation to the Company's Expenditure—											
By the Company's Engines over Lines owned, leased, or worked by the Company	*	*	17,984	*	*	17,984	*	954	7,920	26,858	26,337
By the Companies' Engines over other Companies' Lines
Total
C.—Miles run by the Company's Engines—											
Over lines owned, leased, or worked by the Company
Over all Joint Lines
Over other Companies' Lines
Total

* All Trains are Mixed Passenger and Goods.

XIII.—Passenger Traffic and Receipts.

Class of Passenger	1914				1913			
	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—						£	d.	
1st Class	1,456	35	5.76	545	1,573	36	5.49	676
2nd "	—	—	—	—	—	—	—	—
3rd "	45,519	753	3.97	34,073	46,799	768	3.98	34,614
Total ..	46,975	788	4.02	34,618	45,372	804	3.99	35,290
Season—		£	£ s. d.			£ s. d.		
1st Class	—	—	—	—	—	—	—	—
2nd "	—	—	—	—	—	—	—	—
3rd "	8	22	2 15 0	8	13	31	2 7 8	13
Total ..	8	22	2 15 0	8	13	31	2 7 8	13

XIV.—Goods Traffic and Receipts.

	1914				1913			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
Merchandise	Tons	£	s. d.	Tons	£	s. d.	Tons	
Coal, Coke, and Patent Fuel	7,201	656	1 10	1,776	576	1 9	1,845	
Other Mineral	1,012	46	0 11	—	67	1 1	—	
	323	9	0 6½	—	85	0 11	—	
Total ..	8,536	711	1 7	1,776	678	1 7	1,845	
Live Stock	Number			Number			Number	
	6,408	£107	4d.	6,408	£107	d.	6,534	

XV. A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

	1914	1913
	Tons	Tons
Grain	507	461
Lime	253	174
Minerals (Coal) ..	1,012	1,217
TOTAL	1,772	1,852

XV. (B)—Number of Live Stock carried by Goods Trains

	1914	1913
	Number	Number
Horses	4	—
Cattle	1,955	2,389
Calves	—	—
Sheep	1,502	1,791
Pigs	2,947	2,354
Miscellaneous	—	—
TOTAL	6,408	6,534

XVI.—Summary of Financial Results secured in comparison with those for past years.

	1914	1913		
Total Expenditure on Capital Account (No. 4)	£ 33,101	£ 33,101		
Gross Receipts from Business carried on by the Company (No. 8) ...	1,717	1,719		
Revenue Expenditure on ditto (No. 8)	2,085	2,087		
Net Receipts of ditto (No. 8)	Loss 368	368		
Miscellaneous Receipts net (No. 8)	22	21		
Total Net Income (No. 8)	505	487		
Interest, Rentals, and other Fixed Charges (No. 9)	—	—		
Dividend on Guaranteed Shares (No. 9)	1,200	1,200		
Appropriation to Reserve	—	—		
Brought forward from previous years	—	—		
Carried forward to subsequent years	—	—		

DANIEL O'LEARY, Accountant, Cork and Muskerry Railway

Certificates of the Responsible Officers as to the Up-keep of the Whole of the Company's Property.

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 Year, been maintained in good working condition and repair.

W. H. HILL, *Engineer*,
Cork and Muskerry Railway.

January 19th, 1915.

Certificate respecting Rolling Stock.

I hereby certify that all the Company's Plant, Engines, Carriages, Wagons, &c., in use, have, during the past Year, been maintained in good working order and repair.

GEORGE JOHNSTON, *Locomotive Engineer*.
Cork and Muskerry Railway.

January 18th, 1915.

Signed for the Committee of Management,

JOHN BYRNES, *Chairman*.

T. O'CONNOR, *Secretary*.

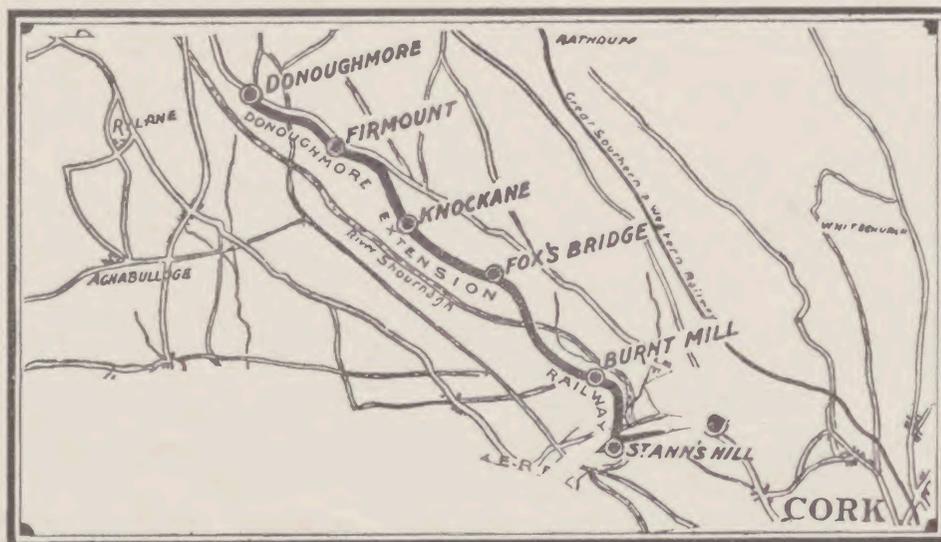
Auditors' Certificate.

I hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company.

JOHN A. KILKEARY, F.A.A., *Auditor*.

January 23rd, 1915.

Map of the Donoughmore Extension Light Railway.



DONOUGHMORE EXTENSION LIGHT RAILWAY CO. Ltd.

Report of the Committee of Management

AND

STATEMENT OF ACCOUNTS

31st December, 1914.

NOTICE is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Offices, Western Road, Cork, on TUESDAY, 23rd February, 1915, at the hour of 12.30 o'clock p.m., for the purpose of receiving the Report, and a Statement of the Accounts made up to the 31st December, 1914, and for the transaction of the general business of the Company.

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

BY ORDER,

T. O'CONNOR,

SECRETARY.

Company's Offices, Western Road,
Cork, 8th February, 1915.

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.

ANNUAL MEETING - 23rd FEBRUARY, 1915.

Dividends Payable, March and September.

Great Northern Railway Company (Ireland).

REPORT OF THE DIRECTORS

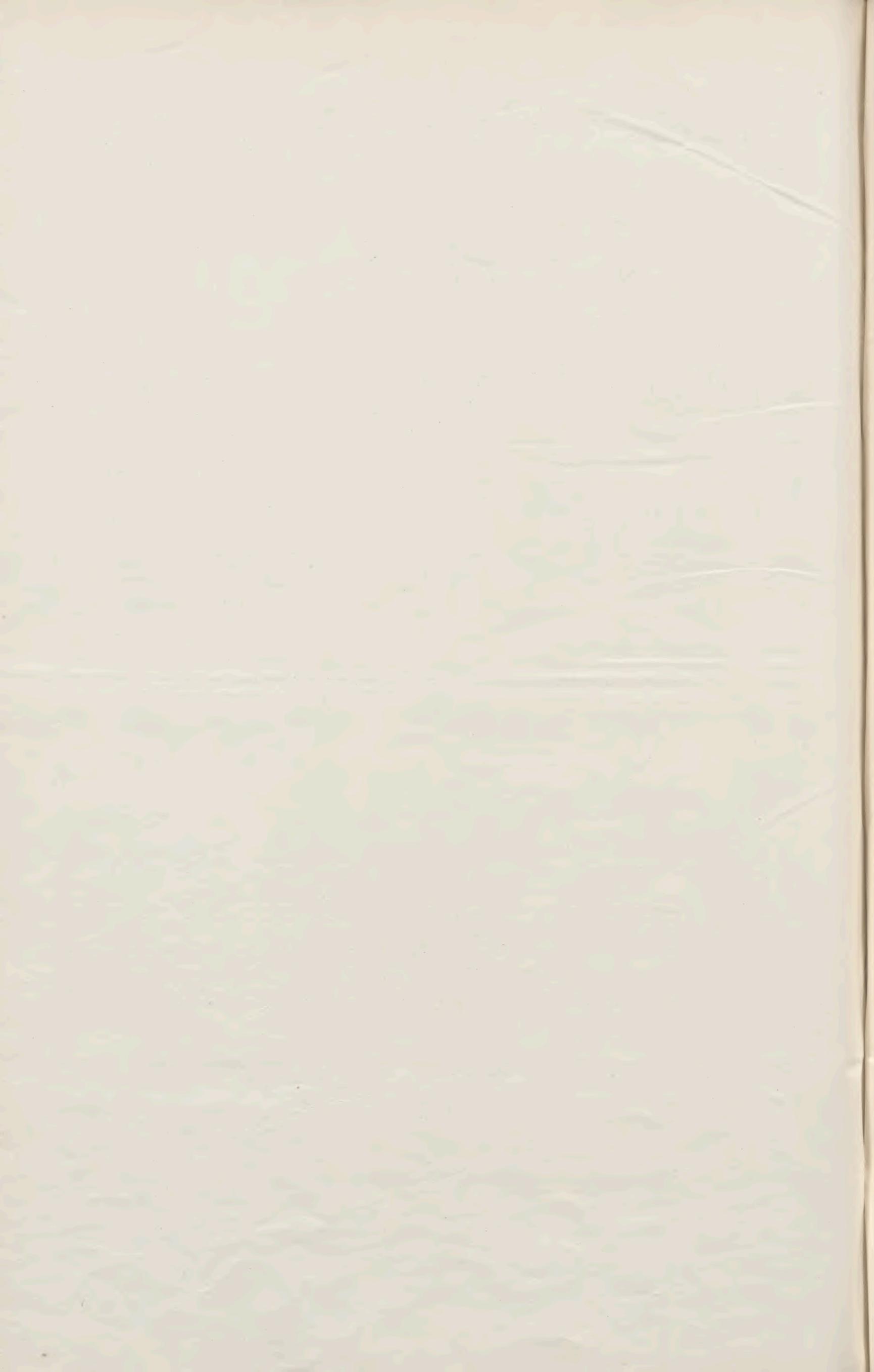
AND

STATEMENT OF ACCOUNTS AND
STATISTICAL RETURNS

FOR

Year ended 31st December, 1914.

To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Terminus, Amiens Street, in the City of Dublin, on Wednesday, the 10th day of February, 1915, at Twelve o'clock, noon.



Great Northern Railway Company (Ireland).

Directors :

FANE VERNON, Esq., Chairman.

WILLIAM P. CAIRNES, Esq., Deputy-Chairman.

J. MILNE BARBOUR, Esq.

WILLIAM BURTON CARSON, Esq.

GEORGE SMITH CLARK, Esq.

T. F. COOKE, Esq.

CAPT. W. L. A. GOULDING,

R. ASHHURST GRADWELL, Esq.

H. S. GUINNESS, Esq.

LT.-COLONEL J. C. W. MADDEN.

WICKHAM H. B. MOORHEAD, Esq.

HENRY PLEWS, Esq.

JAMES T. READE, Esq.

NOTE.—Proprietors of not less than **£250** Ordinary Stock can, by timely written application to the Secretary, obtain Passes over the Company's Line for the purpose of attending the Annual General Meeting.

The Dividend Warrants will be posted on the 27th February. Proprietors are particularly requested to advise the Secretary, immediately, of any change of Address.

REPORT OF THE DIRECTORS

OF THE

Great Northern Railway Company (Ireland)

To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Terminus, Amiens Street, in the City of Dublin, on Wednesday, the 10th day of February, 1915, at Twelve o'clock, noon.

The Statement of Accounts and Statistical Returns for the year ended the 31st December, 1914, is presented with this Report.

The following is a Summary of the Receipts and Expenditure on Revenue Account:—

Per Account No. 8:—	1914	1913	Increase	Decrease
Gross Receipts of Railway	£1,207,872	£1,191,286	£16,586	—
Expenditure	770,276	748,478	21,798	—
	£437,596	£442,808	—	£5,212
Miscellaneous Receipts (net) from Rents, Interest, &c.	14,618	14,823	—	205
Total net Income	£452,214	£457,631	—	£5,417
Per Account No. 9:—				
Add Balance from last Account	44,723	44,343	380	—
	£496,937	£501,974	—	£5,037
Less Interest, Rentals, and other fixed charges, &c.	143,679	144,295	—	616
	£353,258	£357,679	—	£4,421
Less Dividends on Preference Stock	70,016	69,959	57	—
Balance available for Dividends on Ordinary Stock for the Year ended 31st December, 1914	£283,242	£287,720	—	£4,478

The Directors recommend that a Dividend be declared on the Ordinary Stock of the Company for the half-year ended the 31st December, 1914, at the rate of 6 per cent. per annum, less Income Tax, making, with the Interim Dividend of 5 per cent. per annum paid for the half-year ended the 30th June, 1914, 5½ per cent. for the year. The said Dividend on the Ordinary Stock, and the Dividend for the half-year ended 31st December, 1914, on the Consolidated 4 per cent. Preference

Stock, to be payable on the 1st March next to the Proprietors who were registered at the closing of the Transfer Books on the 14th January, 1915.

Interim Dividend at the rate of 5 per cent. per annum paid on the Ordinary Stock for the half-year ended the 30th June, 1914	£101,264 14 6
6 per cent. per annum on the Ordinary Stock for the half-year ended the 31st December, 1914	121,517 13 5
	<hr/>
	£222,782 7 11
Leaving a balance to be carried to next Account of	60,459 16 5
	<hr/>
	<u>£283,242 4 4</u>

The Expenditure on Capital Account for the year has amounted to £89,247 15s. 10d., details of which will be found in Account No. 5.

During the year £600 Ordinary Stock, £1,400 Consolidated 4 per cent. Preference Stock, and £25,606 Consolidated 4 per cent. Debenture Stock have been issued.

A Bill has been deposited in Parliament seeking powers to incorporate a Company, to be entitled the Mullingar and Kells Railway Company, and to authorise them to construct a Line of Railway from Mullingar, on the Midland Great Western Railway Company's system, to this Company's Railway at Kells. Your Directors have entered into an agreement to work the Railway when it has been constructed by the Mullingar and Kells Railway Company.

The Bill will be submitted at a Special Meeting, of which notice has been given, for your consideration, and, if thought fit, approval.

The Directors recommend that, on the occurrence of the first vacancy, other than in consequence of retirement by rotation, on the Northern and on the Southern sections, respectively, of the Board, the said vacancies be not filled, which will have the effect of reducing the number of Directors by one on each occasion; and that the amount of the Directors' Fees be reduced in each case by £300 per annum.

A resolution to this effect will be submitted for your approval at the Annual General Meeting on the 10th February, 1915.

The Directors who retire by rotation, and who are eligible and offer themselves for re-election, are Mr. Wm. P. Cairnes, Mr. James T. Reade, Mr. J. Milne Barbour, Mr. T. F. Cooke, and Mr. Henry Plews.

The retiring Auditor is Mr. Marcus Goodbody, who is eligible and offers himself for re-election.

By Order,

T. MORRISON,

Secretary.

AMIENS STREET TERMINUS,

DUBLIN, 20th January, 1915.

GREAT NORTHERN RAILWAY CO. (IRELAND).

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED
31ST DECEMBER, 1914.

PART I.—FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

SPECIAL ACTS	CAPITAL AUTHORISED			CAPITAL CREATED			BALANCE			
	Shares and Stock	Loans or Debenture Stock	TOTAL	Shares and Stock	Loans or Debenture Stock	TOTAL	Shares and Stock	Loans or Debenture Stock	TOTAL	
	£	s.	£	s.	£	s.	£	s.	£	s.
I. Special Acts conferring capital powers which have been fully exercised.....	7,152,514	0	2,603,188	14	9,755,702	14	7,152,514	0	2,603,188	14
TOTAL.....£	7,152,514	0	2,603,188	14	9,755,702	14	7,152,514	0	2,603,188	14

NOTE.—An amount equivalent to the Interest and Dividends upon £491,090 Capital Stock of the Midland Railway Company, issued under the provisions of the Great Northern Railway (Ireland) and Midland Railways Act, 1906, is chargeable upon the Receipts of the County Donegal Joint Railways, any deficiency in which is guaranteed jointly by the Great Northern (Ireland) and Midland Railway Companies. (See Abstract J.)

No. 1 (b)—Nominal Capital Authorised, and Created by the Company jointly with some other Company. (Not applicable to this Company.)

No. 1 (c) Nominal Capital Authorised, and Created by some other Company on which the Company either jointly or separately guarantees fixed Dividends. (Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

DESCRIPTION	Amount created	Amount issued	Nominal Additions to Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in arrear	Amount uncalled	Amount unissued
	£	£	£	£	£	£	£	£
Consolidated 4 per cent. Guaranteed Stock	869,270	727,416	141,854	869,270	—	—	—	—
Consolidated 4 per cent. Preference Stock	2,000,000	1,744,095	6,310	1,750,405	—	—	—	249,595
Ordinary Stock.....	4,283,244	4,050,589	—	4,050,589	—	—	—	232,655
TOTAL.....£	7,152,514	6,522,100	148,164	6,670,264	—	—	—	482,250

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

	RAISED BY LOANS		RAISED BY ISSUE OF DEBENTURE STOCK			Total raised by Loans and Debenture Stock	
	Total Loans	Amount of Stock	Nominal Additions on Conversion	Existing amount of Stock	Total Debenture Stock at 4 per cent.		
		£	s.	d.	£	s.	d.
Existing at 31st December, 1914.....	Nil	2,221,230	11	2	120,300	9	0
Existing at 31st December, 1913.....	Nil	2,195,624	11	2	120,300	9	0
Increase.....	—	25,606	0	0	—	25,606	0
Decrease.....	—	—	—	—	—	25,606	0
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1 (a).....						2,603,188	14
Less :—Amount created but not yet available.....					£125,000	0	0
Capitalised value of Rent Charges in accordance with Section 5 of the Land Clauses Consolidation Acts Amendment Act, 1860.....					1,252	0	0
Total deduction.....						126,252	0
Total amount raised by Loans and Debenture Stock as above.....						2,476,936	14
Balance being available borrowing powers at 31st December, 1914.....						2,341,531	0
						135,405	13

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

	Land and Compensation		Construction of Way and Stations, Engineering, &c.		Law Charges and Parliamentary Expenses		TOTAL		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—									
Belfast—Guinness's Offices, New Lavatories, New Sidings at Adelaide, Maysfields) Cattle Depôt, &c.	—		35,168	9 5	—		35,168	9 5	
Balmoral—Footbridge, New Road, &c.	—		1,930	11 0	—		1,930	11 0	
Dundalk—New Offices, &c.	—		1,341	3 5	—		1,341	3 5	
Tynan—Additional Accommodation.	—		1,620	7 7	—		1,620	7 7	
Sundry Works at Various Stations.	889	0 0	6,643	17 4	675	15 9	8,208	13 1	
							48,269	4 6	
LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:—									
New Lines:—									
Dundalk—New Line to Quays.	1	0 0	133	17 5	174	19 1	309	16 6	
Widenings of and Additions to Existing Lines:—									
Belfast—Widening Line.	4,880	18 2	469	15 10	1,882	7 2	7,233	1 2	
ROLLING STOCK:—									
5 Tank Engines (4 — 4 — 2)					£16,453	0 0			
3 Converted Carriages					1,500	0 0			
Additional Gangways on Carriages					360	0 0			
50 Ten Ton Covered Goods Wagons					5,710	7 3			
8 Ten Ton Open Goods Wagons					755	2 3			
1 Glass Wagon					227	12 1			
							25,006	1 7	
MANUFACTURING AND REPAIRING WORKS AND PLANT:—									
Dundalk Workshops—Buildings							5,808	0 6	
Machinery							2,621	11 7	
							89,247	15 10	
TOTAL CAPITAL EXPENDED UPON RAILWAY.....								89,247	15 10
TOTAL CAPITAL EXPENDITURE FOR THE YEAR.....								£	89,247 15 10

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress		ESTIMATED FURTHER EXPENDITURE		
		During the Year ending 31st December, 1915	Subsequently until completion	TOTAL
£	LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—	£	£	£
47,000	Belfast—Cattle Depôt at Maysfields, Sidings, Footbridge, Store, &c.) at Adelaide	9,000	—	9,000
	Sundry Works at various Stations	15,000	—	—
	LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:—			
1,500	New Lines:—			
	Dundalk New Line.....	15,000	14,000	29,000
33,500	Widenings of and additions to existing Lines:—			
	Belfast Widenings.....	7,000	—	7,000
	LINES JOINTLY OWNED:—			
	County Donegal Railways Joint Committee	1,500	—	—
	ROLLING STOCK:—			
	Carriages.....	3,000	—	—
	Wagons.....	31,000	—	—
	MANUFACTURING AND REPAIRING WORKS AND PLANT	11,500	1,500	13,000
	TOTAL.....	£ 93,000	15,500	—
	WORKS NOT YET COMMENCED AND IN ABEYANCE.....			—

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s. d.	£	s. d.
Stock, Share, and Loan Capital authorised, but not yet created (as per Statement No. 1 (a))		Nil		
Stock and Share Capital created but not yet received (as per Statement No. 2)	482,250	0 0	482,250	0 0
Loan Capital created but not yet available (as per Statement No. 3).....	125,000	0 0		
Available Borrowing Powers (as per Statement No. 3).....	135,405	13 10	260,405	13 10
			742,655	13 10
Deduct Balance at Debit (as per Capital Account No. 4)			377,801	13 4
TOTAL.....	£		364,854	0 6

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement	Gross Receipts	Expenditure	Net Receipts	Year 1913			
				Gross Receipts	Expenditure	Net Receipts	
10	RAILWAY	1,207,872 5 1	770,276 1 4	437,596 3 9	1,191,286	748,478	442,808
MISCELLANEOUS RECEIPTS (NET) :—							
	Rents from Houses and Lands			5,157 12 10			5,983
	Rent from Hotels, Refreshment Rooms and Cars (Less :—Depreciation—1914, £1,896 1913, £2,117)			944 11 6			806
	Other Rents, including Lump-sum Tolls			5,104 9 8			4,836
	Transfer Fees			224 7 9			224
	General Interest			589 14 8			49
	Joint Lines—Abstract J—Company's proportion of Receipts other than in respect of Railway Working			1,457 10 11			1,785
	Baronial Guarantees :—						
	Cavan County Council			340 0 0			340
	Louth County Council			800 0 0			800
	TOTAL NET INCOME	£		452,214 11 1		£	457,631

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

		Year 1913
BALANCE BROUGHT FORWARD FROM LAST YEAR'S ACCOUNT	£ s. d. 44,722 17 0	£ 44,343
NET INCOME (AS PER STATEMENT NO. 8)	452,214 11 1	457,631
TOTAL	496,937 8 1	501,974
DEDUCT—		
INTEREST, RENTALS, AND OTHER FIXED CHARGES :—	£ s. d.	
Interest on Superannuation and other Funds	2,092 13 1	1,874
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	1,204 11 4	1,244
Rent-charges and Annuities	62 12 4	63
Interest on Consolidated 4 per cent. Debenture Stock	93,645 17 3	92,488
Interest on Consolidated 4 per cent. Guaranteed Stock	34,770 16 0	34,771
Joint Lines—Abstract J—Company's proportion	7,629 3 5	7,736
Interest on Temporary Loans	1,268 11 0	383
City of Dublin Junction Railway, Guarantee	2,000 0 0	2,000
	142,674 4 5	140,559
DEPRECIATION OF INVESTMENTS	1,004 15 4	3,736
TOTAL	143,678 19 9	144,295
BALANCE AFTER PAYMENT OF FIXED CHARGES &c.	353,258 8 4	357,679
DIVIDEND ON PREFERENCE STOCK :—		
Consolidated 4 per cent. Preference Stock	70,016 4 0	69,959
BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK	£ 283,242 4 4	287,720
Dividend on Ordinary Stock at 5½ per cent. per annum (year 1913, 5½ per cent.)	£ s. d. 222,782 7 11	222,747
Bonus on Ordinary Stock	—	20,250
Balance carried forward to next year's Accounts	60,459 16 5	44,723
	£ 283,242 4 4	287,720

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

		Year 1913
BALANCE AVAILABLE FOR DIVIDENDS AND RESERVE, AFTER PAYMENT OF FIXED CHARGES, YEAR 1914 (AS PER ACCOUNT NO. 9)	£ s. d. 353,258 8 4	£ 357,679
DEDUCT—INTERIM DIVIDENDS PAID :—	£ s. d.	
On Consolidated 4 per cent. Preference Stock at 2 per cent.	35,008 2 0	34,979
On Ordinary Stock at 2½ per cent.	101,264 14 6	101,247
	136,272 16 6	136,226
UNDIVIDED BALANCE AT 31ST DECEMBER, CARRIED TO BALANCE SHEET	£ 216,985 11 10	221,453

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Dr.

To EXPENDITURE

See Abstracts

A—MAINTENANCE AND RENEWAL OF WAY AND WORKS.....

B—MAINTENANCE AND RENEWAL OF ROLLING STOCK:—

(1) Locomotives.....

(2) Carriages.....

(3) Wagons.....

C—LOCOMOTIVE RUNNING EXPENSES.....

D—TRAFFIC EXPENSES.....

E—GENERAL CHARGES.....

LAW CHARGES.....

PARLIAMENTARY EXPENSES.....

COMPENSATION (ACCIDENTS AND LOSSES)—

Passengers.....

Workmen.....

Damage and Loss of Goods, Property, &c.....

RATES.....

TAXES.....

NATIONAL INSURANCE:—

Health.....

Unemployment.....

G—RUNNING POWERS (Balance).....

H—MILEAGE, DEMURRAGE, AND WAGON HIRE (Balance).....

J—JOINT LINES.....

MISCELLANEOUS.....

SPECIAL BONUS TO STAFF.....

TOTAL EXPENDITURE.....

NET RECEIPTS.....

TOTAL.....

Year 1913

£

194,508 5 0

171,575

66,874

25,826

27,523

120,228

163,529

176,451

339,980

38,776

1,695

1,052

140

2,026

4,741

6,907

39,551

1,432

3,025

327

3,352

Cr. 131

724,417

62

14,636

784

8,579

770,276 1 4

437,596 3 9

1,207,872 5 1

1,191,286

£ s. d.

194,508 5 0

171,575

66,874

25,826

27,523

120,228

163,529

176,451

339,980

38,776

1,695

1,052

140

2,026

4,741

6,907

39,551

1,432

3,025

327

3,352

Cr. 131

724,417

62

14,636

784

8,579

770,276 1 4

437,596 3 9

1,207,872 5 1

1,191,286

Percentage of Traffic Receipts

1914

16.47

10.16

29.51

3.15

.14

—

.67

3.42

.08

.29

Cr. .01

63.89

62.16

See Abstracts

PASSENGER TRAIN TRAFFIC—

Ordinary Passengers—

First Class.....

Second Class.....

Third Class.....

Season Tickets—

First Class.....

Second Class.....

Third Class.....

Workmen's Tickets.....

Total Receipts from Passengers.....

Mails.....

Parcels up to 2 cwt., Parcels Post and Excess Luggage.....

Other Merchandise by Passenger Trains.....

F—Less Expenses of Collection and Delivery.....

TOTAL PASSENGER TRAIN RECEIPTS.....

GOODS TRAIN TRAFFIC—

Merchandise.....

F—Less Expenses of Collection and Delivery.....

Live Stock.....

Coal, Coke and Patent Fuel.....

Other Minerals.....

TOTAL GOODS TRAIN RECEIPTS.....

TOTAL TRAFFIC RECEIPTS.....

H—Mileage, Demurrage and Wagon Hire (Balance).....

J—JOINT LINES.....

MISCELLANEOUS.....

TOTAL.....

£

1,207,872 5 1

1,191,286

Year 1913

£

423,710 11 8

3,414

10,800

5,882

20,096

2,422

447,353 18 10

37,352

57,553

47,066

104,619

2,940

106,214 2 2

591,704

437,625

25,467

412,218

76,562

64,056

20,916

588,886 0 10

573,752

1,165,456

—

666 10 0

19,962 0 4

19,773

6,297 7 11

6,057

£

1,207,872 5 1

1,191,286

Percentage of Traffic Receipts

1914

Per cent.

Per cent.

50.77

Year 1913

£

25,531

50,690

353,934

430,155

3,414

10,800

5,882

20,096

2,422

447,353 18 10

37,352

57,553

47,066

104,619

2,940

106,214 2 2

591,704

437,625

25,467

412,218

76,562

64,056

20,916

588,886 0 10

573,752

1,165,456

—

666 10 0

19,962 0 4

19,773

6,297 7 11

6,057

£

1,207,872 5 1

1,191,286

ABSTRACT C.—Locomotive Running Expenses.

	Year 1913		Year 1913
	£	s. d.	
Superintendence—			
Salaries	2,284	9 3	2,012
Office Expenses	640	3 6	592
		2,924 12 9	
Steam Train Working :—			
Wages connected with the Running of Locomotive Engines	49,739	0 5	49,124
Fuel	96,910	0 10	94,846
Water	5,926	6 10	5,068
Lubricants	3,280	14 0	3,400
Other Stores, including Clothing	3,497	2 0	2,529
Miscellaneous	1,976	1 0	1,818
		161,329 5 1	
Electric Train (Tram) Working :—			
Wages of Motormen	530	15 5	508
Electric Current	3,446	1 5	5,833
Lubricants	0	12 10	1
Other Stores, including Clothing	39	3 0	21
		4,016 12 8	21
		£ 168,270 10 6	165,752
Deduct—			
Engine Power supplied to and by the Company (Balance)		4,442 4 0	2,223
TOTAL		£ 163,828 6 6	163,529

ABSTRACT D.—Traffic Expenses.

	Year 1913		Year 1913
	£	s. d.	
Salaries and Wages :—			
Superintendence	10,465	14 6	9,497
Stationmasters and Clerks	39,576	16 5	36,658
Signalmen and Gatemen	18,831	3 3	17,379
Ticket Collectors, Policemen, Porters, &c.	54,310	9 11	52,436
Guards	10,599	2 8	10,157
		133,783 6 9	126,127
Fuel, Lighting, Water and General Stores	15,562	13 0	15,038
Clothing	2,738	2 2	2,627
Printing, Advertising, Stationery, Stamps, and Tickets	8,699	1 10	9,638
Wagon Covers, &c.	2,189	12 4	2,203
Expenses of Joint Stations and Junctions	398	11 0	Cr. 441
Cleansing, Lubricating and Lighting of Vehicles	6,987	9 2	7,741
Shunting Expenses (other than Mechanical) :—			
Wages	6,694	4 7	6,711
Other Expenses	176	6 3	135
		6,870 10 10	
Working of Stationary Engines, Hoists, Cranes, &c. ..	1,048	8 4	1,126
Railway Clearing House Expenses	3,239	19 10	3,201
Miscellaneous Expenses	2,922	9 11	2,345
Do. New Rate Books	1,000	0 0	—
TOTAL		184,643 3 2	176,451

ABSTRACT E.—General Charges.

	Year 1913		Year 1913
	£	s. d.	
Directors' Fees voted by Shareholders	5,250	0 0	4,250
Auditors and Public Accountants	525	0 0	525
Salaries of Secretary, General Manager, Accountant and Clerks	15,406	6 1	14,924
Office Expenses do. do. do.	2,265	12 5	2,393
Rating Expenses	275	9 2	1,714
Fire Insurance—Premiums	1,286	19 3	1,233
Superannuation and Benevolent Funds, Pensions, &c.	9,643	11 9	8,974
Subscriptions and Donations	326	1 0	235
Miscellaneous Expenses	1,882	1 10	2,028
Reservists and Volunteers Allowances to Families ..	344	14 11	—
		37,205 16 5	36,276
Transfer to Fire Insurance Fund	—	—	2,500
TOTAL		£ 37,205 16 5	38,776

ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods.

	Year 1913		Year 1913
	£	s. d.	
Salaries and Wages	1,136	4 6	1,011
Rent, Rates and Taxes	24	0 0	21
Maintenance of Horses	1,034	10 9	788
Maintenance of Horse Vehicles	41	18 9	123
Amounts Paid for Hired Cartage	27,443	4 3	26,376
Miscellaneous	—	—	28
TOTAL		£ 29,679 18 3	28,347
Amount charged to Passenger Train Traffic	£	3,092 4 4	2,940
Amount charged to Goods Traffic	£	26,587 13 11	25,407

ABSTRACT G.—Running Powers.—Receipts and Payments in Respect of Running Power Expenses.

	Year 1913			Year 1913		
	Receipts	Payments	Balance (Credit)	Receipts	Payments	Balance (Credit)
	£	s. d.	£	s. d.	£	s. d.
Passenger Train Traffic	210	18 9	59	18 4	151	0 5
Goods Train Traffic	17	4 2	6	15 7	10	8 7
TOTAL	228	2 11	66	13 11	161	9 0
				201	70	131

ABSTRACT H.—Mileage, Demurrage, and Wagon Hire.

	Year 1913			Year 1913		
	Receipts	Expenditure	Balance (Credit)	Receipts	Expenditure	Balance (Debit)
	£	s. d.	£	s. d.	£	s. d.
Mileage and Demurrage—						
Passenger Train Vehicles	308	14 2	573	16 3	Dr. 265	2 1
Goods Train Vehicles	5279	11 0	4,722	18 11	556	12 1
				3,810	3,685	(Cr.) 125
Hire of—						
Passenger Train Vehicles	375	0 0	—	—	37	0 0
Goods Train Vehicles	—	—	—	—	1	16
TOTAL	5,963	5 2	5,296	15 2	666	10 0
				4,201	4,263	62

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

	County Donegal Railways Joint Committee		Year 1913
	£	s. d.	£
GROSS RECEIPTS.			
PASSENGER TRAIN TRAFFIC:—			
Ordinary Passengers—			
First Class	565	12 4	617
Second Class	1,914	16 1	2,034
Third Class	12,881	11 9	13,026
		15,362 0 2	
Season Tickets—			
First Class	9	16 10	23
Second Class	130	3 8	98
Third Class			
Workmen's Tickets		140 0 6	5
		3 18 0	
		15,505 18 8	15,803
TOTAL RECEIPTS FROM PASSENGERS			
Mails		910 0 0	870
Parcels up to 2 cwt., Parcels Post, and Excess Luggage	1,960	19 4	1,933
Other Merchandise by Passenger Trains	912	10 10	868
	2,873	10 2	2,801
Less Expenses of Collection and Delivery	10	11 8	9
		2,862 18 6	2,792
		19,278 17 2	19,465
TOTAL PASSENGER TRAIN RECEIPTS			
GOODS TRAIN TRAFFIC:—			
Merchandise	15,169	13 5	14,281
Less Expenses of Collection and Delivery	107	17 1	114
	15,061	16 4	14,167
Live Stock	2,402	18 0	2,626
Coal, Coke, and Patent Fuel	1,655	3 11	1,829
Other Minerals	638	7 7	571
		19,758 5 10	19,193
TOTAL GOODS TRAIN RECEIPTS			
TOTAL TRAFFIC RECEIPTS			39,037 3 0
MILEAGE, DEMURRAGE AND WAGON HIRE (BALANCE)		826 6 3	820
MISCELLANEOUS		60 11 5	67
		£ 39,924 0 8	39,545
Company's Proportion of Total Receipts in respect of Railway Working		£ 19,962 0 4	19,773
Company's Proportion of other Receipts (Net)		£ 1,457 10 11	1,775
EXPENDITURE.			
Maintenance and Renewal of Way and Works		6,924 8 7	7,255
Maintenance and Renewal of Rolling Stock—			
Locomotives	1,426	16 2	2,448
Carriages	991	1 4	944
Wagons	758	12 8	735
		3,176 10 2	
Locomotive Running Expenses	7,063	14 0	7,287
Traffic Expenses	7,458	10 6	7,494
		14,522 4 6	
General Charges		2,084 4 1	2,050
Law Charges		0 15 6	11
Compensation (Accidents and Losses):—			
Workmen	164	9 5	130
Damage and Loss of Goods, Property, &c.	25	2 8	17
		189 12 1	
Rates		748 19 7	711
National Insurance:—			
Health	168	10 6	173
Unemployment	9	9 8	15
		178 0 2	
		27,824 14 8	29,270
TOTAL TRAFFIC EXPENDITURE			
Miscellaneous		5 16 7	2
		£ 27,830 11 3	29,272
TOTAL EXPENDITURE			
Company's Proportion of Total Expenditure in respect of Railway Working		£ 13,915 5 8	14,636
Company's Proportion of Interest, Rentals, and other Fixed Charges		£ 7,629 3 5	7,736

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

[Abstracts Nos. 11 to 16 not applicable to this Company.]

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINE												Year 1913					
	Length of Road First Track		Second Track		Third Track		Fourth Track		Over four Tracks (Reduced to Single Track)		Total Miles (Reduced to Single Track)		Sidings Reduced to Single Track		Total of Single Track including Sidings		Total of Single Track, including Sidings	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
LINES OWNED BY COMPANY :—																		
Main and Principal Lines—																		
Dublin to Belfast	112	48	112	48	3	57	1	52	0	12	230	57	39	39	270	16	269	18
Portadown Junction to Clones	38	78	23	43	0	3	—	—	—	—	62	44	6	79	69	43	69	17
Portadown Junction to Omagh	41	8	14	76	0	33	0	5	—	—	56	42	5	18	61	60	61	57
Dundalk to Londonderry	121	36	12	19	1	67	0	21	—	—	135	63	16	50	152	33	152	37
TOTAL OF MAIN AND PRINCIPAL LINES	314	10	163	26	6	0	1	78	0	12	485	46	68	26	553	72	552	49
Minor and Branch Lines—																		
Oldcastle Branch	39	42	1	14	0	6	—	—	—	—	40	62	4	8	44	70	44	70
Bundoran „	35	62	0	62	—	—	—	—	—	—	36	44	3	14	39	58	39	54
Armagh to Warrenpoint	28	12	1	40	0	9	—	—	—	—	29	61	6	56	36	37	36	31
Branches off Main Line—																		
Between Dublin and Belfast	70	19	8	23	0	9	—	—	—	—	78	51	14	31	93	2	92	31
„ Portadown and Clones	37	56	0	54	0	3	—	—	—	—	38	33	3	52	42	5	42	1
„ „ Omagh	14	17	0	65	0	18	—	—	—	—	15	20	2	8	17	28	17	40
„ Dundalk and Londonderry	16	74	0	52	0	5	—	—	—	—	17	51	5	59	23	30	23	30
Howth Tramway (Electric).....	5	22	0	63	—	—	—	—	—	—	6	5	0	32	6	37	6	37
TOTAL.....	561	74	177	79	6	50	1	78	0	12	748	53	108	46	857	19	855	23
LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP)—																		
As enumerated in Abstract J—																		
County Donegal Railways Joint Committee	45	36	0	44	0	3	0	1	—	—	46	4	3	78	50	2	50	2
Other Joint Lines	0	14½	0	9½	—	—	—	—	—	—	0	24	0	24	0	48	0	48
TOTAL.....	45	50½	0	53½	0	3	0	1	—	—	46	28	4	22	50	50	50	50
LINES LEASED OR WORKED :—																		
Jointly with other Companies (Company's Share)—																		
As enumerated in Abstract J—																		
County Donegal Railways Joint Committee—																		
Strabane and Letterkenny Railway	9	48	0	12	—	—	—	—	—	—	9	60	0	71	10	51	10	51
GRAND TOTAL	617	12½	178	64½	6	53	1	79	0	12	804	61	113	59	918	40	916	44
Do. Do, YEAR 1913.....	617	12½	178	57½	6	53	1	79	0	12	804	54	111	70	916	44		

(B)—MILEAGE OF LINES AUTHORIZED, BUT NOT OPEN FOR TRAFFIC.

	Miles Authorised		Miles Constructed and not Open for Traffic			Miles under Construction		Miles not Commenced or in Abeyance		
	Length of Road		Length of Road		Length (including Sidings) Reduced to Single Track	Length of Road		Length of Road		
	M.	Ch.	M.	Ch.		M.	Ch.	M.	Ch.	
LINES OWNED BY THE COMPANY :—										
New Lines—										
Railways in Dundalk	1	25	—	—	—	—	—	—	1	25
TOTAL.....	1	25	—	—	—	—	—	—	1	25
Total—Year 1913.....	1	25	—	—	—	—	—	—	1	25
Widenings and Additions—										
Dunmurry to Belfast	2	29.8	—	—	—	—	1	0	2	29.8
TOTAL.....	3	29.8	—	—	—	—	1	0	2	29.8
Total—Year 1913.....	3	29.8	—	—	—	—	1	0	2	29.8
JOINT LINES (COMPANY'S SHARE OF OWNERSHIP) :—										
New Lines										
Ditto Year 1913	Nil	Nil	—	—	—	—	—	—	Nil	Nil
Widenings and Additions										
Ditto Year 1913	Nil	Nil	—	—	—	—	—	—	Nil	Nil

(C)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Year 1913			
	M.	Ch.	M.	Ch.
Lines Owned by the Company.....	556	52	556	52
„ Partly Owned.....	0	29	0	29
„ over which the Company exercises Running Powers continuously	8	51	8	51
TOTAL.....	565	52	565	52
Add :—				
Lines over which the Company exercises Running Powers occasionally	—	—	—	—
TOTAL.....	565	52	565	52

II.—ROLLING STOCK.

(A)—STEAM LOCOMOTIVES AND TENDERS.

Description	Number	Year 1913, Number
TENDER ENGINES :—		
Wheel Type—		
0 — 6 — 0	80	80
4 — 4 — 0	76	81
	156	161
TANK ENGINES :—		
Wheel Type—		
0 — 6 — 2	4	4
0 — 6 — 4	4	4
2 — 4 — 0	2	2
2 — 4 — 2	6	6
4 — 4 — 0	14	14
4 — 4 — 2	5	—
	35	30
TOTAL.....	191	191
TENDERS.....	156	152

(B)—RAIL MOTOR VEHICLES.

(Not applicable to this Company)

(C)—TRAINS (TRAMS) WORKED BY ELECTRIC POWER.

	Number	Carrying Capacity	Year 1913	
			Number	Carrying Capacity
Passenger Cars	10	Seats 682	10	Seats 682
Goods Car.....	1	—	1	—
TOTAL.....	11		11	

(D)—COACHING VEHICLES (OTHER THAN ELECTRIC).

(E)—MERCHANDISE AND MINERAL VEHICLES.

	Number	SEATS OR BERTHS				Year 1913		Number	Year 1913 Number
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total		
PASSENGER CARRIAGES :—									
Carriages of Uniform Class	257	648	925	13,690	15,263	256	15,065		
Composite Carriages	112	1,548	2,428	1,135	5,111	110	4,952		
Restaurant Carriages	4	59	65	—	124	4	124		
Miscellaneous	2	12	12	36	60	2	60		
TOTAL.....	375	2,267	3,430	14,861	20,558	372	20,201		
Sleeping	Nil				Nil	Nil	Nil		
TOTAL PASSENGER CARRIAGES	375				20,558	372	20,201		
OTHER COACHING VEHICLES :—									
Post Office Vans	8	NOTE.—Nine of the above				8			
Luggage, Parcels, and Brake Vans	63	vehicles have been				63			
Carriage Trucks.....	45	temporarily converted				45			
Horse Boxes.....	100	into an Ambulance				100			
Miscellaneous	88	Train.				88			
TOTAL OTHER COACHING VEHICLES	304					304			
TOTAL COACHING VEHICLES	679					676			
Open Wagons—									
Under 8 tons								666	678
8 and up to 12 tons								1,766	1,758
Over 12 and up to 20 tons								15	15
Over 20 tons (other than special) ...								2	2
Covered Wagons—									
Under 8 tons								363	447
8 and up to 12 tons								1,924	1,790
Over 12 and up to 20 tons								22	22
Cattle Trucks.....									
								630	630
Rail and Timber Trucks (including Twin Trucks)									
								118	118
Brake Vans									
								98	100
Miscellaneous									
								14	13
TOTAL.....								5,618	5,573

(F)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

	Number	Year 1913 Number
Locomotive Coal Wagons	75	75
Ballast Wagons	136	136
Mess and Tool Vans	7	11
Breakdown Cranes	2	2
Travelling Cranes	13	13
Miscellaneous	14	7
TOTAL.....	247	244
Horses for Shunting	2	2

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

	Number	Year 1913
		Number
GOODS AND PARCELS ROAD VEHICLES :—		
Horse Wagons and Carts	26	24
TOTAL	26	24
HORSES FOR ROAD VEHICLES	22	22

IV.—STEAMBOATS.

(Not applicable to this Company.)

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTELS.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Name	Situation	Land	Acreage	Year 1913
				Acreage
			A. R. P.	a. r. p.
Great Northern Hotel	Bundoran, Co. Donegal	Agricultural Land	199 3 24	199 3 24
Great Northern Hotel	Warrenpoint, Co. Down	Urban and Suburban Land	34 2 22	34 2 22
Great Northern Hotel	Rostrevor, Co. Down	Houses	Number	Year 1913
				Number
		Labouring Class Dwellings	5	5
		Houses and Cottages for Company's Servants...	289	289
		Other Houses and Cottages	10	10

IX.—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

	Year 1913			
QUANTITIES OF PRINCIPAL MATERIALS USED:—				
Ballast	75,890 cubic yds.		69,427 cubic yards	
Fencing	5 M. 664 yds.		5 M. 104 yds.	
Rails	3,551 tons		3,583 tons	
Sleepers	66,627 number		64,782 number	
MILES MAINTAINED:—				
Miles of Road	M.	Chs.	M.	Chs.
	561	74	561	74
Miles of road reduced to Single Track—				
Running Lines	748	53	748	46
Sidings	108	46	106	57
MILES OF TRACK RENEWED	25	18	25	27

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops Number	By Contract Number	Total	Year 1913
				Total
LOCOMOTIVES RENEWED	—	—	—	10
LOCOMOTIVES REPAIRED—				
Heavy repairs	72	—	72	66
Light repairs	24	—	24	11
LOCOMOTIVES UNDER OR AWAITING REPAIR AT END OF YEAR	25	—	25	25
ELECTRIC TRAIN (TRAM)				
Tram Vehicles renewed	—	—	—	—
Tram Vehicles repaired—				
Heavy repairs	2	—	2	—
Light repairs	8	—	8	8
Tram Vehicles under or awaiting repair at end of year	—	—	—	—
COACHING VEHICLES—				
Carriages renewed	5	—	5	6
Carriages repaired—				
Heavy repairs	54	—	54	79
Light repairs	758	—	758	342
Carriages under or awaiting repair at end of year	28	—	28	25
Others renewed				
Others repaired—				
Heavy repairs	5	—	5	11
Light repairs	840	—	840	531
Others under or awaiting repair at end of year	12	—	12	11
WAGONS RENEWED—				
Completely renewed	40	—	40	34
Partially renewed	65	—	65	60
WAGONS REPAIRED—				
Heavy repairs	414	—	414	150
Light repairs	9,669	—	9,669	8,227
WAGONS UNDER OR AWAITING REPAIR AT END OF YEAR	142	—	142	157

XII.—ENGINE MILEAGE.

YEAR 1913.

	Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (assisting Light, &c.)	Total Engine Miles	Electric Train (Tram) Miles	Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (assisting Light, &c.)	Total Engine Miles	Electric Train (Tram) Miles	
	Coaching	Goods	Coaching	Goods	Coaching	Goods				Coaching	Goods	Coaching	Goods	Coaching	Goods				Coaching	Goods
	Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		
A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—																			
Over the Company's System by the Company's Engines.....																			
2,582,017	1,322,221	3,904,238	1,369,114	3,968,419	256,804	874,354	282,372	5,331,949	77,566	1,259,020	3,909,615	2,671,197	1,312,998	3,984,195	125,200	987,198	249,098	5,345,691	83,936
Over the Company's System by other Companies' Engines.....																			
3,445	1,050	4,495	1,050	4,495	3,607	—	152	8,254	—	4,402	702	4,404	102	4,506	4,176	—	132	8,814	—
TOTAL.....																			
2,585,462	1,323,271	3,908,733	2,602,750	3,972,914	260,411	874,354	232,524	5,340,203	77,566	1,259,997	3,914,119	2,675,601	1,313,100	3,988,701	129,376	987,198	249,230	5,354,505	83,936
B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																			
By the Company's Engines over Lines owned, leased, or worked by the Company.....																			
2,582,017	1,319,850	3,901,867	1,366,043	3,965,348	256,804	859,354	488,835	5,370,341	77,566	1,256,649	3,907,244	2,671,197	1,309,927	3,981,124	125,200	972,198	285,217	5,463,739	83,936
By the Company's Engines over other Companies' Lines.....																			
—	2,371	2,371	—	3,071	—	15,000	—	18,071	—	—	2,371	—	3,071	3,071	—	15,000	—	18,071	—
By other Companies' Engines over the Company's Line.....																			
3,445	1,050	4,495	3,445	4,495	3,607	—	152	8,254	—	4,402	102	4,404	102	4,506	4,176	—	132	8,814	—
TOTAL.....																			
2,585,462	1,323,271	3,908,733	2,602,750	3,972,914	260,411	874,354	488,987	5,596,666	77,566	1,259,997	3,914,119	2,675,601	1,313,100	3,988,701	129,376	987,198	285,349	5,490,624	83,936
C—MILES RUN BY THE COMPANY'S ENGINES—																			
(1) Steam Tender and Tank Engines—																			
Over Lines owned, leased, or worked by the Company.....																			
2,582,017	1,319,850	3,901,867	1,366,043	3,965,348	256,804	859,354	488,835	5,370,341	—	2,620,105	3,876,754	2,640,195	1,309,927	3,950,122	125,200	972,198	385,217	5,432,737	—
Over other Companies' Lines.....																			
10,746	4,847	15,593	11,084	16,647	3,120	16,550	16	36,333	—	20,711	4,866	25,577	5,580	26,582	—	15,000	—	41,582	—
TOTAL.....																			
2,592,763	1,324,697	3,917,460	2,610,389	3,981,995	259,924	875,904	488,851	5,606,674	—	2,640,816	3,902,331	2,661,197	1,315,507	3,976,704	125,200	987,198	385,217	5,474,319	—
(2) Electric Traction—Trams—																			
Over Lines owned, leased or worked by the Company.....																			
—	—	—	—	—	—	—	—	—	77,566	—	—	—	—	—	—	—	—	—	33,936
(3) Steam, Petrol, &c., Rail Motors—																			
Over Lines owned, leased or worked by the Company.....																			
—	—	—	—	—	—	—	—	—	—	30,490	30,490	31,002	—	31,002	—	—	—	31,002	—
TOTAL.....																			
2,592,763	1,324,697	3,917,460	2,610,389	3,981,995	259,924	875,904	488,851	5,606,674	77,566	2,671,306	3,932,821	2,692,199	1,315,507	1,007,706	125,200	987,198	385,217	5,505,321	83,936

XIII.—Passenger Traffic and Receipts.

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1913			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
						£	s. d.	
Ordinary—		£	s. d.			£	s. d.	
1st Class	103,918	23,841	4 7.06	95,461	110,209	25,531	4 7.60	100,483
2nd Class	443,492	44,414	2 0.03	429,067	492,905	50,690	2 0.68	476,216
3rd Class	5,710,492	355,455	1 2.94	5,546,125	6,004,719	353,934	1 2.15	5,827,967
Workmen	236,900	2,740	2.78	236,900	211,666	2,422	2.75	211,666
TOTAL.....	6,494,802	426,450	1 3.76	6,307,553	6,819,499	432,577	1 3.22	6,616,332
Season—								
1st Class	248	3,299	—	248	321	3,414	—	321
2nd Class	1,290	11,280	—	1,290	1,303	10,800	—	1,303
3rd Class	735	6,325	—	735	797	5,882	—	797
TOTAL.....	2,273	20,904	—	2,273	2,421	20,096	—	2,421

XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the Company's System	Year 1913			
					Tonnage	Receipts	Average Receipts per ton	Tonnage originating on the Company's System
					Tons	£	s. d.	Tons
Merchandise	1,045,993	427,464	8 2.08	890,958	1,038,250	412,218	7 11.29	872,677
Coal, Coke and Patent Fuel	372,015	64,603	3 5.68	344,819	382,979	64,056	3 4.14	358,916
Other Minerals	126,132	20,261	3 2.55	113,326	132,879	20,916	3 1.78	119,506
TOTAL.....	1,544,140	512,328	6 7.63	1,349,103	1,554,108	497,190	6 4.78	1,351,099
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock	684,199	76,558	—	496,555	778,160	76,563	—	574,466

XV.—(A) Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

XV.—(B) Number of Live Stock carried by Goods Trains.

Originating on the Company's System	Tons	Year 1913	Originating on the Company's System	Number	Year 1913
		Tons			Number
Merchandise Traffic—			Horses.....	34,795	18,903
Grain.....	312,784	313,553	Cattle	249,317	313,901
Timber, &c.	69,963	67,449	Calves	32,334	44,356
Flax, Tow, &c.	57,580	61,832	Sheep	136,557	152,857
Groceries, Bacon, &c.	62,627	64,967	Pigs	42,713	43,462
Potatoes	55,004	35,153	Miscellaneous	839	987
Manure	41,535	42,007			
Alo and Porter	28,237	29,851	TOTAL.....	496,555	574,466
Grass Seed	16,673	17,957			
Oil and Tallow	22,593	23,568			
Dead Meat and Pigs	15,229	14,971			
Minerals Traffic—					
Coal	344,819	358,916			
Stones, Bricks, &c.	65,295	67,110			
TOTAL.....	1,092,339	1,097,334			

XVI.—Summary of Financial Results Secured in comparison with those of Year 1913.

	1914	1913
	£	£
Total Expenditure on Capital Account (No. 4)	9,713,467	9,624,219
Gross Receipts from Businesses carried on by the Company (No. 8)	1,207,872	1,191,286
Revenue Expenditure on ditto (No. 8)	770,276	748,478
Net Receipts of ditto (No. 8)	437,596	442,808
Miscellaneous Receipts, Net (No. 8)	14,618	14,823
Total Net Income (No. 8)	452,214	457,631
Interest, Rentals and other Fixed Charges (No. 9)	143,679	144,295
Dividend on Preference Stocks (No. 9)	70,016	69,959
Balance after payment of Preference Dividends (No. 9)	238,519	243,377
Dividend and Bonus on Ordinary Stock (No. 9)	222,782	242,997
Dividend—Rate per cent.	5½%	5½%
Bonus	—	10/- %
Surplus	15,737	380
Brought forward from previous year	44,723	44,343
Carried forward to subsequent year	60,460	44,723

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 year, been maintained in good Working Condition and Repair.

F. A. CAMPION, *Chief Engineer.*

Dublin, 9th January, 1915.

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 year, been maintained in good Working Order and Repair.

GEORGE T. GLOVER, *Locomotive Engineer.*

Dundalk, 11th January, 1915.

(SIGNED FOR BOARD OF DIRECTORS)

FANE VERNON,
Chairman of the Company.

T. MORRISON.
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts (Nos. 1 to 18) contain a full and true Statement of the Financial condition of this Company, and that the Dividends proposed to be declared on the several Stocks and Shares are *bonâ fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

H. LEOPOLD PIM. }
MARCUS GOODBODY. } *Auditors.*

Examined and approved,
DELOITTE, PLENDER, GRIFFITHS & CO.,
Chartered Accountants.
5, London Wall Buildings, Finsbury Circus,
LONDON, E.C.

Dublin, 28th January, 1915.

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(Arabic figures and Capital letters in the text of the Index denote the Financial Accounts or Abstracts ;

Roman figures denote Statistical Returns.)

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Great Northern Railway Co. (I.)

Report of the Directors AND Statement of Accounts

Year ended 31st December, 1914.

NOTICE is hereby given that the next Ordinary Annual General Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the Company's Terminus, Amiens Street, in the City of Dublin, on Wednesday, the 10th day of February, 1915, at Twelve o'clock, noon, to receive a report from the Directors and Statement of Accounts for the year ended the 31st December, 1914, for the election of Directors and an Auditor, to consider a proposal to reduce the number of Directors, for the Declaration of Dividends, and for the transaction of the General Business of the Company.

AND NOTICE is hereby further given that an Extraordinary Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will in accordance with the Standing Orders of Parliament be held at the same place on the same day, at half-past Twelve o'clock p.m., or so soon thereafter as the business of the Ordinary Annual General Meeting above referred to shall have been concluded, for the purpose of considering the provisions of the Bill now before Parliament intitled "A Bill for incorporating the Mullingar and Kells Railway Company and authorising them to construct Railways and Works in the Counties of Westmeath and Meath; and for other purposes."

At such Meeting the said Bill will be submitted for the consideration and approval of the Proprietors then present in person or by Proxy.

Dated this 22nd day of January, 1915.

T. MORRISON,

Secretary of the Company.

Amiens Street Terminus,
Dublin.

GREAT SOUTHERN AND WESTERN
RAILWAY.

REPORT OF DIRECTORS,
FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR

YEAR ENDED 31st DECEMBER, 1914.

*To be submitted to the Proprietors at the Annual General Meeting to be held at Kingsbridge
Terminus, Dublin, on Wednesday, the 10th day of February, 1915, at 2 o'clock, p.m.*

DIRECTORS.

Chairman:

SIR WILLIAM J. GOULDING, BART., D.L., Millicent, Sallins, Co. Kildare.

Deputy Chairman:

ROBERT F. S. COLVILL, Esq., J.P., Coolock House, Coolock, Co. Dublin.

GEORGE JAMESON, Esq., Bettyglen, Raheny, Co. Dublin.

EBEN. PIKE, Esq., J.P., Kilcrenagh, Carrigrohane, Co. Cork.

FREDERICK C. PILKINGTON, Esq., J.P., D.L., Westbury, Stillorgan, Co. Dublin.

WILLIAM P. GEOGHEGAN, Esq., J.P., Rockfield, Stradbroke, Blackrock, Co. Dublin.

LORD ARTHUR BUTLER, Kilkenny Castle, Kilkenny.

NICHOLAS J. SYNNOTT, Esq., J.P., Furness, Naas, Co. Kildare.

JAMES PERRY GOODBODY, Esq., J.P., D.L., Inchmore House, Clara, King's Co.

ANTHONY E. GRAVES, Esq., J.P., Rockenham, Waterford.

WILLIAM M. MURPHY, Esq., J.P., Dartry, Upper Rathmines, Co. Dublin,

HUGH A. HENRY, Esq., J.P., Firmont, Sallins, Co. Kildare,

Great Southern and Western Railway.

REPORT OF THE DIRECTORS,

WITH FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR
THE YEAR ENDED 31st DECEMBER, 1914,

*To be submitted to the Proprietors at the Annual General Meeting, to be held at Two o'clock,
p.m., on Wednesday, 10th February, 1915, at Kingsbridge Terminus, Dublin.*

The Directors submit herewith the Statement of Accounts, which has been duly audited and verified, and the Statistical Returns, for the year ended 31st December, 1914.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

	1914.	1913.
	£	£
Per Account No. 8—		
Gross Receipts of Railway, &c.	1,651,228	1,639,743
Expenditure	993,084	956,940
	<u>658,144</u>	<u>682,803</u>
Miscellaneous Receipts (net) from rents, interest, &c.	30,470	33,215
TOTAL NET INCOME	688,614	716,018
 Per Account No. 9—		
Add Balance from last Account	53,071	52,887
	<u>741,685</u>	<u>768,905</u>
Deduct:—		
Interest, Rentals, and other fixed charges ..	226,110	220,163
	<u>515,575</u>	<u>548,742</u>
Dividends on Guaranteed, Preference and Geashill Extension Stocks	179,399	179,395
Balance available for Dividend on Ordinary Stock	£336,176	£369,347

The Interim Dividend of £2 5s. 0d. per cent. which was paid on the Ordinary Consolidated Stock for the half-year ended 30th June, 1914, absorbed £119,824, leaving a balance of £216,352 out of which the Directors recommend payment of a dividend of £2 15s. 0d. per cent. on the Ordinary Consolidated Stock for the half-year ended 31st December, 1914, making £5 0s. 0d. per cent. for the whole year, and leaving a balance of £69,900 to be carried forward to the next year's account.

The Dividends paid on the Ordinary Consolidated Stock for the Year 1913 were £2 5s. 0d. per cent. for the half-year ended 30th June, and £2 15s. 0d. per cent. for the half-year ended 31st December, making £5 0s. 0d. per cent. for the year, with a balance of £53,071 carried forward after setting aside £50,000 for Reserve Fund.

Under the Railway and Canal Traffic Act, 1913, power was given the English Railways to raise their rates to meet the increased expenditure due to higher wages and improved labour conditions. Though the Act did not extend to Ireland, the Irish Companies decided to raise their rates in like manner, as the same conditions as regards increased cost of working equally applied. This Company, however, under the Amalgamation Acts, was debarred from raising their rates without the consent of the Railway and Canal Commissioners. Accordingly, with the object of putting this Company in the same position as the other Companies, an application was made to the Commissioners for permission to raise the rates for goods and mineral traffic on the grounds of the large increase in wages paid and higher cost of materials used in connection with the railway.

Your Board regret to report the application was refused, the result being that this Company is the only large Company in Ireland who is not allowed to raise their rates to meet increased wages and expenditure.

A Deputation of the All Ireland Mails Committee waited on the Prime Minister in March last with reference to the allegations of the Cunard Company as to the danger of Queenstown as a port of call for large liners, and as a result a Commission was appointed to inquire into and report upon all the circumstances under which the Cunard Company have discontinued the call at the port.

Your Board agreed to co-operate with the Cork Harbour Commissioners in presenting the case for Queenstown, and to grant a sum not exceeding £500 towards the necessary expenses in connection with the inquiry.

The deliberations of the Commission have not yet been completed.

The Directors retiring by rotation are Mr. Robert F. S. Colvill, Lord Arthur Butler, and Mr. William M. Murphy, who offer themselves for re-election.

One of your Auditors, Mr. E. White, also retires, and offers himself for re-election.

WILLIAM J. GOULDING,
Chairman.

KINGSBRIDGE TERMINUS, DUBLIN,
29th January, 1915.

GREAT SOUTHERN AND WESTERN RAILWAY.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1914

PART I. FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts, or Certificates of the Board of Trade.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
I. Special Acts or Certificates of the Board of Trade conferring capital powers which have been fully exercised	10,193,990	4,183,010	14,377,000	10,193,990	4,183,010	14,377,000	—	—	—
II. Special Acts conferring capital powers which have not yet been fully exercised :—									
Great Southern and Western Railway Act, 1903 ...	150,000	50,000	200,000	—	—	—	150,000	50,000	200,000
TOTAL	£10,343,990	4,233,010	14,577,000	10,193,990	4,183,010	14,377,000	150,000	50,000	200,000

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

Not applicable to this Company.

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
The Dividends or Interest at a rate not exceeding 3½ per cent. per annum on the Capital authorised by the Acts enumerated below is guaranteed jointly by the Company and the Great Western Railway Company under the Fishguard and Rosslare Railways and Harbours Act, 1903 :—									
Fishguard Bay Railway and Pier Act, 1893	120,000	40,000	160,000	120,000	40,000	160,000	—	—	—
Fishguard and Rosslare Railways and Harbours Act, 1894	60,000	20,000	80,000	60,000	20,000	80,000	—	—	—
Fishguard and Rosslare Railways and Harbours (Steam Vessels) Act, 1895 ...	50,000	12,500	62,500	50,000	12,500	62,500	—	—	—
Fishguard and Rosslare Railways and Harbours Act, 1898	891,500	250,000	1,141,500	891,500	250,000	1,141,500	—	—	—
Fishguard and Rosslare Railways and Harbours Act, 1899	1,250,000	500,000	1,750,000	1,250,000	500,000	1,750,000	—	—	—
TOTAL	£2,371,500	822,500	3,194,000	2,371,500	822,500	3,194,000	—	—	—

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount created.	Amount issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled	Amount unissued.
	£	£	£	£	£	£	£	£
Four per Cent. Guaranteed Preference Stock	2,776,377	2,776,184	—	2,776,184	—	—	—	193
Four per Cent. £10 Baronial Guaranteed Shares, Co. Sligo	80,000	80,000	—	80,000	—	—	—	—
Four per Cent. £10 Baronial Guaranteed Shares, Co. Mayo	40,000	40,000	—	40,000	—	—	—	—
Four per Cent. Preference Stock	1,779,293	1,696,765	—	1,696,765	—	—	—	82,528
Great Southern and Western Railway North Wall Extension, Lines 1 and 2—£100 Shares	126,800	126,800	—	126,800	—	—	—	—
Geashill Extension Stock	27,480	27,480	—	27,480	—	—	—	—
Ordinary Stock	5,364,040	5,325,520	—	5,325,520	—	—	—	38,520
TOTAL	£ 10,193,990	10,072,749	—	10,072,749	—	—	—	121,241

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

	Raised by Loans.	Raised by issue of Debenture Stock at 4 per cent.			Total raised by Loans and Debenture Stock.
		Amount of Stock.	Nominal Additions or Deductions on Conversion.	Total Debenture Stock	
		£	£	£	£
Existing at 31st December, 1914	Nil.	3,974,834	—	3,974,834	3,974,834
Existing at 31st December, 1913	Nil.	3,974,834	—	3,974,834	3,974,834
Increase	—	—	—	—	—
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a) ..					4,183,010
Less—Amount created but not yet available					170,000
					4,013,010
Total amount raised by Loans and Debenture Stock as above					3,974,834
Balance being available borrowing powers at 31st December, 1914					£ 38,176

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

Dr.

Cr.

To Expenditure.	Amount expended to 31st Dec., 1913.	Amount expended during Year, as per No. 5.	TOTAL	By Receipts	Amount received to 31st Dec., 1913.	Amount received during Year.	TOTAL
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	11,402,510 13 10	20,208 17 5	11,422,719 11 3	Shares and Stocks (No. 2)	10,072,749 0 0	.. .. .	10,072,749 0 0
Lines leased	5,145 7 6	20 0 0	5,165 7 6	Debenture Stock (No. 3)	3,974,834 0 0	.. .. .	3,974,834 0 0
Rolling Stock	1,891,593 7 4	.. .. .	1,891,593 7 4				
Manufacturing and Repairing Works and Plant:							
Land and Buildings	277,901 9 0	3,383 0 3	281,284 9 3	Premiums on Shares and Stocks	225,550 8 3		
Plant and Machinery	102,455 11 1	7,575 9 4	110,031 0 5	Premiums on Debenture Stock	324,902 14 0		
Total Capital expended upon Railway	13,679,606 8 9	31,187 7 0	13,710,793 15 9	Total Premiums	550,453 2 3		
Horses	1,178 8 6	Cr. 73 5 4	1,105 3 2	Discounts on Shares and Stocks	16,987 14 7		
Docks, Harbours, and Wharves	26,747 0 0	.. .. .	26,747 0 0	Balance of Premiums and Discounts	533,465 7 8	.. .. .	533,465 7 8
Hotels	133,581 2 2	2,319 19 8	135,901 1 10				
Electric Power Stations, &c.	19,294 18 8	779 13 7	20,074 12 3				
Land, Property, &c., not forming part of the Railway or Stations:—	5,639 16 1	5,452 18 7	11,092 14 8				
Used in connection with Railway working	285,040 7 9	3,366 16 0	288,407 3 9				
Not used in connection with Railway working	600,000 0 0	.. .. .	600,000 0 0				
Subscriptions to other Companies (for details, see Table No. 4 (a)).	.. .. .	.. .. .	.. .. .	
TOTAL CAPITAL EXPENDITURE	£ 14,751,088 1 11	43,033 9 6	14,794,121 11 5	TOTAL RECEIPTS	14,581,048 7 8	.. .. .	14,581,048 7 8
				By Balance .. .. .	.. .. .	.. .. .	213,073 3 9
				TOTAL	.. .. .	.. .. .	£ 14,794,121 11 5

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.

Name.	Amount.	Nature of Security or Investment.
RAILWAY COMPANIES :—		
	£	
Fishguard and Rosslare Railways and Harbours Co. ..	550,000	Shares and Stocks of Fishguard and Rosslare Railways and Harbours Co.
Southern Railway	50,000	Shares of Southern Railway Co.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

	Land and Compensation.		Construction of Way and Stations, Engineering, &c.		Law Charges and Parliamentary Expenses.		TOTAL.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Lines belonging to the Company open for Traffic :—									
Inchicore—New Running Shed			11,713	2 8			11,713	2 8	
Kilkenny—Extension of Goods Store			691	17 4			691	17 4	
Limerick Junction—Recreation Room for Staff			600	6 6			600	6 6	
Rathcoole—New Station			427	14 10			427	14 10	
Waterford—Additional Siding Accommodation			1,682	17 1			1,682	17 1	
Additions to Capital Stock of Wagon Covers			516	10 4			516	10 4	
Additional Land and Accommodation at various Stations ..	396	0 0	4,083	12 0	96	16 8	4,576	8 8	
							20,208	17 5	
Lines Leased :—									
Ballywilliam and Palace East Branch—Crossing Rights purchased							20	0 0	
Manufacturing and Repairing Works and Plant :—									
Inchicore—New Carriage and Wagon Shops—Buildings					916	13 10			
Do. Do. —Plant and Machinery,					3,918	16 10			
Do. Extension of Foundry :—									
Buildings					1,924	1 1			
Plant and Machinery					847	17 6			
Do. Accommodation for Storage of Carriages					88	6 11			
Do. Additional Machinery for existing Shops					2,808	15 0			
Do. Additional Water Supply for Works					453	18 5			
							10,958	9 7	
Total Capital expended upon Railway								31,187	7 0
Horses Cr. 73 5 4									
Hotels :—									
Parknasilla Hotel—Water Supply					2,240	18 6			
Killarney Hotel—Heating					79	1 2			
							2,319	19 8	
Electric Power Stations, &c. :—									
Inchicore—New Power House							779	13 7	
Land, Property, &c., not forming part of the Railway or Stations :—									
Used in connection with Railway Working—									
Waterford—Water Supply							5,452	18 7	
Not used in connection with Railway Working—									
Additional Cottage Accommodation							3,366	16 0	
Total Capital Expenditure for the year							£	43,033	9 6

No. 6.--ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.		Estimated Further Expenditure.		
		During the Year ending 31st December, 1915	Subsequently until completion.	TOTAL
£		£	£	£
	Lines belonging to the Company open for traffic:—			
11,713	Inchicore—Conversion of Wagon Shop into Running Shed ..	900	—	900
—	Sundry Works at Stations and Sidings	10,000	Not ascertained	—
	Rolling Stock:—			
—	135 Covered Goods Wagons	15,000	—	15,000
—	65 Open Goods Wagons	5,800	—	5,800
	Manufacturing and Repairing Works and Plant:—			
—	Inchicore—New Paint Shop	1,800	—	1,800
2,800	Do. Extension of Foundry	400	—	400
—	Do. New Machinery	400	—	400
	Land Property, &c., not forming part of the Railway or Stations:—			
	Not used in connection with Railway working—			
3,000	New Cottages	4,000	Not ascertained	—
	TOTAL	38,300	—	—
	Works not yet commenced and in abeyance			—

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s.	d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	200,000	0	0
Stock and Share Capital created but not yet received (as per Statement No. 2):—			
Amount unissued	121,211	0	0
Loan Capital created but not yet available (as per Statement No. 3)	£ 170,000		
Available borrowing powers (as per Statement No. 3)	38,176	208,176	0 0
		529,417	0 0
Deduct balance at Debit (as per Capital Account No. 4)		213,073	3 9
TOTAL	£	316,343	16 3

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Gross Receipts	Expenditure.	Net Receipts.	Year 1913.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	1,642,686 16 0	984,219 5 10	658,467 10 2	1,630,766	948,907	681,859
14	Docks, Harbours, and Wharves .. .	8,540 19 10	8,864 6 5	Dd. 323 6 7	8,977	8,033	944
	TOTAL	1,651,227 15 10	993,083 12 3	658,144 3 7	1,639,743	956,940	682,803
Miscellaneous Receipts (Net)—							
	Rents from Houses and Lands			5,168 19 11			4,173
	Rents from Hotels			731 8 7			868
	Other Rents, including Lump-sum Tolls			8,897 11 10			9,030
	Interest and Dividends from Investments in other Companies:—						
	Fishguard and Rosslare Railways and Harbours Co.			1,750 0 0			1,750
	Transfer Fees			338 0 0			396
	General Interest			2,844 6 4			5,545
	Baronial Guarantees			10,740 0 2			11,453
	Total Net Income		£	688,614 10 5			716,018

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

					Year 1913.	
					£ s. d.	£
	Balance brought forward from last year's Account				53,070 15 4	52,887
	Net Income (as per Statement No. 8)				688,614 10 5	716,018
	TOTAL				741,685 5 9	768,905
Deduct—Interest, Rentals, and other Fixed Charges—					£ s. d.	
	Interest on Superannuation and other Funds			4,332 1 1		4,458
	Interest on Debenture Stock			158,993 7 2		158,993
	Rent of and Guaranteed Interest on Leased and Worked Lines:—					
	Athenry and Tuam Extension to Claremorris Railway			4,162 3 11		4,194
	Southern Railway			4,753 10 3		4,882
	Tralee and Fenit Railway			1,790 7 10		1,732
	Fishguard and Rosslare Railways and Harbours (in Ireland)			40,672 18 0		35,662
	Dividends payable or accruing on Four per Cent. £10 Baronial Guaranteed Shares:—					
	County Sligo		£3,200 0 0			
	County Mayo		1,600 0 0			
				4,800 0 0		4,800
	Dividend payable to London and North Western Railway			5,738 4 7		4,807
	Refund of Guarantee to County Mayo			197 5 1		65
	Sinking Fund for Terminable Guarantee			670 0 0		670
	TOTAL				226,109 17 11	220,163
	Balance after payment of Fixed Charges				515,575 7 10	548,742
Appropriation to Reserve:—						
	Reserve Fund				—	50,000
					515,575 7 10	498,742
Dividends on Guaranteed, Preference, and Geashill Extension Stocks:—					£ s. d.	
	Dividend on 4 per Cent. Guaranteed Preference Stock at 4 per Cent. per annum			111,047 7 2		111,047
	Dividend on 4 per Cent. Preference Stock at 4 per Cent. per annum			67,870 12 0		67,867
	Dividend on Geashill Extension Stock (payable out of the Net Receipts of the Geashill Extension separate undertaking) at 1½ per Cent. per annum			480 18 0		481
	TOTAL				179,398 17 2	179,395
	Balance available for Dividend on Ordinary Stock				£336,176 10 8	319,347
	Dividend on Ordinary Stock at 5 per cent. per annum			266,276 0 0		266,276
	Balance carried forward to next year's account			69,900 10 8		53,071
					£ 336,176 10 8	319,347

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

					Year 1913.	
					£ s. d.	£
	Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1914, (as per Account No. 9)				515,575 7 10	548,742
Deduct Interim Dividends paid:—					£ s. d.	
	On 4 per Cent. Guaranteed Preference Stock at 2 per Cent.			55,523 13 7		55,524
	On 4 per Cent. Preference Stock at 2 per Cent.			33,935 6 0		33,932
	On Geashill Extension Stock at ¾ per Cent.			206 2 0		206
	On Ordinary Stock at 2½ per Cent.			119,824 4 0		119,824
					209,489 5 7	209,486
	Undivided Balance at 31st December, carried to Balance Sheet				£ 306,086 2 3	339,256

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£ s. d.		£ s. d.		Year 1913.
	£	s. d.	£	s. d.	£
Superintendence :—					
Salaries	13,117	11 9			12,830
Office Expenses, etc.	853	0 2			1,669
				13,970 11 11	14,499
Maintenance of Roads, Bridges, and Works :—					
Earthworks	1,958	5 8			2,098
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	15,128	9 7			18,442
Roads and Fences	15,794	14 7			14,801
				32,881 9 10	35,341
Maintenance of Permanent Way :—					
Renewal of Running Lines :—					
Wages	5,501	11 0			5,796
Materials	35,534	12 2			35,702
Engine Power and Wagon Repairs	3,368	9 10			3,935
				44,404 13 0	45,433
Repair of Running Lines and Sidings :—					
Wages	56,979	14 2			57,353
Materials	24,959	11 5			25,933
Engine Power and Wagon Repairs	3,885	11 0			4,723
				85,824 16 7	88,009
Maintenance of Signalling				11,987 12 11	11,045
Maintenance of Telegraphs				4,223 10 11	3,993
Maintenance of Stations and Buildings :—					
Stations, Depots, and Offices	11,528	12 4			13,835
Engine Sheds	10,311	12 9			2,586
Carriage Sheds	217	1 6			369
Locomotive Workshops	578	9 4			1,184
Carriage Workshops	41	15 3			25
Wagon Workshops	87	2 2			159
Other Buildings	726	5 8			865
				23,490 19 0	19,023
TOTAL			£	216,783 14 2	217,343

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

(2)—Carriages.

	£ s. d.		£ s. d.		Year 1913.
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries	3,388	9 6			3,122
Office Expenses	455	7 3			327
				3,843 16 9	3,449
Complete Renewals :—					
Wages	4,759	13 4			3,782
Materials	7,274	12 2			5,850
				12,034 5 6	9,632
Repairs and Partial Renewals :					
Wages	29,411	14 5			28,722
Materials	24,261	14 3			22,102
				53,673 8 8	50,824
Workshop Expenses :—					
Repair and Renewals of Machinery and Plant.	7,268	19 4			6,496
Other Expenses	10,552	18 7			11,685
				17,821 17 11	18,181
				87,373 8 10	82,086
Deduct—Engine Power supplied to and by the Company. (Balance).				3,148 8 5	3,268
TOTAL			£	84,225 0 5	78,818

	£ s. d.		£ s. d.		Year 1913.
	£	s. d.	£	s. d.	£
Superintendence :—					
Salaries	1,711	18 6			1,558
Office Expenses	135	2 0			131
				1,847 0 6	1,689
Complete Renewals :—					
Wages	3,380	0 0			2,245
Materials	8,620	0 0			4,320
				12,000 0 0	6,565
Repairs and Partial Renewals :					
Wages	13,729	3 5			14,242
Materials	13,458	1 3			14,025
				27,187 4 8	28,267
Workshop Expenses :—					
Repairs and Renewals of Machinery and Plant.	553	18 6			571
Other Expenses	6,059	8 2			5,357
				6,613 6 8	5,928
TOTAL			£	47,647 11 10	42,449

(3) Wagons.

	£ s. d.		£ s. d.		Year 1913.
	£	s. d.	£	s. d.	£
Superintendence :—					
Salaries	1,711	18 5			1,558
Office Expenses	135	2 0			131
				1,847 0 5	1,689
Complete Renewals :—					
Wages	3,930	8 7			4,534
Materials	17,318	7 3			20,643
				21,248 15 10	25,177
Repairs and Partial Renewals :—					
Wages	7,619	3 0			7,148
Materials	5,791	9 9			4,455
				13,410 12 9	11,603
Workshop Expenses :—					
Repairs and Renewals of Machinery and Plant	417	17 7			431
Other Expenses	4,571	2 6			4,041
				4,989 0 1	4,472
TOTAL			£	41,495 9 1	42,941

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	Year 1913.		
	£	s.	d.
Superintendence :—			
Salaries	6,201	8	4
Office Expenses	409	5	1
		6,610	13 5
Steam Train Working :—			
Wages connected with the Running of Locomotive Engines.	74,132	12	4
Fuel	136,184	6	5
Water	6,034	8	5
Lubricants	2,880	1	0
Other Stores, including Clothing.	5,823	19	0
Miscellaneous	2,685	19	8
		227,741	6 10
		234,352	0 3
Deduct—Engine Power supplied to and by the Company. (Balance).		7,346	5 10
TOTAL	£	227,005	14 5

ABSTRACT D.—TRAFFIC EXPENSES.

	Year 1913.		
	£	s.	d.
Salaries and Wages :—			
Superintendence	16,975	1	4
Stationmasters and Clerks	45,172	16	9
Signalmen and Gatemen	24,642	7	2
Ticket Collectors, Police-men, Porters, &c.	72,929	0	7
Guards	13,934	5	11
		173,653	11 9
Fuel, Lighting, Water, and General Stores	20,693	7	8
Clothing	3,858	9	7
Printing, Advertising, Stationery, Stamps, and Tickets.	9,445	4	8
Wagon Covers, &c.,	2,098	7	4
Expenses of Joint Stations and Junctions	Cr. 545	1	0
Cleansing, Lubricating, and Lighting of Vehicles.	11,790	19	7
Shunting Expenses (other than Mechanical) :—			
Wages	6,248	12	10
Other Expenses	940	11	7
		7,189	4 5
Working of Stationary Engines, Hoists, Cranes, &c.	5,788	11	2
Railway Clearing Houses Expenses	4,636	12	9
Miscellaneous Expenses	6,797	7	9
TOTAL	£	245,406	15 8

ABSTRACT E.—GENERAL CHARGES.

	Year 1913.		
	£	s.	d.
Directors' Fees voted by Shareholders	5,000	0	0
Auditors and Public Accountants	450	0	0
Salaries of Secretary, General Manager, Accountant, and Clerks,	18,053	13	5
Office Expenses, ditto, ditto	2,019	16	7
Rating Expenses	390	6	9
Fire Insurance	1,312	8	3
Superannuation and Benevolent Funds, Pensions, &c.	10,996	12	9
Subscriptions and Donations	593	1	4
Miscellaneous Expenses	3,248	19	5
TOTAL	£	42,064	18 6

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	Year 1913.		
	£	s.	d.
Amounts paid for Hired Cartage	11,766	0	10
TOTAL	£	11,766	0 10
Amount charged to Passenger Train traffic,	2,781	13	4
Amount charged to Goods traffic	8,984	7	6

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

	Receipts.	Payments.	Balance.	Year 1913.		
				Receipts.	Payments.	Balance.
				£	s.	d.
Passenger Train Traffic	369	—	369	406	—	406
Goods Train Traffic	357	0 2 9	357 0 11	331	8	323
TOTAL	£	726 5 7	0 2 9	726	8	729

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Receipts.	Expenditure.	Balance.	Year 1913.		
				Receipts.	Expenditure.	Balance.
				£	s.	d.
Mileage and Demurrage :—						
Passenger Train Vehicles	668	513 9 6	155 5 4	543	468	75
Goods Train Vehicles	4,941	4,629 14 7	311 9 8	3,684	3,577	107
Hire of—						
Passenger Train Vehicles	—	—	—	37	1	36
Goods Train Vehicles	—	—	—	31	—	31
TOTAL	£	5,609 19 1	5,143 4 1	4,295	4,046	249

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

Not applicable to this Company.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

Not applicable to this Company.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

Not applicable to this Company.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

Not applicable to this Company.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

Dr.

Cr.

To Expenditure.	Year 1913.		By Gross Receipts.	Year 1913.	
	£	s. d.	£	£	s. d.
Superintendence	151	0 2	203	Harbour Dues	61 9 6
Maintenance	3,708	11 2	2,228	Light Dues	5 17 3
Dredging — Transfer from Suspense Account	1,500	0 0	1,500	Wharf and Pier Dues	5,300 6 6
Wages not included in above ..	3,391	10 8	3,511	Craneage and other Services	3,173 6 7
Rates	98	3 11	117	Miscellaneous	—
Miscellaneous	15	0 6	474		
				Total Receipts	8,540 19 10
Total Expenditure ..	8,864	6 5	8,033	Balance	323 6 7
Balance	—		944		
TOTAL	£ 8,864	6 5	8,977	TOTAL	£ 8,864 6 5

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

Not applicable to this Company.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

Not applicable to this Company.

Dr.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	£ s. d.		Year 1913.		Number of Units.	£ s. d.		Year 1913.	
			£	s. d.		Number of Units.			£
Superintendence :—									
Salaries	147	13 4	144						
Office Expenses	8	16 2	3						
Total Superintendence		156 9 6	147						
Generation :—									
Maintenance of Buildings ..	18	10 9	11						
Maintenance of Plant, Machinery, and Tools ..	303	2 9	194						
Maintenance of Feeders, Cables, and Accessories	10	11 1	30						
Salaries and Wages	626	14 1	487						
Fuel, including Carriage, &c. ..	1,448	10 9	1,125						
Oil, Waste, Water, and Stores ..	125	4 0	62						
Special Items	15	10 8	22						
Total Generation		2,548 4 1	1,931						
Distribution :—									
Maintenance of Feeders, Mains, Apparatus	5	9 8	9						
Maintenance of Meters, Switches, Fuses, Lamps, &c.	297	7 7	317						
Salaries and Wages	361	17 1	311						
		664 14 4	637						
Rates, &c.		47 13 4	65						
TOTAL	£	3,417 1 3	2,780		TOTAL ..	425,506	3,417 1 3	270,818	2,780

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£ s. d.		31st Dec., 1913.			£ s. d.		31st Dec., 1913.	
			£	s. d.				£	s. d.
To Amount due to Bankers	74,122	13 1	29,701		By Capital Account, Balance at Debit thereof, as per Account No. 4. ..	213,073	3 9	170,040	
Unpaid Interest and Dividends	6,385	12 8	6,588		Cash in hand	18,269	9 2	16,258	
Interest and Dividends payable or accruing and provided for.	75,206	4 0	77,921		Cash on Deposit at Interest	—		60,000	
Amount due to Railway Companies and Committees.	30,088	12 5	27,662		Stock acquired on Amalgamation of other Lines	6,140	19 0	6,141	
Amount due to Irish Railway Clearing House	22,789	8 1	12,923						
Superannuation and other Provident Funds	105,616	17 2	103,294		Investments in Consols and Government Securities (at cost)	29,190	6 3		
Accounts payable	51,530	2 5	67,899		Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure (at cost)	159,939	0 9		
Liabilities accrued	8,320	15 8	6,009						
Miscellaneous Accounts	16,199	9 11	14,053		Stock of Stores and Materials	284,842	10 3	251,672	
Fire Insurance Fund	19,553	14 0	18,574		Outstanding Traffic Accounts	67,723	10 8	42,565	
Reserve for Depreciation of Investments ..	10,081	19 8	9,691		Amount due by Railway Companies and Committees.	2,233	17 2	1,700	
Reserve Fund	190,000	0 0	140,000		Amount due by Railway Clearing House	11,943	11 8	3,391	
					Amount due by Postmaster-General	12,846	17 5	12,712	
Balance available for Dividends and Reserve as per Account No. 9 :—					Accounts Receivable	26,124	6 1	24,035	
Dividends	515,575	7 10	498,742		Miscellaneous Accounts	34,789	6 4	25,044	
Reserve	—		50,000		Suspense Account—Dredging at Rosslare, Exceptional Expenditure, ..	4,072	8 3	5,572	
	515,575	7 10	548,742		Temporary advance to Fishguard and Rosslare Railways and Harbours Co. ..	44,792	4 7	61,848	
Less Interim Dividends paid as per Statement No. 9 (a).	209,489	5 7	209,488						
		306,086 2 3	339,256						
TOTAL	£	915,981 11 4	853,571		TOTAL ..	£	915,981 11 4	853,571	

PART II.
STATISTICAL RETURNS.

I.—MILEAGE OF LINES. (A)—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	31st Dec., 1913.	
	Length of Road, First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.	Total of Single Track, including Sidings.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	
Lines owned by Company:—										
Main and Principal Lines:—										
Dublin (Kingsbridge) to Queenstown	180 65	177 14	4 32	1 28	- 59	364 38	57 29	421 67	416 6	
North Wall Lines	6 42	5 73	- 17	- 11	- 1	12 64	4 57	17 41	17 18	
Maryboro' to Waterford (Newrath Junction)	58 27	1 68	- 5	..	..	60 20	3 57	63 77	63 77
Limerick to Waterford (Salvation Lane)	80 28	33 56	- 49	- 32	- 45	115 50	17 47	133 17	132 47	
Mallow to Fermoy	16 75	- 79	- 25	- 2	..	18 21	2 48	20 69	20 73	
Mallow to Killarney	39 76	1 33	- 21	..	..	41 50	2 65	44 35	44 30
Total of Main and Principal Lines	382 73	221 3	5 69	1 73	1 25	613 3	88 63	701 66	695 11	
Minor and Branch Lines:—										
Sallins Junction to Tullow	34 59	2 73	..	..	..	37 52	3 68	41 40	41 39
Curragh Branch	- 37	- 33	- 3	..	..	- 73	..	- 73	- 73
Cherryville Junction to Kilkenny	48 39	23 77	- 3	..	..	72 39	4 17	76 56	76 56
Bagnalstown to Ballywilliam	20 67	- 15	..	..	..	21 2	- 37	21 39	21 39
Portarlinton to Athlone	39 2	1 13	- 7	..	..	40 23	3 17	43 40	43 40
Clara to Banagher	17 56	- 22	..	..	..	17 78	- 72	18 70	18 71
Conniberry Junction to Mountmellick	6 61	- 18	..	..	..	6 79	- 18	7 17	7 13
Ballybrophy to Killoan	53 3	1 8	- 2	..	..	54 13	2 29	56 42	56 43
Roscrea to Birr	12 39	- 2	..	..	..	12 41	1 7	13 48	13 48
Birdhill to Killaloe	3 57	- 11	..	..	..	3 68	- 27	4 15	4 15
Goold's Cross to Cashel	5 67	- 7	..	..	..	5 74	- 49	6 43	6 44
Charleville Junction to Patrickswell	17 43	- 43	..	..	..	18 6	- 70	18 76	18 76
Fermoy to Mitchelstown	11 51	- 13	..	..	..	11 64	1 1	12 65	12 64
Banteer to Newmarket	8 46	- 19	..	..	..	8 65	1 29	10 14	10 13
Headford Junction to Kenmare	19 56	- 31	- 2	..	..	20 9	1 31	21 40	21 40
Killarney to Tralee	22 8	- 59	- 7	..	..	22 74	3 66	26 60	26 58
Farranfore to Killorglin	12 40	- 27	- 1	..	..	12 68	1 74	14 62	14 62
Killorglin to Valentia	26 60	- 50	..	..	..	27 30	- 70	28 20	28 20
Gortatlea to Castleisland	4 57	- 5	..	..	..	4 62	- 70	5 52	5 51
Queenstown Junction to Youghal	20 52	1 13	- 19	..	..	22 4	1 33	23 37	23 34
Limerick to Tralee	70 19	- 79	- 19	..	..	71 37	6 36	77 73	77 72
Ballingrane to Foynes	9 37	- 3	..	..	..	9 40	- 53	10 13	10 13
Limerick to Athenry (Ennis Junction)	61 3	1 46	..	..	..	62 49	2 43	65 12	65 9
Athenry (Tuam Junction) to Tuam	15 70	- 37	..	..	..	16 26	1 60	18 6	17 75
Claremorris (North) to Collooney	46 36	1 10	..	..	..	47 46	2 38	50 4	50 4
Total	973 18	259 77	6 52	1 73	1 25	1,243 5	133 38	1,376 43	1,369 43	
Lines jointly owned (Company's share of Ownership):—										
As enumerated in Abstract J:—	-	-	-	-	-	-	-	-	-	
Other Joint Lines	-	-	-	-	-	-	-	-	-	
Total Lines jointly owned	-	-	-	-	-	-	-	-	-	
Total miles of Lines owned and Company's share of Lines jointly owned	973 18	259 77	6 52	1 73	1 25	1,243 5	133 38	1,376 43	1,369 43	
Lines leased or worked:—										
By the Company:—										
Athenry and Tuam Extension to Claremorris Rly.	16 78	- 41	..	..	..	17 39	- 59	18 18	18 18
Ballywilliam and Palace East Railway	3 6	..	..	..	..	3 6	..	3 6	3 6
Southern Railway	24 21	- 31	..	..	..	24 52	1 27	25 79	25 79
Tralee and Fenit Railway	8 49	..	..	..	..	8 49	2 31	11 -	10 65
Fishguard and Rosslare Railways and Harbours Company's Lines (in Ireland).	103 54	4 59	..	..	..	108 33	9 38	117 71	117 71
Total	156 48	5 51	..	..	..	162 19	13 75	176 14	175 79
Jointly with other Companies (Company's share):—										
As enumerated in Abstract J .. .. .	..	..	..	..	..	..	..	..	..
Other Jointly leased or worked Lines:—										
Waterford, Salvation Lane, to Abbey Junction	- 17	- 17	..	..	..	- 34	- 10	- 44	- 44
Total miles of Lines leased or worked, and Company's share of Lines jointly leased or worked.	156 65	5 68	..	..	..	162 53	14 5	176 58	176 43
GRAND TOTAL	1,130 3	265 65	6 52	1 73	1 25	1,405 58	147 43	1,553 21	1,546 6	

(B)—Mileage of Lines authorised but not open for Traffic.

	Miles Authorised.	Miles Constructed and not Open for Traffic.		Miles under Construction.	Miles not Commenced, or in Abeyance.
	Length of Road.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.
Lines Owned by the Company:—					
New Lines	-	-	-	-	-

I.—(C)—Mileage of Lines Run Over by the Company's Engines.

	M. CH.		31st Dec. 1913.	
	M.	CH.	M.	CH.
Lines Owned by the Company	973	18	973	15
Lines Partly Owned	—	—	—	—
Lines Leased, or Worked by the Company	156	48	156	48
Lines Leased, or Worked Jointly	—	22	—	22
Lines over which the Company exercises Running Powers continuously	8	50	8	50
TOTAL	1,138	58	1,138	55

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

Description.	Number.	31st Dec. 1913.	
		Number.	Number.
TENDER ENGINES:—			
Wheel Type :			
4-6-0	6	6	
4-4-0	85	85	
2-6-0	11	11	
2-4-0	13	13	
0-6-0	136	131	
TANK ENGINES:—			
Wheel Type :			
4-4-2	14	14	
2-4-2	7	8	
0-6-4	7	7	
0-6-2	2	2	
0-6-0	16	16	
0-4-4	20	20	
0-4-2	3	3	
0-4-0	1	1	
	321	317	
TENDERS	231	231	

(B)—Rail Motor Vehicles.

Not applicable to this Company.

(C)—Trains worked by Electric Power.

Not applicable to this Company.

(D)—Coaching Vehicles (other than Electric).

	No.	Seats or Berths.				31st Dec., 1913.	
		1st Class.	2nd Class.	3rd Class.	Total.	No.	Seats or Berths Total.
PASSENGER CARRIAGES.							
Carriages of uniform class	354	855	748	20,038	21,641	348	21,197
Composite Carriages ..	165	2,305	2,711	2,032	7,048	164	7,026
Restaurant Cars ..	8	105	84	90	279	8	279
Miscellaneous ..	1	18	—	—	18	1	18
Total ..	528	3,283	3,543	22,160	28,986	521	28,520
Sleeping	—	—	—	—	—	—	—
Total passenger carriages, ..	528				28,986	521	28,520
OTHER COACHING VEHICLES.							
Post Office Vans ..	25					25	
Luggage, Parcel, and Brake Vans.	109					111	
Carriage Trucks ..	49					51	
Horse Boxes ..	137					138	
Miscellaneous ..	71					71	
Total other Coaching Vehicles, ..	391					396	
Total Coaching Vehicles, ..	919					917	

(E)—Merchandise and Mineral Vehicles.

	Number.	31st Dec. 1913.	
		Number.	Number.
Open Wagons:—			
Under 8 tons	3	10	
8 and up to 12 tons	3,083	3,106	
Over 12 and up to 20 tons	20	20	
Over 20 tons (other than special)	1	1	
Covered Wagons:—			
Under 8 tons	495	568	
8 and up to 12 tons	2,121	2,016	
Over 12 and up to 20 tons	—	—	
Over 20 tons	4	4	
Mineral Wagons,	—	—	
Special Wagons (for loads of exceptional dimensions and weight).	—	—	
Cattle Trucks	1,447	1,484	
Rail and Timber Trucks (including Twin Trucks).	176	194	
Brake Vans	131	135	
Miscellaneous	1	1	
TOTAL	7,482	7,539	

(F)—Railway Service Vehicles, and Horses for Shunting.

	Number.	31st Dec. 1913.	
		Number.	Number.
Gasholder Trucks	14	14	
Locomotive Coal Wagons	274	274	
Ballast Wagons	240	244	
Mess and Tool Vans	34	34	
Breakdown Cranes	2	2	
Travelling Cranes	4	4	
Miscellaneous	82	82	
TOTAL	650	654	
Horses for Shunting	10	12	

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

Not applicable to this Company.

IV.—STEAMBOATS.

Not applicable to this Company.

V.—CANALS.

Not applicable to this Company.

VI.—DOCKS, HARBOURS, AND WHARVES.

Name.	Length of Quay.
	Feet.
Waterford Riverside Wharves	1,522
Rosslare Harbour (worked by the Company)	1,530

VII.—HOTELS.

Name.	Situation.
Great Southern Hotel,	Killarney, Co. Kerry.
New Hotel and Boarding Estab- lishment	Killarney, do.
Great Southern Hotel	Caragh Lake, do.
Great Southern Hotel	Kenmare, do.
Great Southern Hotel	Parknasilla do.
Great Southern Hotel	Waterville do.
Station Hotel	Cork.
Station Hotel	Limerick Junction.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	
	31st Dec., 1913.	
	A. R. P.	A. R. P.
Agricultural Land	539 1 14	532 2 16
Urban and Suburban Land	176 3 11	176 3 11
	Number.	Number.
Houses and Cottages for Company's Servants	671	671
Other Houses and Cottages	29	28

IX.—OTHER INDUSTRIES (IF ANY.)

Not applicable to this Company.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A.)

			Year 1913.	
Quantities of principal materials used :—				
Ballast	cubic yards	67,643½	84,399	
Fencing	miles	35¾	87	
Rails	tons	3,214	4,253	
Sleepers	number	58,795	64,795	
Miles maintained :—				
Miles of road		1,130	1,130	
Miles of road reduced to single track :—				
Running Lines		1,405¾	1,405½	
Sidings		147½	140½	
Miles of track renewed		22¾	29¼	

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B.)

	In Company's Workshops. Number.	By Contract. Number.	Total.	Year 1913.
				Total.
Locomotives renewed	6	—	6	4
Locomotives repaired :—				
Heavy repairs	141	—	141	140
Light repairs	18	—	18	33
Locomotives under or awaiting repair at end of year	32	—	32	26
Coaching Vehicles :—				
Carriages renewed	10	—	10	—
Carriages repaired :—				
Heavy repairs	158	—	158	166
Light repairs	1,357	—	1,357	1,224
Carriages under or awaiting repair at end of year	64	—	64	89
Others renewed	—	—	—	25
Others repaired :—				
Heavy repairs	94	—	94	90
Light repairs	595	—	595	627
Others under or awaiting repair at end of year	18	—	18	15
Wagons renewed :—				
Completely renewed	219	—	219	260
Partially renewed	—	—	—	—
Wagons repaired :—				
Heavy repairs	752	—	752	679
Light repairs	7,086	—	7,086	7,534
Wagons under or awaiting repair at end of year	133	—	133	199

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary :—		£	s. d.			£	s. d.	
1st Class	149,456	43,426	5 9·73	136,838	160,579	47,810	5 11·46	148,478
2nd Class	289,372	39,132	2 8·46	284,364	329,870	45,194	2 8·88	325,776
3rd Class	5,827,269	497,620	1 8·49	5,565,357	6,021,775	493,596	1 7·67	5,844,803
Workmen	43,412	546	3·02	43,412	28,680	363	3·04	28,680
TOTAL	6,309,509	580,724	1 10·09	6,029,971	6,540,904	586,963	1 9·54	6,347,737
Season :—								
1st Class	145	2,010	—	145	126	1,951	—	126
2nd Class	520	5,352	—	520	519	5,208	—	519
3rd Class	489	6,409	—	489	511	6,501	—	511

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise	Tons. 1,578,590	£ 570,001	s. d. 7 2·66	Tons. 1,393,604	Tons. 1,547,435	£ 558,194	s. d. 7 2·57	Tons. 1,386,153
Coal, Coke, and Patent Fuel	481,964	76,112	3 1·9	475,417	482,857	77,041	3 2·29	475,856
Other Minerals	125,357	21,807	3 5·75	120,889	124,986	21,177	3 4·66	119,646
TOTAL	2,185,911	667,920	6 1·33	1,989,910	2,155,278	656,412	6 1·09	1,981,655
	Number			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock	1,595,275	170,959	—	1,492,141	1,673,156	171,640	—	1,586,064

XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1913.	
		Tons.	Tons.
Coal, Coke and Patent Fuel	475,417	475,856	
Brewers' Grains	38,101	36,496	
Ale and Porter in Casks	240,325	258,232	
Artificial Manure	79,189	87,752	
Grain as per Classification	465,626	449,565	
Timber, Round and Sawm	87,693	88,563	
TOTAL	1,386,351	1,396,464	

XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number	Year 1913.	
		Number.	Number.
Horses	44,270	23,390	
Cattle	510,101	533,251	
Calves	126,097	157,440	
Sheep	324,247	392,080	
Pigs	486,301	479,657	
Miscellaneous	1,125	246	
TOTAL	1,492,141	1,586,064	

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR LAST YEAR.

	1914.	1913.
Total Expenditure on Capital Account (No. 4)	£ 14,794,122	£ 14,751,088
Gross Receipts from Businesses carried on by the Company (No. 8)	1,651,228	1,639,743
Revenue Expenditure on ditto (No. 8)	993,084	956,940
Net Receipts of ditto (No. 8)	658,144	682,803
Miscellaneous Receipts net (No. 8)	30,470	33,215
Total Net Income (No. 8)	688,614	716,018
Interest, Rentals, and other Fixed Charges (No. 9)	226,110	220,163
Dividends on Guaranteed and Preference Stocks (No. 9)	179,399	179,395
Balance after Payment of Preference Dividends (No. 9)	283,105	316,460
Dividend on Ordinary Stock (No. 9)	266,276	266,276
Rate per cent.	5%	5%
Surplus	16,829	50,184
Appropriation to Reserve	—	50,000
Brought forward from previous years	53,071	52,887
Carried forward to subsequent years	69,900	53,071

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 Year, been maintained in good working condition and repair.

11th January, 1915.

A. GORDON,
Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Workshops, Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, also Steam Tugs, have, during the past Year, been maintained in good working order and repair.

12th January, 1915.

E. A. WATSON,
Locomotive Engineer.

Signed for the Board of Directors,

WILLIAM J. GOULDING,
Chairman of the Company.
ROBERT CRAWFORD,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts, Numbers 1 to 18, 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 year with all expenses which ought, in our judgment, to be paid thereout.

STANLEY HARRINGTON,
E. WHITE, } *Auditors.*

Examined and Approved.

PRICE, WATERHOUSE, & Co.,
Chartered Accountants.

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GREAT SOUTHERN AND WESTERN RAILWAY. Map explanatory of the System.

Scale of Miles
0 10 20 30 40 50

Lines owned by G. S. & W. R. Co. thus.....
Lines Leased or Worked thus.....
Running powers exercised thus.....



Great Southern & Western Railway Company.

**REPORT OF THE DIRECTORS,
FINANCIAL ACCOUNTS
AND
STATISTICAL RETURNS**

FOR
YEAR ENDED 31ST DECEMBER, 1914.

GREAT SOUTHERN AND WESTERN RAILWAY
COMPANY.

NOTICE is hereby given that the Annual General Meeting of the Proprietors of this Company will be held at the Kingsbridge Terminus, Dublin, on Wednesday, the 10th day of February, 1915, at 2 o'clock, p.m., for the purpose of receiving from the Directors the Report, Financial Accounts, and Statistical Returns for the Year ended 31st December, 1914, and of transacting the general business of the Company.

By order of the Board,

ROBERT CRAWFORD,
Secretary.

Dated this 16th day of January, 1915.

KINGSBRIDGE TERMINUS,
DUBLIN.

ANNUAL MEETING—10th February, 1915.
DIVIDEND PAYABLE—1st March, 1915.

GREAT SOUTHERN AND WESTERN RAILWAY.

Central Ireland Railway Separate Undertaking (Geashill Extension, Great Southern & Western Railway).

Constituted a Separate Capital and Undertaking under the Central Ireland Railway Acts, 1866 and 1896, the Waterford and Central Ireland Acts, 1873 and 1877, and the Great Southern and Western and Waterford and Central Ireland Railway Companies Amalgamation Act, 1900.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1914.

PART I.—FINANCIAL ACCOUNTS.

No. 1 (a) NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Special Acts conferring capital powers which have been fully exercised:—The Central Ireland Railways Act, 1866, as amended by the Waterford and Central Ireland Act, 1873; the Waterford and Central Ireland Railway (Transfer) Act, 1877; and the Great Southern and Western and Waterford and Central Ireland Railway Companies Amalgamation Act, 1900	27,480	—	27,480	27,480	—	27,480	—	—	—
TOTAL	£ 27,480	—	27,480	27,480	—	27,480	—	—	—

No. 2 SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

Description.	Amount created.	Amount issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
Geashill Extension Stock	£ 27,480	£ 27,480	£ —	£ 27,480	£ —	£ —	£ —	£ —

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

To Expenditure.	Amount expended to 31st Dec., 1913.	Amount expended during Year, as per No. 5.	TOTAL.	By Receipts.	Amount received to 31st Dec., 1913.	Amount received during Year.	TOTAL.
Lines open for Traffic	£ 28,131	s. d. 0 0	£ 28,131	Stock (No. 2)	£ 27,480	s. d. 0 0	£ 27,480
				Balance	—	—	651
TOTAL	—	—	28,131 0 0	TOTAL	—	—	28,131 0 0

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
Nil.	—	—	—

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		TOTAL.
	During the Year ending 31st December, 1915.	Subsequently until completion.	
—	£ —	£ —	£ —

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Nil.

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

	Gross Receipts.	Expenditure.	Net Receipts.	Year 1913.		
				Gross Receipts.	Expenditure.	Net Receipts.
				£ s. d.	£ s. d.	£ s. d.
Railway	1,829 11 2	1,280 13 10	548 17 4	1,698	1,189	509
Miscellaneous Receipts (Net):—						
Rents from Houses and Lands			0 14 9			1
Other Rents, including Lump Sum Tolls			5 3 3			5
Transfer Fees			0 10 0			1
Total Net Income			£ 555 5 4			516

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	£ s. d.	£	Year 1913.	
			£ s. d.	£
Balance brought forward from last year's account	55 1 5			20
Net Income (as per Statement No. 8)	555 5 4			516
Total available for Dividend on Geashill Extension Stock		610 6 9		536
Dividend on Geashill Extension Stock at 1½ per cent. per annum	480 18 0			481
Balance carried forward to next year's account	129 8 9			55
		610 6 9		536

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

	£ s. d.	£	Year 1913.	
			£ s. d.	£
Balance available for Dividends (as per Account No. 9)	610 6 9			536
Deduct Interim Dividend at ¾ per cent.,	206 2 0			206
Undivided Balance at 31st December, carried to Balance Sheet		404 4 9		330

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

To Expenditure.	Year 1913.		Percentage of Traffic Receipts.		By Gross Receipts.	Year 1913.		Percentage of Traffic Receipts.	
	£ s. d.	£	1914.	1913.		£	£	1914.	1913.
			Per cent.	Per cent.				Per cent.	Per cent.
Allowance to Great Southern and Western Railway Company for Working Expenses, 70 per cent. of Railway Receipts.	1,280 13 10	1,189	70.09	70.05					
					Passenger Train Traffic:—	£ s. d.	£ s. d.	£	Per cent.
					Ordinary Passengers:—				Per cent.
					First Class	6 16 3		16	
					Second Class	18 2 11		18	
					Third Class	423 15 9		374	
							448 14 11	408	
					Season Tickets:—				
					First Class	—		—	
					Second Class	4 16 11		6	
					Third Class	41 9 0		49	
							46 5 11	55	
					Workmen's Tickets	—		—	
					Total Receipts from Passengers	—	495 0 10	463	
					Mails	—		—	
					Parcels up to 2 cwt. Parcels Post and Excess Luggage	63 6 7		100	
					Other Merchandise by Passenger Trains,	14 7 0		25	
							77 13 7	125	
					Total Passenger Train Receipts	—	572 14 5	588	31.35
					Goods Train Traffic:—				
					Merchandise	—	894 0 8	809	
					Live Stock	—	136 19 10	124	
					Coal, Coke, and Patent Fuel	—	154 10 0	116	
					Other Minerals	—	68 17 5	60	
					Total Goods Train Receipts	—	1,254 7 11	1,109	68.65
					Total Traffic Receipts	—	1,827 2 4	1,697	100.00
Total Expenditure	1,280 13 10	1,189			Miscellaneous	—	2 8 10	1	100.00
Net Receipts	548 17 4	509							
TOTAL	£1,829 11 2	1,698			TOTAL	£	1,829 11 2	1,698	

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£ s. d.	31st Dec., 1913.		£ s. d.	31st Dec., 1913.
		£			£
To Amount due to Great Southern and Western Railway Company.	246 15 3	321	By Capital Account—Balance at Debit thereof, as per Account No. 4.	651 0 0	651
Balance available for Dividends and Reserve, as per Account No. 9.	610 6 9	536			
Less Interim Dividend paid as per Statement No. 9 (a).	206 2 0	206			
	404 4 9	330			
	£ 651 0 0	651		£ 651 0 0	651

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINE. (a) MILEAGE OF LINES OPEN FOR TRAFFIC.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	31st Dec., 1913.			
	Length of Road, First Track.		Second Track.		Total Miles (reduced to Single Track).				Total of Single Track, including Sidings.			
	M.	CH.	M.	CH.	M.	CH.	M.	CH.		M.	CH.	
Lines owned by the Separate Undertaking	6	61	0	18	6	79	0	18	7	17	7	13

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary :—		£	s. d.			£	s. d.	
1st Class	128	7	1 1-13	14	220	16	1 5-45	33
2nd Class	441	18	9-8	83	441	18	9-8	79
3rd Class	18,357	424	5-54	8,816	18,199	374	4-93	8,404
Workmen	—	—	—	—	—	—	—	—
TOTAL	18,926	449	5-69	8,913	18,860	408	5-19	8,516
Season :—								
1st Class	—	—	—	—	—	—	—	—
2nd Class	5	5	—	—	6	6	—	1
3rd Class	33	41	—	2	38	49	—	2

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise	Tons 8,601	£ 894	s. d. 2 0-95	Tons 1,623	Tons 7,819	£ 809	s. d. 2 0-83	Tons 1,682
Coal, Coke, and Patent Fuel	3,288	155	11-31	47	2,970	116	9-37	30
Other Minerals	1,359	69	1 0-19	11	1,305	60	11-03	35
TOTAL	13,248	1,118	1 8-25	1,681	12,094	985	1 7-55	1,747
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock	11,051	137	—	9,594	10,016	124	—	8,629

XV. (a)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

Originating on the Company's System.	Year 1913.	
	Tons.	Tons.
Coal, Coke, and Patent Fuel	47	30
Brewers' Grains	—	6
Artificial Manure	—	1
Grain as per Classification	296	365
Timber, Round and Sawn	39	—
- TOTAL	382	402

XV (b).—Number of Live Stock carried by Goods Trains.

Originating on the Company's System.	Year 1913.	
	Number.	Number.
Horses	1	—
Cattle	708	697
Calves	99	65
Sheep	143	164
Pigs	8,643	7,703
Miscellaneous	—	—
Total	9,594	8,629

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR LAST YEAR.

	1914.	1913
	£	£
Total Expenditure on Capital Account (No. 4)	28,131	28,131
Gross Receipts from Businesses carried on by the Company (No. 8)	1,830	1,698
Revenue Expenditure on ditto (No. 8)	1,281	1,189
Net Receipts of ditto (No. 8)	549	509
Miscellaneous Receipts Net (No. 8)	6	7
Total Net Income	555	516
Dividend on Geashill Extension Stock at 1½ per cent.	481	481
Surplus	74	35
Brought forward from Previous Years	55	20
Carried forward to Subsequent Years	129	55

C. E. RILEY. *Accountant of Great Southern and Western Railway Company.*

WILLIAM J. GOULDING.

Chairman of Great Southern and Western Railway Company.

Signed for the Board of Directors

ROBERT CRAWFORD.

Secretary of Great Southern and Western Railway Company.

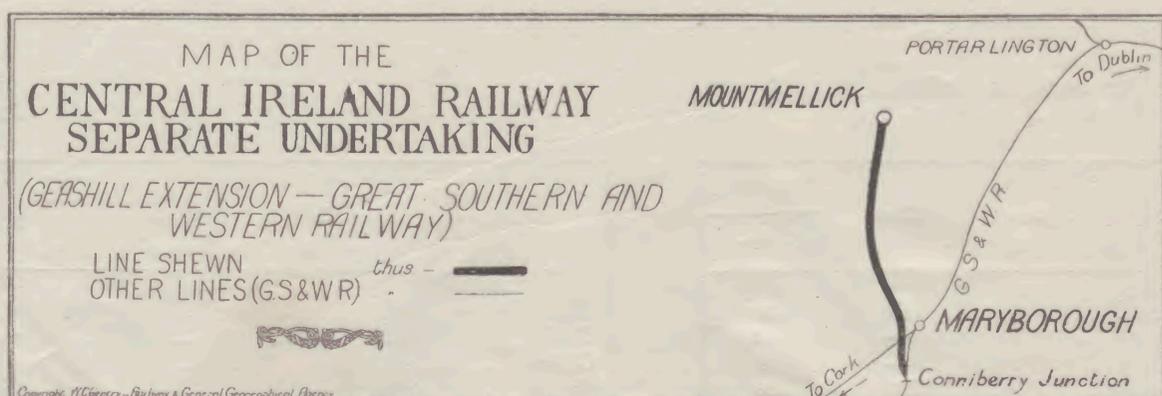
AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Separate Undertaking, and that the Dividend proposed to be declared on the Stock of the Separate Undertaking is *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

STANLEY HARRINGTON.

E. WHITE.

Auditors.



THE GRAND CANAL.



REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR THE

Six Months ending 31st December, 1914.

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

TO BE HELD AT THE

GRAND CANAL HOUSE,

JAMES'S STREET HARBOUR, DUBLIN,

AT THREE O'CLOCK, P.M.

On Thursday, 11th February, 1915.



The Grand Canal.



REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR THE

Six Months ending 31st DECEMBER, 1914.

LIST OF DIRECTORS.

Chairman.

THE RIGHT HON^{BLE} LAURENCE A. WALDRON, P.C.

Directors.

FRANK DILLON.

LORD FREDERICK FITZGERALD.

JOHN M'CANN.

MATTHEW J. MINCH, J.P.

HARRY SAMUEL SANKEY.

WILLIAM MARTIN MURPHY, J.P.

Grand Canal Company.

NOTICE IS HEREBY GIVEN, that the ANNUAL GENERAL MEETING OF THE SHAREHOLDERS will be held at GRAND CANAL HOUSE, JAMES'S STREET HARBOUR, DUBLIN, on THURSDAY, 11th FEBRUARY, 1915, at three o'clock, p.m., for the purpose of receiving a statement of the accounts of the company for the half-year ending 31st December last, and the auditors' report thereon, together with the report of the directors, to declare a dividend, to elect seven directors, and also to elect an auditor.

The books for the transfer of shares will be closed from the 28th January to the 11th February, 1915, both days inclusive.

Copies of the half-yearly account will be distributed to the shareholders, and ready for delivery on application at the company's offices, James's Street Harbour, on and after Thursday, 4th February, 1915.

By Order,
THOS. DELANEY,
Secretary.

GRAND CANAL HOUSE,
JAMES'S STREET HARBOUR,
DUBLIN, 21st *January*, 1915.

The Annual General Meeting, 11th February, 1915.

Dividend payable, 1st March, 1915.

The transfer books will be closed on and after
Thursday, 28th January, until after day of meeting.

Grand Canal Company.

DIRECTORS' REPORT

For Half-year ending 31st December, 1914.

The directors submit herewith the accounts duly audited for the half-year ending 31st December, 1914.

The net revenue account, after payment of debenture interest, and after reserving £500 for depreciation of securities, and putting £750 to reserve and accident funds, shows an available balance of £16,199 2s. 2d.

It is proposed to recommend the payment of a dividend at the rate of 3 per cent., less income tax, on the preference shares, absorbing £4,536 8s. 10d., and at the rate of 4 per cent., less income tax, on the ordinary shares, absorbing £6,048 11s. 10d., and that £5,114 1s. 6d. be carried forward to next account.

The gross receipts from freights and tolls show an increase of £5,427 7s. 8d. compared with the corresponding period of last year. The expenditure shows an increase of £1,266 3s. 4d.

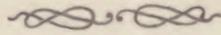
LAUCE. A. WALDRON,

Chairman.

GRAND CANAL HOUSE,

DUBLIN, 21st *January*, 1915.

ENGINEER'S CERTIFICATE.



DUBLIN, 29th January, 1915.

GENTLEMEN,

I have examined the canal, supplies, steamers and plant, and find they have been maintained in good working condition during the past half year.

There is no special new work proposed for the coming half year, to which attention should be drawn.

I have the honour to be, gentlemen,

Your obedient servant,

H. WAYTE, M.I.C.E.I., A.M.I.M.E.

*Engineer and General Superintendent
of the Line.*

To the Directors of the Grand Canal Co.

No. 5.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET
FURTHER EXPENDITURE.

The Company have power under the Grand Canal Act, 1894, to issue additional Debenture Stock to an extent not exceeding £63,400.

No. 6.—RETURN OF WORKING STOCK.

	Inspection Boat	Motor Boats	Goods Steamers	Towing Steamers	Iron Trade Boats	Timber Built Trade Boats	Working and Gravel Boats	Dredge Boats	Ice Boats	Total
Stock on June 30, 1914 ...	1	30	6	2	15	35	5	4	2	100
" Dec. 31, 1914 ...	2	30	6	1	14	29	11	4	2	99
Increase During Half-year	1	—	—	—	—	—	6	—	—	7
Decrease "	—	—	—	1	1	6	—	—	—	8

Dr.

NO. 8.—NET REVENUE ACCOUNT.

Cr.

Half-year ending 31st Dec., 1913.	Half-year ending 31st Dec., 1914.	Half-year ending 31st Dec., 1913.	Half-year ending 31st Dec., 1914.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Interest on Debenture Stock, (36,600 at 3 per cent. per annum, less Income Tax)	498 13 6	3,968 11 7	By Balance from last Half-year's Account
„ Balance available for Dividend	1,199 2 2	9,940 14 3	„ Balance Revenue Account No. 7
11,551 18 6	16,697 15 8	13,909 5 10	16,697 15 8

NO. 9.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half year ending 31st Dec., 1913.	Half-year ending 31st Dec., 1914.	Half-year ending 31st Dec., 1914.
£ s. d.	£ s. d.	£ s. d.
11,034 19 0	Available for Dividend, as per Account No. 8	16,199 2 2
	Less amount for depreciation of Investments	500 0 0
	Dividend on Preference Shares, £332,950, at £3 per cent. per annum	£4,994 5 0
	„ Ordinary Shares, £332,950, at £4 „ „	6,659 0 0
	Less Income Tax	11,653 5 0
9,405 16 9	Balance to next Half-year	1,068 4 4
1,629 2 3		10,585 0 8
		5,114 1 6

ABSTRACTS D, E, AND F.

D.			RENT, TAXES, AND MISCELLANEOUS.			F			CARRYING TRADE ACCOUNT.				
Half-year ending 31st Dec., 1913			Half-year ending 31st Dec., 1914			Half-year ending 31st Dec., 1913			Half-year ending 31st Dec., 1914				
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
1	11	0	...	...	...	2,592	19	1	Haulage of Boats by Horses	...	2,612	2	2
341	19	5	...	...	...	4,619	3	3	Motor Boats	...	5,509	19	5
1,287	2	4	...	...	...	315	14	9	Barrow Motor	...	121	17	8
21	17	11	...	...	...	261	15	5	Shannon Steamers	...	238	18	3
11	10	6	...	...	...	1,950	16	10	Wages of Crews of Boats	...	2,189	2	1
173	10	6	...	...	...	585	10	6	Repairs of Boats	...	459	3	8
16	7	4	...	...	...	402	2	6	Hire of Boats Chartered by the Co.	...	849	0	3
1,853	19	0	...	...	...	3,187	2	0	Agency and Labourage—Dublin, and all Stations	...	3,462	10	5
E.			SUNDRIES.										
Half-year ending 31st Dec., 1913			Half-year ending 31st Dec., 1914										
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
59	7	5	...	...	...	107	6	1	Postage and Receipt Stamps - portion of	...	121	14	5
862	0	6	...	...	...	111	13	7	Books, Stationery, and Advertising	...	118	12	4
162	2	6	...	...	...	26	0	2	Car-hire and Travelling	...	36	8	8
—	—	—	...	...	...	112	0	0	Insurance (accidents)	...	336	6	11
—	—	—	...	...	...	88	15	7	Gas at James's Street Harbour	...	54	18	5
1,083	10	5	...	...	...	530	8	9	Incidentals	...	560	17	0
—	—	—	...	...	...	460	17	10	Stores Supplied to Boats...	...	507	5	2
—	—	—	...	...	...	1,267	4	2	...	...	13,426	18	9

	£	s.	d.		£	s.	d.
Unclaimed Dividends	-	-	-	Capital Account, Balance at Debit thereof, as per	-	-	-
Net Revenue Account, Balance to Credit thereof as per Account No. 8	15,699	2	2	Account No. 4	18,162	3	8
Sundry Outstanding Accounts	3,787	19	5	Baggot-street Houses	2,924	9	11
Reserve Funds, No. 1	16,851	12	4	Cash at Bank	3,906	16	6
Do. No. 2, Baggot-street Houses	2,924	9	11	Do. on Deposit and Loans	6,000	0	0
Accident Insurance and Contingency Fund, No. 1	9,555	8	4	Outstanding Rents	3,130	8	3
Do. No. 2	250	0	0	Do. Freights	2,663	12	3
Do. Interest on	352	17	0	Do. Tolls, &c.	498	6	0
Reserve for Depreciation of Investments	500	0	0	Do. Dublin Corporation Water Rent	548	15	10
				Do. For Repairs of Traders' Boats	241	0	3
				Stores, on hands	1,769	7	6
				Coal do.	41	18	0
				Forage do.	135	6	4
				Horsing Establishment (Horses)	322	11	9
				New Water Meters, balance of	375	0	0
				Accident Insurance and Contingency Fund, invested in—			
				990 0 0 Belfast Corporation 3½ per cent. Stock			
				1,591 12 7 India £3 per cent. Stock	1,497	8	0
				1,067 11 3 Dublin Corporation Redeemable Stock	1,014	8	3
				2,342 12 10 Guaranteed Land Stock	2,036	12	0
				1,000 0 0 Exchequer Bonds, 3 per cent.			
				71 Shares 6 per cent. Pref. Stock A. Guinness & Co.	992	19	10
				1500 0 0 India 3½ per cent. Stock	1,142	9	3
				600 0 0 Belfast Corporation 3½ per cent. Stock	1,338	18	0
					567	4	6
					9,555	8	4
					50,255	4	7

No. 14.—MILEAGE STATEMENT.

GRAND CANAL COMPANY'S LINES.	Miles
Circular and Main Lines—Ringsend Docks, Dublin to Lowtown	29 $\frac{3}{4}$
Barrow Line—Lowtown to River Barrow	28 $\frac{1}{2}$
Do. Athy to Waterford	72
Shannon Line—Lowtown to River Shannon	53 $\frac{1}{2}$
Kilbeggan Canal	8 $\frac{1}{4}$
Ballinasloe Canal	14
Mountmellick Canal	11 $\frac{1}{2}$
Kildare Canal (Naas and Corbally)	7 $\frac{1}{4}$
Blackwood Canal	4
Miltown Canal	6 $\frac{1}{2}$
Edenderry Canal	1
Lateral Canal (Lowtown)	1 $\frac{1}{2}$
	237 $\frac{3}{4}$
OTHER NAVIGATIONS TRADED OVER:—	
Shannon Navigation—Carrick to Limerick	123
	360 $\frac{3}{4}$ miles.

LAURENCE A. WALDRON,

Chairman

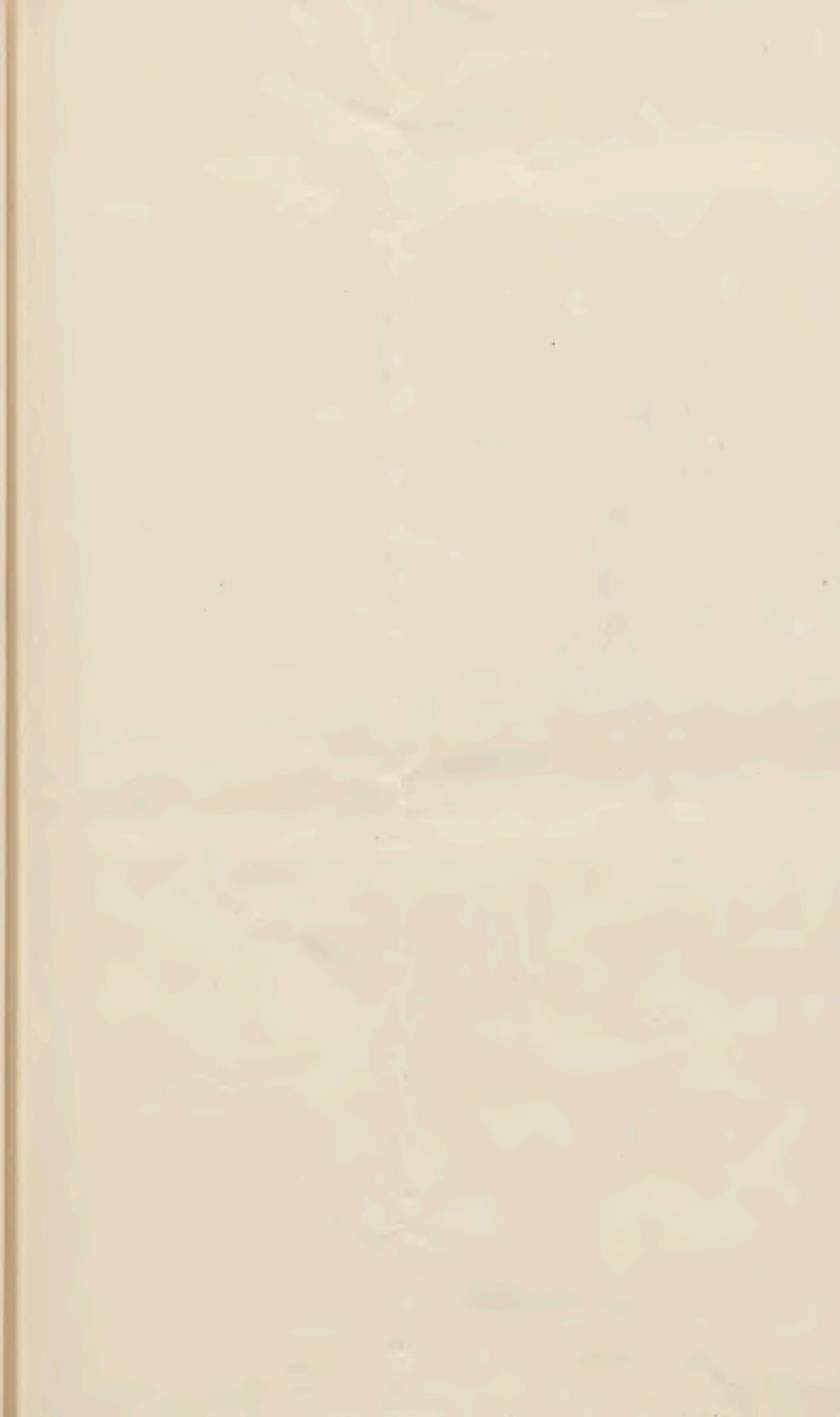
JOHN A. CAMPION,

Accountant

We have examined the foregoing accounts of the Grand Canal Co. for the half year ending the 31st December, 1914, with the books and vouchers, and found same correct.

EDWARD KEVANS, Chartered Accountant, (Kevans & Sons),	} <i>Auditors.</i>
THOMAS GEOGHEGAN, Chartered Accountant,	

29th January, 1915.



LONDONDERRY AND LOUGH SWILLY RAILWAY
COMPANY.

REPORT OF THE DIRECTORS

— AND —

**Statement of Financial Accounts
and Statistical Returns**

— FOR —

YEAR ENDED 31st DECEMBER, 1914.

DIRECTORS.

- * 1. SIR JOHN M'FARLAND, BART., CHAIRMAN, Aberfoyle, Londonderry.
- ‡ 2. MAJOR HENRY J. M'CORKELL, D.L., Glengallaugh, Derry.
- † 3. EDWARD DOHERTY, Esq., Glen House, Clonmany.
- ‡ 4. JOHN BREWSTER, Esq., St. Mura's, Fahan.
- ‡ 5. I. J. TREW COLQUHOUN, Cloneen, Buncrana.

* Retire February, 1915.
‡ " " 1916.
† " " 1917.

DIRECTORS' REPORT.

Your Directors beg to submit herewith the Accounts for Year ended 31st December, 1914.

The Receipts from all sources show an increase of £2,308 15s 2d, and the Working Expenses an increase of £562 6s 9d, when compared with the corresponding period of 1913.

The customary reports from the officers in charge of the Permanent Way and Rolling Stock, certifying that they have been maintained in good order, are attached.

After paying Working Expenses, Interest on Mortgages and Debenture Stock, and other charges, and placing £1,500 to Reserve Fund and £3,000 to General Renewal Fund, a sum of £18,904 4s 2d remains available for Dividends.

From this balance the Directors recommend the usual Dividend of Five per Cent. on the Preference Stock, and Seven per Cent. on the Ordinary Stock, which, after deducting the interim Dividend paid for the Half-year ended 30th June, leaves £12,499 17s 2d to be carried forward to next Year's Account.

Sir JOHN M'FARLAND, Bart., the Chairman of Directors, retires by rotation, but offers himself for re-election, being duly qualified.

(By Order,)

JOHN M'FARLAND, *Chairman.*

J. L. CLEWES, *Secretary.*

SECRETARY'S OFFICE,
PENNYBURN,
LONDONDERRY, 8th February, 1915.

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Londonderry and Lough Swilly Railway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1914.

PART I.

FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.				Capital Created.			Balance.		
	County Guaranteed Shares.	Shares and Stock.	Loans.	Total.	Shares.	Loans.	Total.	Shares.	Loans.	Total.
	£	£	£	£	£	£	£	£	£	£
16 and 17 Vic., cap. 54, secs. 4 and 9, 1853	...	40,000	13,000	53,000	40,000	13,000	53,000	...	...	...
24 and 25 Vic., cap. 161, secs. 19 & 20, 1861	...	20,000	6,600	26,600	20,000	6,600	26,600	...	...	...
26 and 27 Vic., cap. 116, sec. 33, 1863	...	25,000	...	25,000	...	...	...	25,000	...	25,000
27 and 28 Vic., cap. 228, secs. 21 & 26, 1864	...	20,000	6,600	26,600	...	...	...	20,000	6,600	26,600
45 and 46 Vic., cap. 79, secs. 9 and 12, 1882	...	50,000	10,000	60,000	50,000	10,000	60,000	...	...	...
52 and 53 Vic., cap. 57, sec. 3	...	...	6,452	6,452	...	6,452	6,452	...	...	...
Carndonagh Extension Order, 1898	5,000	25,000	8,333	38,333	30,000	8,333	38,333	...	...	...
Letterkenny to Burtonport Extension Railway Confirmation Act, 1898	5,000	...	...	5,000	5,000	...	5,000	...	...	...
	10,000	180,000	50,985	240,985	145,000	44,385	189,385	45,000	6,600	51,600
Extinguished by 45 and 46 Vic., cap. 79, sec. 8, 1882	...	20,000	6,600	26,600	...	...	...	20,000	6,600	26,600
Total,	10,000	160,000	44,385	214,385	145,000	44,385	189,385	25,000	...	25,000

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in Arrear.		Amount Uncalled.	Amount Unissued.
						£	s		
Ordinary Shares	85,000	51,319 10	...	...	...	2,520	10	...	31,160
Preference Stock	50,000	49,625 0	...	...	...	...	...	...	375
Carndonagh Extension Order, 1898, County Guaranteed Shares	5,000	5,000 0	...	...	...	...	...	...	...
Premium on same	...	297 10	...	...	...	...	...	...	...
Burtonport Extension Confirmation Act, 1898, County Guaranteed Shares	5,000	5,000 0	...	...	...	...	...	...	...
Premium on same	...	212 9	...	...	...	...	...	...	...
Total	145,000	111,454 9	..	...	...	2,520	10	...	31,535

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

	Raised by Loans.		Raised by Issue of Debenture Stock.			Total raised by Loans and Debenture Stock.
	Total Loans at 3½ per cent.		At 4 per cent.	At 3½ per cent.	Existing amount of Stock. Total Debenture Stock.	
	£		£	£	£	£
Existing at 31st December, 1913	18,400	...	6,400	17,750	24,150	42,550
Do. 31st December, 1914	18,400	...	6,400	17,750	24,150	42,550
Increase	...	...	...	...	...	...
Decrease	...	...	...	...	...	...
Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1						44,385
Total Amount raised by Loans and by Debenture Stock as above,						42,550
Balance, being available borrowing powers, at 31st December, 1914						1,835

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

Dr.

Cr.

To Expenditure.	Amount Expended to 31st December, 1914.	Amount Expended during Year, as per No. 5.	Total.	By Receipts.	Amount Received to 31st December, 1914.	Amount received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
On Lines open for Traffic	...	117,416 0 4	117,416 0 4	Shares and Stock, per Account No. 2	110,944 10 0	110,944 10 0	110,944 10 0
Working Stock	...	49,456 5 6	49,456 5 6	Loans, per Account No. 3	18,400 0 0	18,400 0 0	18,400 0 0
				Debenture Stock, per Account No. 3	24,150 0 0	24,150 0 0	24,150 0 0
				Premium on Shares and Stock	153,494 10 0	153,494 10 0	153,494 10 0
				Do. Debenture Stock	513 1 6	513 1 6	513 1 6
				Total Receipts	154,007 11 6	154,007 11 6	154,007 11 6
				By Balance	12,864 14 4	12,864 14 4	12,864 14 4
Total Expenditure	...	166,872 5 10	166,872 5 10	Total,	166,872 5 10	166,872 5 10	166,872 5 10

No. 4 (a) - SUBSCRIPTIONS TO OTHER COMPANIES.

(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
	£ s d	£ s d	£ s d	£ s d
NIL.				

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

£	ESTIMATED FURTHER EXPENDITURE.		
	During the Year ending 31st December, 1915.	Subsequently until Completion.	TOTAL.
	£	£	£
NOT DETERMINED.			

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£ s d	£ s d
Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	...	35,890 10 0
Share Capital created but not yet received (as per Statement No. 2)—		
Calls in Arrear	2,520 10 0	
Amount Unissued	31,535 0 0	
Loan Capital created but not yet available (as per Statement No. 3)	1,835 0 0	
Deduct Balance at Debit (as per Capital Account No. 4)	...	12,864 14 4
Total	...	23,025 15 8

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

Dr.

Cr.

To Expenditure.	Amount Expended to 31st December, 1914.	Amount Expended during Year, as per No. 5.	Total.	By Receipts.	Amount Received to 31st December, 1914.	Amount received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
On Lines open for Traffic	... 117,416 0 4	... 117,416 0 4	... 117,416 0 4	Shares and Stock, per Account No. 2	... 110,944 10 0	... 110,944 10 0	... 110,944 10 0
Working Stock	... 49,456 5 6	... 49,456 5 6	... 49,456 5 6	Loans, per Account No. 3	... 18,400 0 0	... 18,400 0 0	... 18,400 0 0
				Debenture Stock, per Account No. 3	... 24,150 0 0	... 24,150 0 0	... 24,150 0 0
				Premium on Shares and Stock	£509 19 0		
				Do. Debenture Stock	3 2 6		513 1 6
				Total Receipts	... 154,007 11 6	... 154,007 11 6	... 154,007 11 6
				By Balance	... 12,864 14 4	... 12,864 14 4	... 12,864 14 4
Total Expenditure	... 166,872 5 10	... 166,872 5 10	... 166,872 5 10	Total,	... 166,872 5 10	... 166,872 5 10	... 166,872 5 10

No. 4 (a)— SUBSCRIPTIONS TO OTHER COMPANIES.

(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
	£ s d	£ s d	£ s d	£ s d
<i>NIL.</i>				

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

£		ESTIMATED FURTHER EXPENDITURE.		
		During the Year ending 31st December, 1915.	Subsequently until Completion.	TOTAL.
		£	£	£
	<i>NOT DETERMINED.</i>			

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£ s d	£ s d
Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	...	35,890 10 0
Share Capital created but not yet received (as per Statement No. 2)—		
Calls in Arrear	2,520 10 0	
Amount Unissued	31,535 0 0	
Loan Capital created but not yet available (as per Statement No. 3)	1,835 0 0	
Deduct Balance at Debit (as per Capital Account No. 4)	...	12,864 14 4
Total	...	23,025 15 8

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1913.		
					Gross Receipts.	Expenditure.	Net Receipts.
					£	£	£
10	Railway	46,382 5 8	29,022 8 9	17,359 16 11	44,074	28,460	15,613
	Total	46,382 5 8	29,022 8 9	17,359 16 11	44,074	28,460	15,613
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands			710 0 1			547
	Interest and Dividends from Investments			569 4 9			543
	Transfer Fees			0 2 6			1
	General Interest			48 6 9			31
	Special Items			70 15 9			81
	Total Net Income			18,758 6 9			16,816

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

					Year 1913.			
					£	s	d	£
	Balance brought forward from last year's Account				12,035	6	4	11,622
	Net Income (as per Statement No. 8)				18,758	6	9	16,816
	Total				30,793	13	1	28,438
	Deduct :—			£	s	d		
	Chief Rents			38	4	9		39
	Interest on Loans			644	0	0		644
	„ „ Debenture Stock			877	5	0		877
	Percentage of Letterkenny Line Receipts			2,661	11	7		2,455
	Treasury Moiety Carndonagh Line Surplus			943	12	0		719
	„ „ Burtonport „ „			1,775	17	9		2,263
	Letterkenny Relaying—Interest, &c., on Instalment Loan			448	17	10		...
	Total				7,389	8	11	6,997
	Balance after Payment of Fixed Charges				23,404	4	2	21,440
	Appropriation to Reserve and other Special purposes			£	s	d		
	„ General Renewal Fund			1,500	0	0		...
	„ „ „ „ „ „			3,000	0	0		3,000
	Total				4,500	0	0	
					18,904	4	2	18,440
	Dividends on County Guaranteed Stocks			£	s	d		
	„ Preference Stock			400	0	0		400
	„ „ „ „ „ „			2,481	5	0		2,481
	Total				2,881	5	0	
	Balance available for Dividends on Ordinary Stock				16,022	19	2	15,558
	Details—							
	{ Dividend on Ordinary Stock, at 7 per cent. per annum			£3,523	2	0		
	{ Balance carried forward to next year's Accounts			12,499	17	2		

No. 9 (a).—STATEMENT OF INTERIM DIVIDEND PAID.

					£	s	d	£	s	d	Year 1913.
	Balance available for Dividends and Reserve, after payment of fixed charges, year 1914 (as per Account No. 9)				18,904	4	2				18,440
	Deduct Interim Dividend paid on—										
	County Guaranteed Stock at 4 per cent.	} Half-year to 30th June, 1914	{	200	0	0	3,202	3	6		3,202
	Preference Stock at 5 per cent. per annum			1,240	12	6					
	Ordinary Stock at 7 „ „			1,761	11	0					
	Undivided Balance to 31st December, 1914, carried to Balance Sheet				15,702	0	8				15,237

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s	d	£	s	d	Year 1913 £
Superintendence—							
Salaries ...	225	2	0				258
Office Expenses, etc. ...	15	11	1				11
						240	13
Maintenance of Roads, Bridges, and Works—							
Earthworks ...	30	4	2				204
Bridges, Tunnels, Culverts, Retaining Walls, and Other Works	235	15	4				244
Roads and Fences ...	289	19	9				334
						555	19
Maintenance of Permanent Way:—							
Renewal of Running Lines—							
Wages ...							
Materials ...							
Engine Power and Wagon Repairs ...							
Repair of Running Lines and Sidings—							
Wages ...	3,225	16	8				3,155
Materials, less old Materials Sold ...	443	2	9				513
Engine Power and Wagon Repairs ...							
						3,668	19
Maintenance of Signalling ...						25	1
Maintenance of Telegraph ...						106	14
Maintenance of Stations and Buildings—							
Stations, Depots, and Offices ...	233	11	2				329
Engine Sheds ...	9	11	7				113
Carriage Sheds ...	2	8	9				104
Locomotive Workshops ...	7	17	6				152
Carriage and Wagon Workshops ...							152
Other Buildings ...	25	15	5				24
						279	4
Total ...						4,876	11

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES.

	£	s	d	£	s	d	Year 1913 £
Superintendence—							
Salaries ...	105	4	8				109
Office Expenses ...	14	15	0				13
						119	19
Complete Renewals ...							
Repairs and Partial Renewals—							
Wages ...	1,119	13	8				1,274
Materials ...	934	17	2				1,198
						2,054	10
Purchase of New Locomotives ...							
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ...				456	13	3	350
Other Expenses ...							
Total ...				2,631	3	9	2,944

(2)—CARRIAGES.

	£	s	d	£	s	d	Year 1913 £
Superintendence—							
Salaries ...	58	17	11				54
Office Expenses ...	7	7	5				
						66	5
Complete Renewals—							
Wages ...							
Materials ...							
Repairs and Partial Renewals—							
Wages ...	428	0	0				448
Materials ...	315	13	2				330
						743	13
Purchase of New Carriages							
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ...						43	13
Other Expenses ...							160
Total ...						853	11

(3)—WAGONS.

	£	s	d	£	s	d	Year 1913 £
Superintendence—							
Salaries ...	58	18	0				54
Office Expenses ...	7	7	6				
						66	5
Complete Renewals—							
Wages ...	16	15	3				
Materials ...	367	15	0				
						384	10
Repairs and Partial Renewals—							
Wages ...	338	16	1				282
Materials ...	283	19	0				354
						622	15
Purchase of New Wagons ...						1,264	10
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ...						43	13
Other Expenses ...							164
Total ...						2,381	14

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s	d	£	s	d	Year 1913
Superintendence—							
Salaries ...	103	19	2				£113
Office Expenses ...							23
				103	19	2	
Steam Train Working—							
Wages connected with the running of Locomotive Engines ...	1,764	5	7				1,761
Fuel ...	5,946	16	0				6,101
Water ...	217	10	4				168
Lubricants ...	171	8	10				167
Other Stores, including Clothing ...	191	12	10				228
Miscellaneous ...	0	10	0				...
				8,292	3	7	
Total ...				8,396	2	9	8,561

ABSTRACT D.—TRAFFIC EXPENSES.

	£	s	d	£	s	d	Year 1913
Salaries and Wages—							
Superintendence ...	401	19	11				£490
Station Masters and Clerks ...	2,586	11	2				2,544
Signalmen ...	133	11	4				133
Ticket Collectors, Porters, etc. ...	2,053	0	1				1,898
Guards ...	709	1	5				670
				5,884	3	11	
Fuel, Lighting, Water and General Stores	484	2	11				344
Clothing ...	75	10	4				78
Printing, Advertising, Stationery, Stamps, and Tickets ...				471	19	6	454
Wagon Covers, etc. ...				51	1	7	85
Cleansing, Lubricating and Lighting of Vehicles ...				302	0	1	330
Shunting ...				158	2	8	163
Railway Clearing House Expenses ...				77	5	8	106
Miscellaneous Expenses ...				55	10	0	58
Total ...				7,559	16	8	7,353

ABSTRACT E.—GENERAL CHARGES.

	£	s	d	Year 1913
Directors' Fees voted by Shareholders ...	350	0	0	£250
Board of Trade Arbitrators (fees and expenses) ...				...
Auditors and Public Accountants (fees, clerkage and expenses) ...	26	12	0	34
Salaries of Secretary, General Manager, Accountant and Clerks ...	694	9	4	758
Office Expenses, ditto, ditto ...	108	12	8	103
Rating Expenses ...	9	3	9	...
Fire Insurance ...	59	5	9	62
Subscriptions and Donations ...	73	19	3	...
Miscellaneous Expenses ...	21	0	7	21
Total ...	1,343	3	4	1,228

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£	s	d	Year 1913
Salaries and Wages ...				£
Rent, Rates, and Taxes ...				...
Maintenance of Horses ...				...
Maintenance of Horse Vehicles ...				...
Amounts paid for Hired Cartage ...	1,637	13	10	1,760
Miscellaneous ...				...
	1,637	13	10	1,760
Amount charged to Passenger Train Traffic ...	476	11	2	513
Amount charged to Goods Traffic ...	1,161	2	8	1,247

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

(Not applicable to this Company.)

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Receipts.			Expenditure.			Balance.		
	£	s	d	£	s	d	£	s	d
Mileage and Demurrage—									
Passenger Train Vehicles ...				6	3	6	6	3	6
Goods Train Vehicles ...	3	6	5	12	17	3	9	10	10
Hire of—									
Passenger Train Vehicles ...				8	14	0	8	14	0
Goods Train Vehicles ...									
Total ...	3	6	5	27	14	9	24	8	4

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

(Not applicable to this Company.)

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

(Not applicable to this Company.)

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

(Not applicable to this Company.)

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

(Not applicable to this Company.)

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

(Not applicable to this Company.)

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company.)

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£ s d			Year		£ s d			Year
				1913					1913
				£					£
To Bankers					By Capital Account, Balance at debit thereof, as per Account No. 4 ...	12,864	14	4	12,865
Amounts due to other Companies ...	3,903	14	2	2,761	Cash at Bankers—Current Account	619	16	5	234
Do. Railway Clearing Houses	613	6	6	120	Do. on Deposit ...	2,010	17	0	3,029
Sundry Outstanding Accounts ...	6,344	18	6	6,490	General Stores—Stock of Materials on hand	1,698	9	7	2,194
Fire Insurance Fund	340	0	0	300	Traffic Accounts due to the Company	2,080	14	0	755
General Renewal Fund	7,508	8	11	4,508	Sundry Outstanding Accounts ...	10,539	19	8	9,595
Reserve Fund	11,000	0	0	9,500	Funds Invested	15,597	17	9	10,244
Balance available for Dividend, &c., as per Account No. 9—									
Dividends ... £18,904 4 2									
Less Interim Dividends paid as per Account No. 9	3,202	3	6						
	15,702	0	8	15,237					
	45,412	8	9	38,916		45,412	8	9	38,916

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.							Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913.	
	Length of Road First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).	Total of Single Track, including Sidings.				
							M. Ch.			M. Ch.	
Lines Owned by the Company— Main and Principal Lines	82 40	...	...	...	...	...	4 75	87 35	87 35
Lines Leased or Worked— Letterkenny Railway, Farland to Letterkenny ...	16 40	...	...	...	...	...	1 40	18 0	18 0
Total	99 0	...	...	...	...	...	6 35	105 35	105 35

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

	Miles Authorised.	Miles Constructed and not Open for Traffic.		Miles under Construction.	Miles not Commenced, or in Abeyance.		
		Length of Road.	Length (including Sidings) Reduced to Single Track.			Length of Road.	Length of Road.
Lines Owned by the Company		
Total		

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Year 1913.	
	M. Ch.	M. Ch.
Lines owned by the Company	82 40	82 40
Lines Leased or Worked by the Company	16 40	16 40
Total	99 0	99 0

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

Description.					Number.	Year 1913.
Tender Engines					2	2
Tank Engines—						
4—6—0					4	4
4—6—2					8	8
4—8—4					2	2
					16	16
Tenders					2	2

(B.)—RAIL MOTOR VEHICLES.

(Not applicable to this Company.)

(C.)—TRAINS WORKED BY ELECTRIC POWER.

(Not applicable to this Company.)

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

Description.	Number	Seats or Berths.				Year 1913.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths. Total.
PASSENGER CARRIAGES.							
Carriages of uniform Class ...	25	...	...	1,370	1,370	25	1,370
Composite Carriages ...	12	220	272	123	615	12	615
Miscellaneous ...	7	...	...	180	180	7	180
Total ...	44	220	272	1,673	2,165	44	2,165
Sleeping ...	<i>Nil.</i>				<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>
Total Passenger Carriages ...	44				2,165	44	2,165
OTHER COACHING VEHICLES.							
Post Office Vans ...	...					...
Luggage, Parcel, and Brake Vans ...	4					4	
Carriage Trucks ...	...					...
Horse Boxes ...	1					1	
Miscellaneous ...	3					3	
Total other Coaching Vehicles ...	8					8	
Total Coaching Vehicles ...	52					52	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

Description.	Number	Year 1913.
Open Wagons—		
Under 8 tons ...	162	162
8 and up to 12 tons ...	...	...
Over 12 and up to 20 tons ...	...	...
Over 20 tons (other than special) ...	...	...
Covered Wagons—		
Under 8 tons ...	101	101
8 and up to 12 tons ...	...	...
Over 12 and up to 20 tons ...	...	...
Over 20 tons ...	...	...
Special Wagons (for loads of exceptional dimensions and weight) ...	...	...
Cattle Trucks ...	5	5
Rail and Timber Trucks, including Twin Trucks ...	4	4
Brake Vans ...	5	5
Miscellaneous ...	1	1
Total ...	278	278

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

Description.	Number.	Year 1913.
Break-down Van	1	1
Horses for Shunting	1	1

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS AND IN THE CONVEYANCE OF PASSENGERS.

(Not applicable to this Company.)

IV.—STEAMBOATS.

(Not applicable to this Company.)

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS, AND WHARVES.

(Not applicable to this Company.)

VII.—HOTELS.

(Not applicable to this Company.)

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.		Acreage.	Year 1913
Agricultural Land	...		
Urban and Suburban Land	...		
Houses.		Number.	Year 1913
Labouring Class Dwellings	...	<i>Nil.</i>	<i>Nil.</i>
Houses and Cottages for Company's Servants	...	74	74
Other Houses and Cottages	...	1	1

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (ABSTRACT A.)

								Year 1913			
Quantities of Principal Materials used—											
Ballast	...	...	...	...	...	...	...	3,188 C. Yds.	3,870 C. Yds.		
Fencing	...	...	...	...	...	...	...	1,889 L. Yds.	...		
Rails	...	...	...	...	...	...	...	...	...
Sleepers	...	...	...	...	...	...	...	1,629	4,266		
Miles Maintained—								M.	C.	M.	C.
Miles of Road	105	35	105	35
Miles of Road reduced to Single Track—								M.	C.	M.	C.
(a) Running Lines	100	65	100	65
(b) Sidings	4	50	4	50
Miles of Track renewed

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (ABSTRACT B.)

					In Company's Workshops.	By Contract.	TOTAL.	Year 1913 Total.
Locomotives Renewed								
Locomotives Repaired—								
Heavy Repairs	...	...	...	...	9		9	8
Light „	...	...	...	...	7		7	12
Locomotives under or awaiting Repair at end of year					6		6	4
Coaching Vehicles—								
(a) Carriages Renewed								
Carriages Repaired—								
Heavy Repairs	...	...	...	...	3		3	17
Light „	...	...	...	...	21		21	73
Carriages under or awaiting Repair at end of year					3		3	2
(b) Others Renewed								
Others Repaired—								
Heavy Repairs	...	...	...	...	2		2	7
Light „	...	...	...	...	17		17	21
Others under or awaiting Repairs at end of year					1		1	...
Wagons completely Renewed					2		2	...
Wagons partially Renewed					6		6	13
Wagons Repaired—								
Heavy Repairs	...	...	...	...	6		6	32
Light „	...	...	...	...	72		72	54
Wagons under or awaiting Repair at end of year					2		2	11

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class	6,410	659	2 0·67	5,996	6,206	707	2 3·34	5,804
2nd „	25,271	1,788	1 4·98	24,763	27,043	1,990	1 5·66	26,325
3rd „	456,255	17,224	8·06	442,467	450,224	16,428	8·76	439,134
Workmen ... ..	...	...	...	...	...	...	...	...
Total	487,936	19,671	9·67	473,226	483,473	19,125	9·49	471,263
Season—								
1st Class	53	141		53	53	126		53
2nd „	61	136		61	76	141		76
3rd „	711	385		711	663	347		663

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise	Tons. 59,139	£ 16,062	s. d. 5 5·18	Tons. 56,993	Tons. 57,515	£ 15,343	s. d. 5 4·02	Tons. 56,110
Coal, Coke, and Patent Fuel	5,897	586	1 11·85	5,897	5,931	572	1 11·15	5,931
Other Minerals	19,938	1,811	1 9·80	19,890	8,555	652	1 6·29	8,424
Total	84,974	18,459	4 4·14	82,780	72,001	16,567	4 7·22	70,465
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock	28,108			28,108	33,418	1,650		33,418

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY MIXED TRAINS.

Description.	Tons.	Year 1913.
Merchandise—Grain, &c.	23,665	22,241
Building Material	4,689	4,873
Groceries, &c.	10,378	8,099
Farm Produce	4,600	3,451
Manure	2,343	2,012
Cured Herrings, &c.	5,491	6,373
Railway Material	985	3,716
Minerals—Coal	5,380	4,663
Stones	5,027	5,434
Brick	555	764
Ore	242	583
Ballast	14,080	...
	77,435	62,209

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY MIXED TRAINS.

Description.	No.	Year 1913.
Horses	701	265
Cattle	17,477	20,390
Calves	1,370	1,629
Sheep	7,587	9,792
Pigs	969	1,323
Miscellaneous	4	19
Total	28,108	33,418

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

	Year 1914.	Year 1913.
	£	£
Total Expenditure on Capital Account (No. 4)	166,872	166,872
Gross Receipts from businesses carried on by the Company (No. 8)	46,382	44,074
Revenue Expenditure on ditto (No. 8)	29,022	28,460
Net Receipts on ditto (No. 8)	17,360	15,613
Miscellaneous Receipts Net (No. 8)	1,398	1,203
Total Net Income (No. 8)	18,758	16,816
Interest, Rentals, and other Fixed Charges (No. 9)	7,389	6,998
Dividends on Guaranteed and Preference Stocks (No. 9)	2,881	2,881
Balance after payment of Preference Dividends (No. 9)	16,023	15,558
Dividend on Ordinary Stock (No. 9)	3,523	3,523
— Rate per cent.	7	7
Appropriation to Reserve and General Renewal	4,500	3,000
Brought forward from previous years	12,035	11,622
Carried forward to subsequent years	12,500	12,035

J. L. CLEWES, Accountant of the Company.

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP
OF THE WHOLE OF THE COMPANY'S PROPERTY.

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 year, been maintained in good working condition and repair.

N. D. MACKINTOSH, *Engineer.*

PENNYBURN,
8th February, 1915.

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 year, been maintained in good working order and repair.

C. J. COTCHING, *Locomotive Superintendent.*

PENNYBURN,
8th February, 1915.

(SIGNED FOR BOARD OF DIRECTORS)

JOHN M'FARLAND,
Chairman of the Company.

J. L. CLEWES,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts (Nos. 1 to 18) contain a full and true Statement of the Financial condition of this 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 Year with all expenses which ought, in our judgment, to be paid thereout.

ROBERT GRAHAM, }
PETER MEEHAN, } *Auditors*

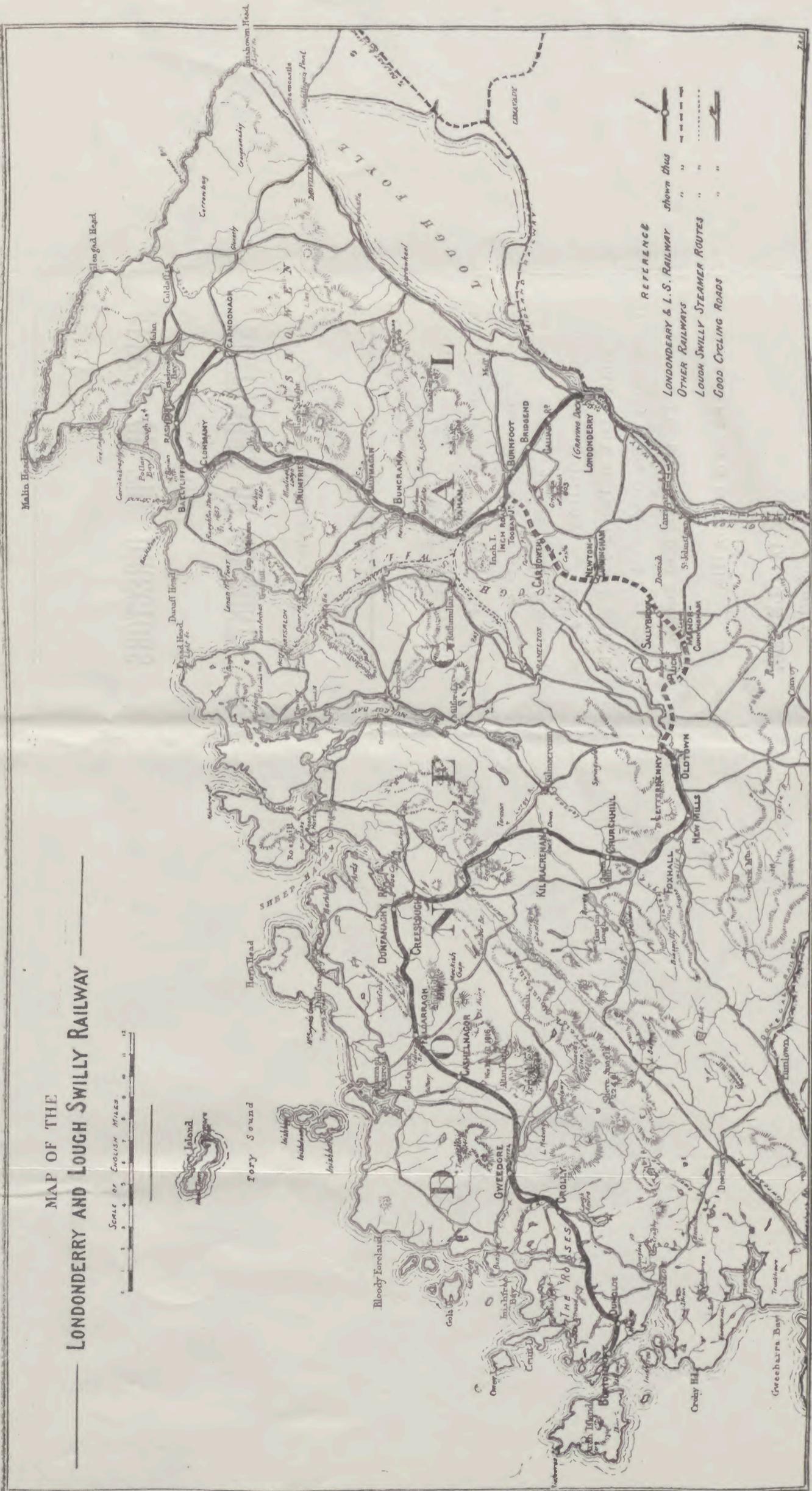
PENNYBURN,
8th February, 1915.

MAP OF THE LONDONDERRY AND LOUGH SWILLY RAILWAY

Scale of ENGLISH MILES
1 2 3 4 5 6 7 8 9 10 11 12



Tory Sound



REFERENCE

LONDONDERRY & L.S. RAILWAY shown thus

OTHER RAILWAYS " " "

LOUGH SWILLY STEAMER ROUTES " " "

GOOD CYCLING ROADS " " "

1:50,000

1:50,000

Londonderry and Lough Swilly
Railway Company.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

Year ended 31st December, 1914.

NOTICE is hereby given that the Yearly Ordinary

General Meeting of the Proprietors of the Londonderry and Lough Swilly Railway Company will be held at the Offices of the Company, Pennyburn, Londonderry, on MONDAY, the 22nd day of FEBRUARY, 1915, at TWELVE o'clock noon, to receive Report of the Directors and Statement of Accounts, and to transact other usual Business.

Dated this 8th day of February, 1915.

J. L. CLEWES,

Secretary.

Midland Great Western Railway of Ireland Company.

Report of Directors
Statement of Accounts and
Statistical Returns

FOR YEAR ENDED 31ST DECEMBER, 1914.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

YEARLY GENERAL MEETING

TO BE HELD AT

BROADSTONE TERMINUS, DUBLIN

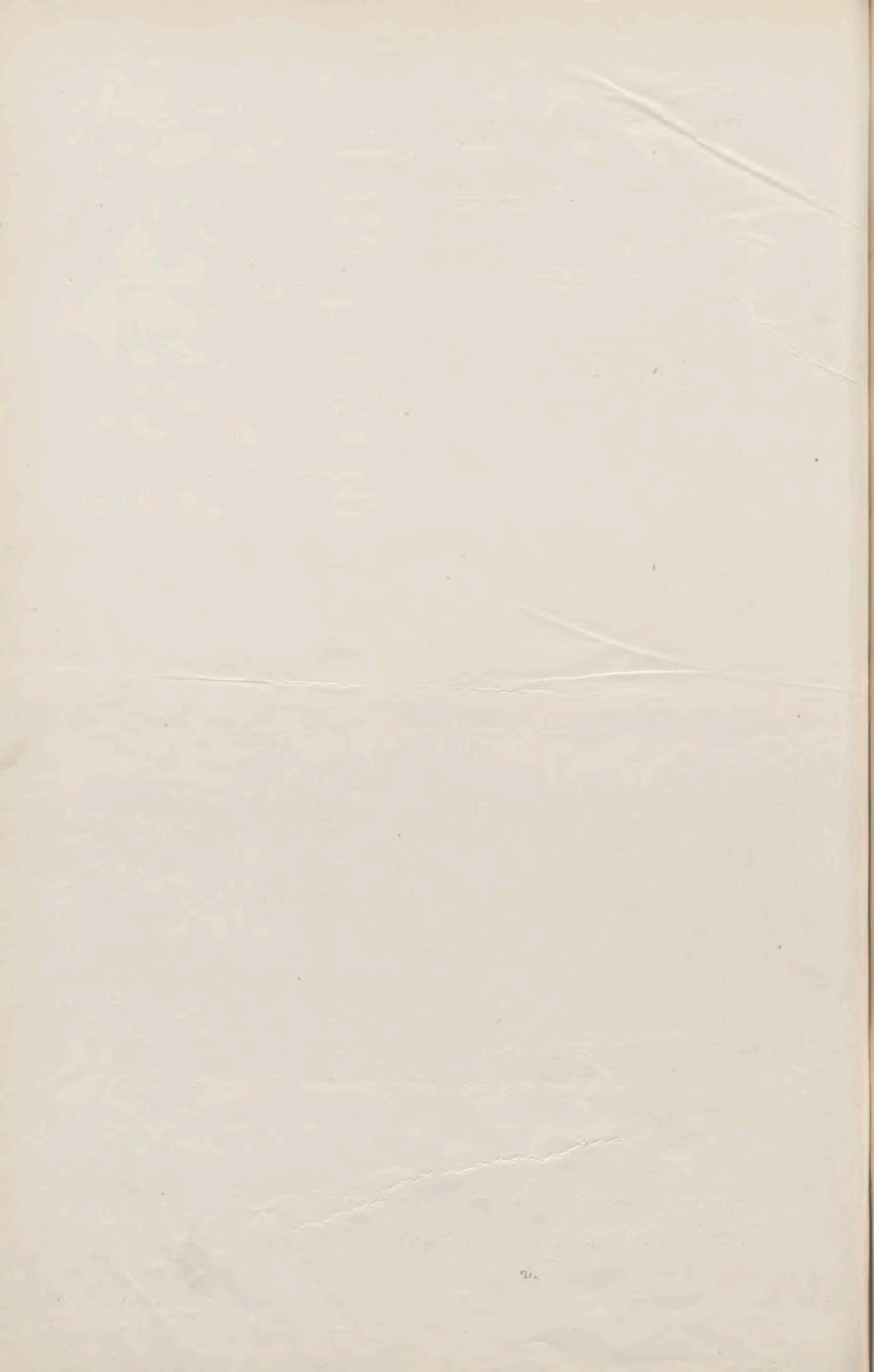
ON THURSDAY, THE 18TH DAY OF FEBRUARY, 1915,

AT ONE O'CLOCK.

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

YEARLY MEETING, 18th FEBRUARY, 1915.

DIVIDEND PAYABLE, 1st MARCH, 1915.



Midland Great Western Railway of Ireland Company.

Directors:

Chairman:

MAJOR H. C. CUSACK, J.P., Abbeville House, Malahide.

Deputy-Chairman:

SIR WALTER RICHARD NUGENT, BART., M.P., Donore, Multyfarnham.

THE RIGHT HON. LORD MACDONNELL, G.C.S.I., K.C.V.O., St. Stephen's Green Club, Dublin.

PATRICK J. BRADY, M.P., Glona, Booterstown, Co. Dublin.

HUBAND GEORGE GREGG, J.P., Clonmore, Stillorgan.

ARTHUR JACKSON, J.P., Lisroyan, Sligo.

JOSEPH TATLOW, Marlborough House, Glenageary, Co. Dublin.

Auditors:

THOMAS GEOGHEGAN, A.C.A., 4 College Green, Dublin.

WILLIAM E. HOLMES, Moyle Park, Clondalkin, Co. Dublin.

ORDINARY AND PREFERENCE STOCKS OF THE COMPANY TO WHICH VOTING POWER IS ATTACHED.

	TRANSFER BOOKS		DIVIDENDS PAYABLE
	Close	Re-open	
Five per cent. Preference	January 22nd	February 18th	March 1st
Four per cent. Preference			
Consolidated			

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

Passes will be posted on Saturday, 13th February, and will be valid for the journey to Broadstone up to and including the morning Train on 18th February, and for returning after the Meeting up to and including 20th February.

Midland Great Western Railway of Ireland Company.

REPORT OF DIRECTORS.

TO BE SUBMITTED TO THE PROPRIETORS AT THE YEARLY GENERAL MEETING TO BE HELD AT 1 P.M., ON THURSDAY, 18TH FEBRUARY, 1915, AT BROADSTONE STATION, DUBLIN.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1914, duly audited and verified, are submitted with this Report.

The following is a summary of the Receipts and Expenditure on Revenue Account :—

Per Account No. 8.

Gross receipts of Railway, &c.	£665,961 0 7
Expenditure	428,565 18 4
	<u>£237,395 2 3</u>
Miscellaneous receipts (net) from rents, interest, &c. ..	9,879 3 0
Total net income	<u>£247,274 5 3</u>

Per Account No. 9.

Add Balance from last account	7,038 4 0
	<u>£254,312 9 3</u>

Deduct :—

Interest, rentals and other fixed charges	121,598 12 1
	<u>£132,713 17 2</u>
Dividends on Guaranteed and Preference Stocks ..	58,181 0 8
Balance available for Dividend on Ordinary Stock ..	<u>£74,532 16 6</u>

The Interim Dividend paid on the Ordinary Stock for the half year ended 30th June, 1914, was at the rate of 2 per cent. per annum, and

amounted to	23,700 0 0
Leaving a balance of	<u>£50,832 16 6</u>

Out of this balance, your Directors, after placing a sum of £10,000 to the credit of the General Reserve Fund, recommend the payment of a final Dividend at the rate of Two per cent. per annum, making, with the Interim Dividend already paid, Two per cent. for the year. This will absorb £23,700, leaving a balance of £17,132 16s. 6d. to be carried to the next Account. Whilst it would have been possible to pay a higher Dividend, your Directors, having regard to the uncertainty of the prospects for the current year, and the probability of increased prices during the War for Coal or other Stores and Materials, consider it prudent to reduce the Dividend as recommended, and to apply the increased balance thus provided in strengthening the financial position of the Company, by adding to the Reserve, carrying forward a sum considerably in excess of that in the corresponding period. This policy, they believe, to be in the best interests of the Shareholders.

A Bill to incorporate the Mullingar and Kells Railway Company has been lodged in Parliament, which seeks to authorise the construction of a line from Mullingar to Kells in the counties of Westmeath and Meath, and as it would seriously affect your Company your Directors are taking all necessary steps to protect your interests.

Owing to Labour troubles in Sligo last year your Directors considered it advisable to agree to the Contractor's suggestion that the work of erecting the Hotel at Rosses' Point should be suspended temporarily, and they propose that it should be recommenced when conditions again become normal.

The Directors to retire by rotation are MAJOR CUSACK and Mr. JOSEPH TATLOW, and being eligible, they offer themselves for re-election.

Mr. THOMAS GEOGHEGAN, A.C.A., one of your Auditors, retires by rotation and offers himself for re-election.

The Statutory Certificates of the Engineers, as to the state of the Line and the Rolling Stock, are appended.

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, 16th February.

H. CUSACK,
Chairman,

BROADSTONE TERMINUS, DUBLIN,
2nd February, 1915.

Midland Great Western Railway of Ireland Co.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1914.

Part I.—FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

SPECIAL ACTS	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£ s. d.	£ s. d.	£	£ s. d.	£ s. d.	£	£	£
I. Special Acts conferring Capital powers, which have been fully exercised—									
Midland Great Western Railway Act, 1865	2,750,000	838,000 0 0	3,588,000 0 0	2,750,000	838,000 0 0	3,588,000 0 0	—	—	—
Midland Great Western Railway Act, 1869	—	171,000 0 0	171,000 0 0	—	171,000 0 0	171,000 0 0	—	—	—
Midland Great Western Railway Act, 1874	100,000	33,300 0 0	133,300 0 0	100,000	33,300 0 0	133,300 0 0	—	—	—
Midland Great Western Railway Act, 1877	300,000	427,615 8 3	727,615 8 3	300,000	427,615 8 3	727,615 8 3	—	—	—
Midland Great Western Railway Act, 1881	250,000	80,000 0 0	330,000 0 0	250,000	80,000 0 0	330,000 0 0	—	—	—
Midland Great Western Railway Act, 1887	100,000	33,300 0 0	133,300 0 0	100,000	33,300 0 0	133,300 0 0	—	—	—
Midland Great Western, Dublin and Meath, and Navan and Kingscourt Purchase Act, 1888	—	300,000 0 0	300,000 0 0	—	300,000 0 0	300,000 0 0	—	—	—
Midland Great Western and Great Northern and Western of Ireland Railways (Amalgamation) Act, 1890	606,980	276,339 0 0	883,319 0 0	606,980	276,339 0 0	883,319 0 0	—	—	—
Midland Great Western Railway Act, 1891	—	133,300 0 0	133,300 0 0	—	133,300 0 0	133,300 0 0	—	—	—
Midland Great Western Railway Act, 1892	25,000	8,300 0 0	33,300 0 0	25,000	8,300 0 0	33,300 0 0	—	—	—
Midland Great Western Railway Act, 1894	50,000	16,666 0 0	66,666 0 0	50,000	16,666 0 0	66,666 0 0	—	—	—
Midland Great Western Railway Act, 1900	350,000	—	350,000 0 0	350,000	—	350,000 0 0	—	—	—
Board of Trade Certificate under Regulation of Railways Act, 1889	—	30,145 11 9	30,145 11 9	—	30,145 11 9	30,145 11 9	—	—	—
TOTALS ..	4,531,980	2,347,966 0 0	6,879,946 0 0	4,531,980	2,347,966 0 0	6,879,946 0 0	—	—	—
II. Special Acts conferring Capital Powers, which have not yet been fully exercised—									
Midland Great Western Railway of Ireland Act, 1903	230,000	75,000 0 0	305,000 0 0	—	—	—	230,000	75,000	305,000
TOTAL £	4,761,980	2,422,966 0 0	7,184,946 0 0	4,531,980	2,347,966 0 0	6,879,946 0 0	230,000	75,000	305,000

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

NOT APPLICABLE.

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

NOT APPLICABLE.

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED

Description	Amount Created	Amount Issued	Nominal Additions to or deductions from Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in Arrear	Amount Uncalled	Amount Unissued
	£	£	£	£	£	£	£	£
Preference Stock—Five per cent. ..	300,000	300,000	—	300,000	—	—	—	—
Rentcharge Stock—Four per cent. ..	606,980	452,236	—	452,236	—	—	—	154,744
Preference Stock—Four per cent. ..	1,255,000	1,079,526	—	1,079,526	—	—	—	175,474
Ordinary Stock ..	2,370,000	2,370,000	—	2,370,000	—	—	—	—
	4,531,980	4,201,762	—	4,201,762	—	—	—	330,218

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

	Raised by Loans		Raised by issue of Debenture Stocks					Total raised by Loans and Debenture Stock
	Total Loans	Amount of Stocks	Nominal Additions or Deductions on conversion	Existing Amount of Stocks				
				At $\frac{4}{4}$ per cent.	At $\frac{4\frac{1}{2}}$ per cent.	At $\frac{4\frac{1}{2}}$ per cent.	Total Debenture Stocks	
		£	£	£	£	£	£	£
Existing at 31st December, 1914	—	2,347,966	—	1,376,927	769,339	201,700	2,347,966	2,347,966
Existing at 31st December, 1913	—	2,347,966	—	1,376,927	769,339	201,700	2,347,966	2,347,966
Increase	—	—	—	—	—	—	—	—
Decrease	—	—	—	—	—	—	—	—
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1								2,347,966
Total Amount raised by Loans and Debenture Stocks as above								£ 2,347,966
Balance being available Borrowing Powers at 31st December, 1914								£ —

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

Cr.

Dr.

To Expenditure	Amount Expended to 31st Dec., 1913		Amount Expended during year as per No. 5.		Total		By Receipts	Amount Received to 31st Dec., 1913.		Amount Received during year		Total	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
LINES OPEN FOR TRAFFIC—													
Less Parliamentary Grants	5,628,524	9 10	471 16	2	5,628,996	6 0	SHARES AND STOCKS (No. 2)	4,201,762	0 0	4,201,762	0 0	4,201,762	0 0
ROLLING STOCK	440,000	0 0	—	—	440,000	0 0	DEBENTURE STOCKS (No. 3)	2,347,966	0 0	2,347,966	0 0	2,347,966	0 0
MANUFACTURING AND REPAIRING WORKS AND PLANT													
Land and Buildings	5,188,524	9 10	471 16	2	5,188,996	6 0	Premium on Shares and Stocks	£57,453	3 2				
Plant and Machinery	907,947	16 0	372 14	8	908,320	10 8	Premiums on Debenture Stocks	132,622	14 9				
TOTAL CAPITAL EXPENDITURE UPON RAILWAY	6,210,241	2 4	844 10	10	6,211,085	13 2	TOTAL PREMIUMS	190,075	17 11				
ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS—													
Goods and Parcels Road Vehicles	1,694	10 0			1,694	10 0	DISCOUNT ON SHARES AND STOCKS	21,909	5 10				
Passenger Road Vehicles	335,265	6 6			335,265	6 6	DISCOUNT ON DEBENTURE STOCKS	250	0 0				
CANAL	71,961	17 8			71,961	17 8	TOTAL DISCOUNTS	£ 22,159	5 10				
DOCKS, HARBOURS AND WHARVES	69,366	9 11	1,116 14	6	70,483	4 5	BALANCE OF PREMIUMS AND DISCOUNTS	167,916	12 1			167,916	12 1
HOTELS	1,144	15 5			1,144	15 5							
ELECTRIC POWER STATIONS, &c.	22,329	12 7			22,329	12 7							
LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS—	53,217	10 3			53,217	10 3							
Used in connection with Railway Working													
Not used in connection with Railway Working													
TOTAL EXPENDITURE	6,765,221	4 8	1,961 5 4		6,767,182	10 0	TOTAL RECEIPTS			6,717,644	12 1	6,717,644	12 1
To Balance							BY BALANCE					49,537	17 11
TOTAL							TOTAL					6,767,182	10 0

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.

NOT APPLICABLE.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED DECEMBER 31st, 1914.

	Land and Compensation			Construction of Way and Stations, Engineering, etc.			Law Charges and Parliamentary Expenses			Total			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC—													
Knockcroghery Goods Store	—	—	—	413	18	9	<i>Just up Year 1917</i>						
Land purchased at Ballyhaunis	57	17	5	<i>(Not included in 14/7 Dist. claim - See notes)</i>									
	£	57	17	5	413	18	9				471	16	2
ROLLING STOCK—													
Locomotives													
Coaching Vehicles—Heating Apparatus							<i>Just up Year 1917</i>				372	14	8
Wagons													
Service Vehicles													
Manufacturing and Repairing Works and Plant													
Hotels											1,116	14	6
Electric Power Station, &c.													
TOTAL CAPITAL EXPENDED UPON RAILWAY FOR THE YEAR										£	1,961	5	4

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to Date on Principal Works in Progress.	Estimated Further Expenditure.											
	During the Year ending 31st December, 1915			Subsequently until Completion.		Total.						
	£	s.	d.	£	s.	d.						
LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC—												
Ballymurry Water Supply				250	0	0	—	250	0	0		
Ballyhaunis—Addition to Station Master's House				220	0	0	—	220	0	0		
Ballaghadereen New Road				120	0	0	—	120	0	0		
Rolling Stock												
Manufacturing and Repairing Works and Plant												
Hotel at Rosses Point, Co. Sligo	1,116	14	6	10,000	0	0	7,000	0	0	17,000	0	0
Electric Power Stations, &c.				—			—			—		
TOTAL	£	10,590	0	0	7,000	0	0	17,590	0	0		
Works not yet Commenced and in abeyance												

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s.	d.	£	s.	d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))						
Stock and Share Capital created but not yet received (as per Statement No. 2—						
Amount Unissued				330,218	0	0
Loan Capital created but not yet available (as per Statement No. 3)						
Available Borrowing Powers (as per Statement No. 3)						
Deduct Balance at Debit (as per Capital Account No. 4)				49,537	17	11
TOTAL	£	280,680	2	1		

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement		Gross Receipts.	Expenditure.	Net Receipts.	Year 1913		
					Gross Receipts	Expenditure	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	651,546 5 3	413,829 1 5	237,717 3 10	643,631	404,350	239,281
11	Omnibuses and other Passenger Vehicles not running on Railway	652 2 0	935 5 3	Dr. 283 3 3	1,039	863	176
13	Royal Canal	4,680 10 6	6,538 17 3	Dr. 1,858 6 9	4,821	5,998	Dr. 1,177
14	Spencer Dock	3,464 1 7	1,693 16 5	1,770 5 2	3,252	1,507	1,745
15	Hotels managed by the Company	5,618 1 3	5,568 18 0	49 3 3	7,447	6,211	1,236
	TOTAL ..	£ 665,961 0 7	428,565 18 4	237,395 2 3	660,190	418,929	241,261
	MISCELLANEOUS RECEIPTS (Net)—						
	Rents from Houses and Lands			4,538 0 2			4,586
	Rents from Hotel, Refreshment Rooms, Dining Cars			1,490 0 8			1,523
	Other Rents, including Lump Sum Tolls			3,105 4 8			2,923
	Transfer Fees			145 17 6			144
	Baronial Guarantee			600 0 0			600
	TOTAL NET INCOME ..			£ 247,274 5 3			251,037

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

				Year 1913
		£ s. d.		£
Balance brought forward from last year's Account		7,038 4 0		6,359
Net Income (as per Statement No. 8)		247,274 5 3		251,037
	TOTAL ..	254,312 9 3		257,396
	Deduct—INTEREST, RENTALS, AND OTHER FIXED CHARGES—			
Chief Rents, Wayleaves, &c., including lump sum Tolls		460 7 6		434
Interest on Debenture Stocks:—£1,376,927 @ 4%	£55,077 1 6			
" " £769,339 @ 4½%	32,696 18 0			
" " £201,700 @ 4½%	9,076 10 0			
		96,850 9 6		96,851
Interest on Rentcharge Stock, £452,236 @ 4%		18,089 8 8		18,089
Rent of and Guaranteed Interest on Leased and Worked Lines—				
Ballinrobe and Claremorris Railway		1,929 11 5		2,022
Loughrea and Attymon Railway		1,376 9 4		1,348
General Interest		2,892 5 8		2,333
	TOTAL ..		121,598 12 1	121,077
Balance after Payment of Fixed Charges			132,713 17 2	136,319
Appropriation to General Reserve Fund			10,000 0 0	
			122,713 17 2	
Dividends on Guaranteed and Preference Stocks—				
On 5% Preference Stock, £300,000		15,000 0 0		15,000
On 4% " " £1,079,526		43,181 0 8		43,181
	TOTAL ..		58,181 0 8	58,181
Balance available for Dividend on Ordinary Stock			64,532 16 6	78,138
Dividend on £2,370,000 Ordinary Stock, at 2 per annum			47,400 0 0	71,100
Balance carried forward to next year's Account			17,132 16 6	7,038
			64,532 16 6	

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

	£ s. d.	£
Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1914 (as per Account No. 9)	132,713 17 2	136,319
Deduct— Interim Dividend paid on £300,000 Preference Stock @ 5%	7,500 0 0	7,500
Interim Dividend paid on £1,079,526 Preference Stock @ 4%	21,590 10 4	21,590
Interim Dividend paid on £2,370,000 Ordinary Stock @ 1%	23,700 0 0	23,701
	52,790 10 4	52,790
Undivided Balance at 31st December, carried to Balance Sheet	£ 79,923 6 10	83,529

See Abstracts.	To Expenditure		Year 1913.		Percentage of Traffic Receipts		By Gross Receipt		Year 1913.		Percentage of Traffic Receipts	
	£	s. d.	£	s. d.	1914.	1913.	£	s. d.	£	s. d.	1914	1913
A—Maintenance and Renewal of Way and Works			103,730	3 3	103,905	16.18						
B—Maintenance and Renewal of Rolling Stock—												
(1) Locomotives	£	s. d.										
(2) Carriages	34,764	11 5										
(3) Wagons	13,469	2 6										
	13,642	8 0										
C—Locomotive Running Expenses	110,170	3 11	61,876	1 11	61,236	9.51						
D—Traffic Expenses	96,846	8 4			91,751							
E—General Charges			207,016	12 3	200,007	31.83						
Law Charges			16,016	14 0	15,371	2.46						
Compensation (Accidents and Losses)—			1,375	14 8	1,649	0.21						
Passengers												
Workmen												
Damage and Loss of Goods, Property, &c.	3,136	8 10										
Rates			3,997	16 4	4,178	0.61						
Taxes			16,911	1 1	15,889	2.60						
Tithe Rents					12	.02						
Payments under National Insurance Act, 1911—												
Health	1,841	9 2										
Unemployment	296	0 5										
G—Running Powers—Balance			2,137	9 7	2,311	.32						
Total Traffic Expenditure			1,200	16 2	Cr. 1,184	Cr. 0.18						
H—Mileage Demurrage and Wagon Hire Balance			411,874	2 3	403,368	63.70						
Miscellaneous			1,422	13 6	684							
Total Expenditure			532	5 8	298							
Net Receipts			418,829	1 5	404,350							
TOTAL			237,717	3 10	239,281							
			£ 651,546	5 3	£ 643,631							
See Abstracts.												
Passenger Train Traffic—												
Ordinary Passengers												
First Class	32,226	11 1										
Second Class	9,822	17 11										
Third Class	160,076	9 8										
Season Tickets—												
First Class	2,183	9 0										
Second Class	706	2 10										
Third Class	1,233	13 1										
Total Receipts from Passengers			206,249	3 7	210,237							
Mails			30,518	19 2	30,521							
Parcels up to 2 cwt., Parcels Post and Excess												
Luggage	30,461	18 11										
Other Merchandise by Passenger Trains	20,681	7 1										
F—Less Expenses of Collection and Delivery			51,143	6 0	82,188							
Total Passenger Train Receipts			670	17 0	496							
Goods Train Traffic												
Merchandise	247,797	2 3										
F—Less Expenses of Collection and Delivery			3,063	9 3								
Live Stock	244,733	13 0										
Coal, Coke, and Patent Fuel	88,567	4 2										
Other Minerals	23,816	14 2										
Total Goods Train Receipts			363,135	18 9	350,373							
Total Traffic Receipts			650,376	10 6	642,302							
H—Mileage, Demurrage, and Wagon Hire (Balance)												
Miscellaneous			1,169	14 9	1,329							
TOTAL			£ 651,546	5 3	£ 643,631							

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1913 £	
SUPERINTENDENCE—								
Salaries	4,364	0	8				4,032	
Office Expenses, &c.	547	0	7				525	
				4,911	1	3	4,557	
MAINTENANCE OF ROADS, BRIDGES, AND WORKS—								
Earthworks	224	2	6				90	
Bridges, Tunnels, Culverts, Retaining Walls and other Works	2,882	12	11				1,933	
Roads and Fences	4,023	2	5				3,646	
				7,129	17	10	5,669	
MAINTENANCE OF PERMANENT WAY—								
Renewal of Running Lines—								
Wages	4,076	15	1				4,121	
Materials	19,218	17	9				16,015	
Engine Power and Wagon Repairs	1,234	7	0				1,254	
				24,529	19	10	21,390	
REPAIR OF RUNNING LINES AND SIDINGS—								
Wages	32,502	2	11				32,176	
Materials	12,363	13	6				15,794	
Engine Power and Wagon Repairs	1,705	10	6				1,510	
				46,571	6	11	49,480	
Maintenance of Signalling	3,891	0	2				3,399	
Maintenance of Telegraphs	2,737	18	8				2,736	
				6,628	18	10	6,135	
MAINTENANCE OF STATIONS AND BUILDINGS—								
Stations, Depots and Offices	12,684	7	7				14,981	
Engine Sheds	1,039	10	7				1,042	
Carriage Sheds	56	12	6				167	
Locomotive Workshops	134	0	1				124	
Carriage Workshops	28	11	9				24	
Wagon Workshops	15	16	1				31	
Other Buildings							305	
				13,958	18	7		
TOTAL							16,674	
				£	103,730	3	3	103,905

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

	£	s.	d.	£	s.	d.	Year 1913 £
SUPERINTENDENCE—							
Salaries	698	3	3				631
Office Expenses	159	0	10				156
				857	4	1	
COMPLETE RENEWALS—							
Wages	657	14	10				787
Materials	1,942	8	9				836
				2,600	3	7	2,732
REPAIRS AND PARTIAL RENEWALS—							
Wages	15,225	3	9				3,568
Materials	11,969	10	1				14,650
				27,194	13	10	8,767
WORKSHOP EXPENSES—							
Repairs and Renewals of Machinery & Plant	4,046	0	9				23,417
Other Expenses	684	9	2				2,809
				4,730	9	11	685
							3,494
				35,382	11	5	31,266
Deduct Engine Power supplied to and by the Company (Balance)				618	0	0	515
TOTAL				34,764	11	5	30,751

(2)—Carriages.

	£	s.	d.	£	s.	d.	Year 1913 £	
SUPERINTENDENCE—								
Salaries	608	0	6				630	
Office Expenses	19	13	6				20	
				627	14	0		
COMPLETE RENEWALS—								
Wages	563	8	4				650	
Materials	842	10	9				387	
				1,405	19	1	1,516	
REPAIRS AND PARTIAL RENEWALS—								
Wages	5,081	6	6				1,903	
Materials	5,823	11	9				4,141	
				10,904	18	3	3,774	
WORKSHOP EXPENSES—								
Repairs and Renewals of Machinery & Plant	354	13	8				7,915	
Other Expenses	175	17	6				329	
				530	11	2	226	
							555	
TOTAL				£	13,469	2	6	11,023

(3)—Wagons.

	£	s.	d.	£	s.	d.	Year 1913 £	
SUPERINTENDENCE—								
Salaries	587	5	11				632	
Office Expenses	59	0	2				58	
				646	6	1		
COMPLETE RENEWALS—								
Wages	1,305	1	5				690	
Materials	4,180	16	7				1,386	
				5,485	18	0	7,935	
REPAIRS AND PARTIAL RENEWALS—								
Wages	3,844	6	5				9,321	
Materials	2,950	5	8				4,178	
				6,794	12	1	4,549	
WORKSHOP EXPENSES—								
Repairs and Renewals of Machinery and Plant	475	13	8				8,727	
Other Expenses	239	18	2				427	
				715	11	10	297	
							724	
TOTAL				£	13,642	8	0	19,462

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	Year 1913.		
	£	s.	d.
Superintendence :—			
Salaries	874	10	7
Office Expenses	157	7	6
		1,031	18 1
Steam Train Working :—			
Wages connected with the Running of Locomotive Engines	38,717	19	10
Fuel	63,650	5	1
Water	2,252	2	11
Lubricants	1,590	2	3
Other Stores, including Clothing	3,035	6	1
Miscellaneous	2,754	18	2
		112,000	14 4
			110,278
		113,032	12 5
Deduct Engine Power supplied to and by the Company (Balance)		2,862	8 6
			2,808
TOTAL	£	110,170	3 11
			108,257

ABSTRACT D.—TRAFFIC EXPENSES.

	Year 1913.		
	£	s.	d.
Salaries and Wages :—			
Superintendence	7,689	2	9
Stationmasters and Clerks	22,204	8	10
Signalmen and Gatemen	11,396	7	4
Ticket Collectors, Policemen, Porters, etc.	27,168	9	10
Guards	5,039	4	1
		73,497	12 10
Fuel, Lighting, Water, and General Stores	7,912	13	4
Clothing	1,316	11	8
Printing, Advertising, Stationery, Stamps, and Tickets	5,313	6	11
Wagon Covers, &c.	807	12	8
Expenses of Joint Stations and Junctions Cr.	1,500	0	0
Cleansing, Lubricating, and Lighting of Vehicles	3,852	1	8
Shunting Expenses (other than Mechanical) :—			
Wages	1,880	7	8
Other Expenses	284	19	7
		2,165	7 3
Working of Stationary Engines, Hoists, Cranes, &c.	819	8	1
Railway Clearing Houses Expenses	1,961	10	9
Miscellaneous Expenses	700	3	2
			516
			1,931
			584
			Cr. 1,500
			3,978
			1,905
			2,165
			819
			1,961
			700
TOTAL	£	96,846	8 4
			91,751

ABSTRACT E.—GENERAL CHARGES.

	Year 1913.		
	£	s.	d.
Directors' Fees voted by Shareholders	3,000	0	0
Auditors	100	0	0
Salaries of Secretary, General Manager, Accountant and Clerks	7,152	7	6
Office Expenses, ditto	721	11	9
Rating Expenses	—	—	—
Fire Insurance	800	19	4
Superannuation Fund and Gratuities to Employees on leaving Service	3,116	3	7
Subscriptions and Donations	82	8	0
Miscellaneous Expenses	1,243	3	10
			2,724
			121
			1,147
TOTAL	£	16,016	14 0
			15,371

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	Year 1913.		
	£	s.	d.
Amounts paid for Hired Cartage	3,734	6	3
Miscellaneous	—	—	—
TOTAL	£	3,734	6 3
			2,609
Amount charged to Passenger Train Traffic	670	17	0
Amount charged to Goods Traffic	3,063	9	3
			496
			2,113

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

	Year 1913.		
	Receipts	Payments	Balance
	£	s.	d.
Passenger Train Traffic	889	2	3
Goods Train Traffic	910	8	11
			295
			303
			593
			885
			295
			590
			892
			297
			595
TOTAL	£	1,799	11 2
			598
			1,200
			1,777
			592
			1,185

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Year 1912.		
	Receipts	Expenditure	Balance
	£	s.	d.
Mileage and Demurrage—			
Passenger Train Vehicles	179	15	9
Goods Train Vehicles	47	8	0
Hire of—			
Passenger Train Vehicles	—	—	—
Goods Train Vehicles	—	—	—
			25
			1,624
			1,576
			308
			41
			267
			136
			1,087
			Dr. 951
TOTAL	£	227	3 9
			1,649
			Dr. 1,422
			444
			1,128
			684

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.

NOT APPLICABLE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

Dr.

Cr.

To Expenditure	Year 1913		By Gross Receipts	Year 1913		
	£	s. d.	£	£	s. d.	£
Maintenance of Motors	352	8 7	284	Passengers	} 652 2 0	1,039
Traffic Expenses	34	6 8	30	Miscellaneous		
Miscellaneous	123	10 0	124	Balance	283 3 3	
Tourist Motor Cars Depreciation Fund	425	0 0	425			
Total Expenditure	935	5 3	863			
Balance		--	176			
TOTAL	£ 935	5 3	1,039	TOTAL	£ 935	5 3

Dr.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

Cr.

NOT APPLICABLE.

Dr.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROYAL CANAL.

Cr.

To Expenditure	Year 1913		By Gross Receipts	Year 1913		
	£	s. d.	£	£	s. d.	£
Superintendence	175	0 0	172	Tolls	2,382 7 4	2,242
Wages of Toll Clerk, Lock-keepers ..	906	8 4	853	Canal Dock Dues		6
Maintenance of Canal	4,947	2 8	4,438	Wharfage and Cranage	9 0 0	
Rates	487	1 5	520	Rents (Net Receipts)	2,145 9 2	2,431
Taxes	8	10 3	8	Miscellaneous	5 5 0	3
Miscellaneous	14	14 7	7	Interest on 2½ per Cent. Government Stock	138 9 0	139
					4,680 10 6	4,821
				Balance	1,858 6 9	1,177
TOTAL	£ 6,538	17 3	5,998	TOTAL	£ 6,538	17 3

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF SPENCER DOCK.

Dr.

Cr.

To Expenditure	Year 1913		By Gross Receipts	Year 1913	
	£	s. d.	£	£	s. d.
Superintendence	108	15 0	106	Harbour Dues	—
Maintenance	737	4 8	638	Light Dues	—
Wages not included in above ..	194	3 8	175	Dock Dues—	
Rates	632	3 1	543	On Ships	930 13 10
Taxes	—	—	—	On Goods	1,564 2 7
Miscellaneous	21	10 0	45	On Passengers	—
				Wharf and Pier Dues	196 18 1
Total Expenditure	1,693	16 5	1,507	Craneage and other Services	769 11 1
Balance	1,770	5 2	1,745	Graving Docks	—
				Rent	—
				Miscellaneous	2 16 0
TOTAL	£ 3,464	1 7	3,252	TOTAL	£ 3,464 1 7

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF MALLARANNY AND RECESS HOTELS.

(The Catering and Management of Galway Hotel, and of the Refreshment Rooms and Dining Cars are not carried on by the Company.)

Dr.

Cr.

To Expenditure	Year 1913		By Gross Receipts	Year 1913	
	£	s. d.	£	£	s. d.
Salaries and Wages	939	2 9	1,013	Total Receipts from Hotels	5,618 1 3
Provisions, Wines and Spirits Consumed	2,056	4 4	2,557		
Repairs and Maintenance of Fittings, Furniture, &c., at Hotels ..	839	7 2	848		
Heating and Lighting of Hotels ..	318	12 10	341		
Rents	203	9 10	111		
Rates	107	13 10	104		
Taxes	17	2 10	15		
Miscellaneous	1,087	4 5	1,222		
Total Expenditure	5,568	18 0	6,211		
Balance	49	3 3	1,236		
TOTAL	£ 5,618	1 3	7,447	TOTAL]	£ 5,618 1 3

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

NOT APPLICABLE.

Dr.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	£ s. d.		Year 1913	Number of Units	£ s. d.		Year 1913	
	£	s.	£		£	s.	Number of Units	£
SUPERINTENDENCE—								
Salaries	10	0	0	9				
Office Expenses ..	—							
Total Superintendence			10 0 0	9				
GENERATION—								
Maintenance of Buildings	24	15	8	43				
Maintenance of Plant, Machinery and Tools	469	1	4	416				
Maintenance of Feeders, Cables and Accessories	—			5				
Salaries and Wages ..	59	8	0	53				
Fuel, including Carriage Oil, Waste, Water, and Stores ..	225	5	10	176				
Special Items ..	87	11	7	100				
Total Generation ..			866 2 5	793				
DISTRIBUTION—								
Maintenance of Feeders, Mains and Apparatus	0	14	7	55				
Maintenance of Meters, Switches, Fuses, Lamps, &c. ..	91	17	6	17				
Salaries and Wages ..	59	1	2	53				
			151 13 3	125				
TOTAL	£		1027 15 8	927	TOTAL ..	40,633	1,027 15 8	62,417 927

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£ s. d.		Year 1913		£ s. d.		Year 1913
	£	s.	£		£	s.	£
To Amount due to Bankers	28,797	7	4	21,262	By Capital Account, Balance at Debit thereof, as per Account No. 4 ..	4,9537	17 11 47,577
„ Unpaid Interest and Dividends ..	7,547	5	5	2,732	„ Cash at Bankers and in hand	12,067	3 5 9,640
„ Interest and Dividends payable or accruing and provided for ..	54,816	10	1	54,816	„ Investments in Consols and Government Securities ..	5,538	9 0 5,538
„ Amount due to Railway Companies	313	9	5	285	„ Stocks of Stores and Materials ..	80,760	7 9 81,040
„ Superannuation or other Provident Funds	147	18	0	—	„ Outstanding Traffic Accounts ..	15,187	19 1 10,622
„ Accounts Payable	18,302	9	7	13,689	„ Amount due by Railway Companies	2,512	8 1 2,576
„ Liabilities accrued	4,701	2	10	3,426	„ Amount due by Railway Clearing Houses	5,836	5 3 3,144
„ Miscellaneous Accounts	469	12	3	595	„ Amount due by Postmaster-General	7,627	8 7 7,627
„ Enginemen's Pension Fund available after winding up, and now vested in the Company ..	6,607	13	2	6,444	„ Accounts Receivable	3,912	12 7 3,265
„ Depreciation Funds— Tourist Motor Cars	1,700	0	0	1,275	„ Miscellaneous Accounts	8,905	13 9 9,063
„ General Reserve Fund	22,000	0	0	22,000	„ Suspense Account for accruing Debiture Interest	27,734	14 6 27,735
„ Reserve Fund, Permanent Way ..	7,000	0	0	7,000	„ M.G.W.R., Preference Stock, 4% (Transferred from the Enginemen's Pension Fund, and held in trust for the Company.)	11,225	15 0 11,226
„ Balance available for Dividends and Reserve as per Account No. 9— £ s. d. Dividends 122,713 17 2 General Reserve 10,000 0 0 132,713 17 2				136,319	„ Carriage Electric Fittings carried forward	1,480	0 0
Less Interim Dividends paid, as per Statement No. 9(a)]	52,790	10	4	52,790			
			79,923 6 10	83,529			
	£		232,326 14 11	219,053		£	232,326 14 11 219,053

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINE.

(A)—Mileage of Lines Open for Traffic.

	Running Line						Sidings reduced to Single Track	Total of Single Track including Sidings	Year 1913	
	Length of Road, First Track	Second Track	Third Track	Fourth Track	Over Four Tracks (reduced to Single Track)	Total Miles (reduced to Single Track)			Total of Single Track including Sidings	
									M. CH.	M. CH.
LINES OWNED BY COMPANY—										
Main and Principal Lines—										
Broadstone to Galway	126 74	104 26	—	—	—	231 20	25 55	256 75	256 75	256 75
Athlone to Westport	83 4	20 9	—	—	—	103 13	10 7	113 20	113 20	113 20
Mullingar to Sligo	84 46	33 8	—	—	—	117 54	10 59	128 33	128 33	128 33
Total of Main and Principal Lines ..	294 44	157 43	—	—	—	452 7	46 41	498 48	498 48	498 48
Minor and Branch Lines—										
Galway to Clifden	48 7	1 8	—	—	—	49 15	2 61	51 76	51 76	51 76
Clonsilla to Kingscourt	43 8	12 9	—	—	—	55 17	6 72	62 9	62 9	62 9
Manulla to Killala	28 43	0 38	—	—	—	29 1	3 26	32 27	32 27	32 27
Westport to Achill	26 36	0 32	—	—	—	26 68	2 0	28 68	28 68	28 68
Inny Junction to Cavan	24 58	0 44	—	—	—	25 22	2 14	27 36	27 36	27 36
Kilmessan to Athboy	12 15	0 20	0 4	—	—	12 39	1 39	13 78	13 78	13 78
Kilfree to Ballaghaderreen	9 64	—	—	—	—	9 64	0 57	10 41	10 41	10 41
Nesbit Junction to Edenderry	9 29	0 9	—	—	—	9 38	0 79	10 37	10 37	10 37
Streamstown to Clara	7 29	—	—	—	—	7 29	0 64	8 13	8 13	8 13
Crossdoney to Killeshandra	7 1	—	—	—	—	7 1	0 69	7 70	7 70	7 70
Liffey Junction to North Wall	3 12	3 12	0 5	—	—	6 29	6 5	12 34	12 34	12 34
Westport to Westport Quay	2 5	0 3	—	—	—	2 8	0 22	2 30	2 30	2 30
	221 67	18 15	0 9	—	—	240 11	28 28	268 39	268 39	268 39
Lines Jointly Owned (Company's share of ownership, as enumerated in Abstract I) ..	—	—	—	—	—	—	—	—	—	—
TOTAL	516 31	175 58	0 9	—	—	692 18	74 69	767 7	767 7	767 7
LINES LEASED OR WORKED BY THE COMPANY—										
Ballinrobe and Claremorris Railway ..	12 48	—	—	—	—	12 48	1 6	13 54	13 54	13 54
Loughrea and Attymon Railway ..	9 7	—	—	—	—	9 7	2 11	11 18	11 18	11 18
TOTAL	21 55	—	—	—	—	21 55	3 17	24 72	24 72	24 72
GRAND TOTAL	538 6	175 58	0 9	—	—	713 73	78 6	791 79	791 79	791 79

1.—MILEAGE OF LINES—continued.

(B)—Mileage of Lines Authorised but not open for Traffic.

NOT APPLICABLE.

(C)—Mileage of Lines Run Over by the Company's Engines.

	Year 1913	
	M. CH.	M. CH.
Lines Owned by the Company	516 31	516 31
„ Partly Owned	—	—
„ Leased or Worked by the Company	21 55	21 55
„ Leased or Worked Jointly	—	—
„ Over which the Company exercises Running Powers continuously	—	—
TOTAL	538 6	538 6
Add—Lines over which the Company exercises Running Powers occasionally	—	—
TOTAL	538 6	538 6

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

Description	Number	Year 1913
		Number
Tender Engines (Wheel types)		
2—4—0	33	34
4—4—0	21	20
0—6—0	68	68
Tank Engines		
0 6 0	17	17
	139	139
Tenders	122	122

(B)—Rail Motor Vehicles.

	Number	Carrying Capacity	Year 1913	
			Number	Carrying Capacity
		SEATS		SEATS
Petrol Power	1	12	1	12
TOTAL	1	12	1	12

(C)—Trains worked by Electric Power.

NOT APPLICABLE.

(D)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths				Year 1913	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total
PASSENGER CARRIAGES							
Carriages of Uniform Class	154	1,466	—	5,106	6,572	147	7,425
Composite Carriages	37	584	—	754	1,338	44	1,736
Restaurant Cars	3	36	—	36	72	3	72
Miscellaneous	23	45	—	400	445	23	525
TOTAL	217	2,131	—	6,296	8,427	217	9,758
Sleeping	—	—	—	—	—	—	—
Total Passenger Carriages	217			8,427	217	9,758	
OTHER COACHING VEHICLES							
Post Office Vans	4					4	
Luggage, Parcels, & Brake Vans	39					39	
Carriage Trucks	24					24	
Horse Boxes	60					60	
Miscellaneous	60					60	
Total other Coaching Vehicles	187					187	
Total Coaching Vehicles	404					404	

(E)—Merchandise and Mineral Vehicles.

	Number	Year 1913
		Number
OPEN WAGONS—		
Under 8 Tons	201	236
8 and up to 12 Tons	140	100
Over 12 and up to 20 Tons	—	—
Over 20 Tons (other than special)	—	—
COVERED WAGONS—		
Under 8 Tons	1,753	1,740
8 and up to 12 Tons	—	—
Over 12 and up to 20 Tons	—	—
Over 20 Tons	—	—
MINERAL WAGONS—		
Under 8 Tons	—	—
8 and up to 12 Tons	—	—
Over 12 and up to 20 Tons	—	—
Over 20 Tons	—	—
Special Wagons (for loads of exceptional dimensions and weight)	6	6
Cattle Trucks	623	641
Rail and Timber Trucks (including Twin Trucks)	74	74
Brake Vans	63	63
Miscellaneous	2	2
TOTAL	2,862	2,862

(F)—Railway Service Vehicles, and Horses for Shunting.

	Number	Year 1913
		Number
Gasholder Trucks	—	—
Locomotive Coal Wagons	140	140
Ballast Wagons	138	138
Mess and Tool Vans	7	7
Breakdown Cranes	1	1
Travelling Cranes	2	2
Miscellaneous	2	2
TOTAL	290	290
Horses for Shunting	2	2

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

	Number.	Year
		1913.
		Number.
GOODS AND PARCELS ROAD VEHICLES—		
Road Motors for Goods and Parcels ..	—	
Horse Wagons and Carts	—	
Miscellaneous	—	
TOTAL	—	
PASSENGER ROAD VEHICLES—		
Road Motors	6	5
Tramcars	—	
Omnibuses	—	
Cabs	—	
Miscellaneous	—	
TOTAL	6	5
Horses for Road Vehicles	—	

VII.—HOTELS.

Name.	Situation.
Railway Hotel, Recess	Co. Galway
Railway Hotel, Galway	do.
Railway Hotel, Mallaranny	Co. Mayo

IV.—STEAMBOATS.

NOT APPLICABLE.

V.—CANALS.

Name.	Length in Miles.
	M CH.
Royal Canal	95 69½
TOTAL LENGTH	95 69½

VI.—DOCKS, HARBOURS, AND WHARVES.

Name.	Length of Quay.
	CH.
Spencer Dock	43

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	Year 1913.
		Acreage.
Agricultural Land	33	
Urban and Suburban Land	20	
Houses.	Number.	Year 1913.
		Number.
Labouring Class Dwellings	—	—
Houses and Cottage for Company's Servants	487	487
Other Houses and Cottages	15	15

IX.—OTHER INDUSTRIES.

NONE.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

											Year 1914.	Year 1913.
QUANTITIES OF PRINCIPAL MATERIALS USED—												
Ballast	..	..	..	..	..	..	..	..	..	..	53,667 Yds.	66,506 Yds.
Fencing	..	..	..	..	..	..	..	..	..	..	42 Miles	56 Miles.
Rails	..	..	..	..	..	..	..	..	..	..	1,864 Tons	2,212 Tons
Sleepers	..	..	..	..	..	..	..	..	..	..	49,607 No.	53,070 No.
MILES MAINTAINED—												
Miles of Road	..	..	..	..	..	..	..	..	..	..	528	388
Miles of Road reduced to Single Track—												
Running Lines	..	..	..	..	..	..	..	..	..	..	714	714
Sidings	..	..	..	..	..	..	..	..	..	..	78	78
Miles of Track Renewed	..	..	..	..	..	..	..	..	..	..	14	12½

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

						In Company's Work- shops.	By Contract.	Total.	Year 1913
						Number.	Number.		Total.
Locomotives Renewed	..	..	..	..	..	1		1	2
LOCOMOTIVES REPAIRED—									
Heavy Repairs	..	..	..	..	..	52		52	47
Light	..	..	..	..	..	40		40	3
Locomotives under or awaiting Repair at end of year	..					16		16	15
RAIL MOTOR AND ELECTRIC—									
Train Vehicles, &c., Renewed	..	..	..	..	..	—		—	—
Train Vehicles, &c., Repaired—									
Heavy Repairs	..	..	..	..	..	—		—	1
Light	..	..	..	..	..	1		1	—
Train Vehicles, &c., under or awaiting Repair at end of year	..	..	..	..	..	—		—	—
COACHING VEHICLES—									
Carriages Renewed	..	..	..	..	..	2		2	—
Carriages Repaired—									
Heavy Repairs	..	..	..	..	..	95		95	72
Light	..	..	..	..	..	—		—	—
Carriages under or awaiting Repair at end of year	..					10		10	8
Others Renewed	..	..	..	..	..	—		—	—
Others Repaired—									
Heavy Repairs	..	..	..	..	..	41		41	28
Light	..	..	..	..	..	—		—	—
Others under or awaiting Repair at end of year	..					5		5	3
WAGONS RENEWED—									
Completely Renewed	..	..	..	..	..	69		69	91
Partially	..	..	..	..	..	—		—	—
WAGONS REPAIRED—									
Heavy Repairs	..	..	..	..	..	386		386	340
Light	..	..	..	..	..	3,575		3,575	585
Wagons under or awaiting Repair at end of year	..					176		176	113

XII.—ENGINE MILEAGE.

Year 1913

	Train Miles (Loaded Trains)				Total Train Miles (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey)				Shunting Miles		Other Miles (assist- ing Light, &c.)	Total Engine Miles
	Coaching	Goods	Total		Coaching	Goods	Total		Coach- ing	Goods		
A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—												
Over the Company's System by the Company's Engines ..	1,529,041	884,229	2,413,270	1,556,365	1,039,769	2,596,134	206,801	560,034	134,811	3,497,780	134,811	3,497,780
Over the Company's System by other Companies' Engines ..	23,725	10,681	34,406	23,737	10,740	34,477	1,251	13,899	634	50,261	634	50,261
Add Company's Proportion (according to ownership) of Miles run on Joint Account over Joint Lines not included in Abstract J ..												
TOTAL ..	1,552,766	894,910	2,447,676	1,580,102	1,050,509	2,630,611	208,052	573,933	135,445	3,548,041	135,445	3,548,041
B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE												
By the Company's Engines over Lines owned, leased, or worked by the Company ..	1,529,041	884,229	2,413,270	1,556,365	1,039,769	2,596,134	206,801	560,034	134,811	3,497,780	134,811	3,497,780
By the Company's Engines over other Companies' Lines ..	139	139	278	139	139	278			20	159	20	159
By other Companies' Engines over the Company's Line ..	23,725	10,681	34,406	23,737	10,740	34,477	1,251	13,899	634	50,261	634	50,261
Add Company's Proportion (according to ownership) of Miles run on Joint Account over Joint Lines not included in Abstract J ..												
TOTAL ..	1,552,905	894,910	2,447,815	1,580,241	1,050,509	2,630,750	208,052	573,933	135,465	3,548,200	135,465	3,548,200
C—MILES RUN BY THE COMPANY'S ENGINES—												
(1) <i>Steam Tender and Tank Engines—</i>												
Over Lines owned, leased, or worked by the Company ..	1,529,041	884,229	2,413,270	1,556,365	1,039,769	2,596,134	206,801	560,034	134,811	3,497,780	134,811	3,497,780
Over all Joint Lines ..	139	139	278	139	139	278			20	159	20	159
Over other Companies' Lines ..												
TOTAL ..	1,529,180	884,229	2,413,409	1,556,504	1,039,769	2,596,273	206,801	560,034	134,831	3,497,939	134,831	3,497,939
(2) <i>Electric Traction—</i>												
Over Lines owned, leased, or worked by the Company ..												
Over all Joint Lines ..	12,138		12,138	12,138		12,138				12,138		12,138
Over other Companies' Lines ..												
TOTAL ..	1,541,318	884,229	2,425,547	1,568,642	1,039,769	2,608,411	206,801	560,034	134,831	3,510,077	134,831	3,510,077
(3) <i>Steam, Petrol, &c., Rail Motors—</i>												
Over Lines owned, leased, or worked by the Company ..												
Over all Joint Lines ..												
Over other Companies' Lines ..												
TOTAL ..												

Year 1913

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number Originating on the Company's System	Year 1913			
					Number	Receipts	Average Fare per Passenger	Number Originating on the Company's System
						£	s. d.	
ORDINARY—		£	s. d.					
1st Class	104,379	32,227	6 2-09	101,484	54,130	18,421	6 9-67	50,262
2nd „	41,219	9,823	4 9-19	39,234	143,331	36,074	5 0-40	139,389
3rd „	1,495,700	160,076	2 1-68	1,421,615	1,551,142	151,603	1 11-45	1,466,999
Workmen								
TOTAL	1,641,298	202,126	2 5-55	1,562,333	1,748,603	206,098	2 4-23	1,656,650
SEASON—			£ s. d.					
1st Class	146	2,183	14 19 0		40	784	19 12 0	
2nd „	69	706	10 4 7		214	2,515	11 15 0½	
3rd „	136	1,234	9 1 5		79	840	10 12 7½	

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage Originating on the Company's System	Year 1913			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage Originating on the Company's System
					Tons	£	s. d.	Tons
Merchandise	545,699	244,273	8 11½	348,030	519,270	235,524	9-0-85	238,960
Coal, Coke, and Patent Fuel	115,857	23,817	4 1½	46,952	111,055	20,937	3-9-24	39,592
Other Minerals	38,756	6,018	3 1½	15,334	33,569	5,288	3-1-80	12,861
TOTAL	700,312	274,108	7 9½	410,316	663,894	261,749	7-10-60	291,413
	Number			Number Originating on the Company's System	Number			Number Originating on the Company's System
Live Stock	896,026	88,567		824,403	931,909	88,623	1-10-82	867,931

XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

	Tons	Year 1913	
		Tons	Tons
Coal, Coke and Patent Fuel	69,927	111,055	
Grain—as per Classification	122,790	116,830	
Artificial Manure	25,205	25,679	
Timber (Round and Sawn)	36,236	31,090	
Potatoes	3,552	4,824	
Eggs	14,837	14,034	
TOTAL	269,547	343,512	

XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

	Number	Number Originating on the Company's System.	Year 1913	
			Number	Number Originating on the Company's System.
Horses	14,968	13,582	9,623	9,478
Cattle	302,966	281,032	308,810	286,803
Calves	26,314	18,796	22,643	17,062
Sheep	359,227	324,522	413,893	381,133
Pigs	192,551	186,471	176,940	173,455
Miscellaneous	—	—	—	—
TOTAL	896,026	824,403	931,909	867,931

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913	1914
	£	£
Total Expenditure on Capital Account (No. 4)	6,765,221	6,767,182
Gross Receipts from Businesses carried on by the Company No. 8.	660,190	665,961
Revenue Expenditure on ditto (No. 8)	418,929	428,566
Net Receipts of ditto (No. 8)	241,261	237,395
Miscellaneous Receipts, Net (No. 8)	9,776	9,879
Total Net Income (No. 8)	251,037	247,274
Interest, Rentals, and other Fixed Charges (No. 9)	121,077	121,599
Dividends on Guaranteed and Preference Stocks (No. 9)	58,181	58,181
Balance after Payment of Preference Dividends (No. 9)	78,138	74,533
Dividend on Ordinary Stock (No. 9)	71,100	47,400
Rate per cent	3%	2%
Surplus	7,038	27,133
Appropriation to Reserve	—	10,000
Brought forward from previous years	6,359	7,038
Carried forward to subsequent years	7,038	17,133

CERTIFICATE RESPECTING THE PERMANENT WAY, ETC.

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

W. PURCELL O'NEILL, *Chief Engineer.*

DUBLIN, *January 27th*, 1915.

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 year, been maintained in good working order and repair.

EDWARD CUSACK, *Locomotive Engineer.*

DUBLIN, *January 27th*, 1915.

SIGNED FOR THE BOARD OF DIRECTORS

H. CUSACK,

Chairman of the Company.

PERCY A. HAY,

Secretary of the Company.

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 Dividends proposed to be declared on the several Stocks are *bona fide* due thereon, after charging the revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

THOMAS GEOGHEGAN, *Chartered Accountant.*

W. E. HOLMES.

DUBLIN, *3rd February*, 1915.

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*Midland Great Western Railway of
Ireland Company.*

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

Year ended 31st December, 1914.

Notice is hereby given that the next General or Ordinary Meeting of the Proprietors in the Company will be held at the Company's Offices, Broadstone Terminus, in the City of Dublin, on Thursday, the 18th day of February next, at the hour of One o'clock in the afternoon, to receive the Report of the Directors, Statement of Accounts and Statistical Returns for the year ended 31st December, 1914, and to transact the ordinary business of the Company.

Dated this 19th day of January, 1915.

H. C. CUSACK, *Chairman.*

PERCY A. HAY, *Secretary*

BROADSTONE TERMINUS,
DUBLIN.



MIDLAND RAILWAY COMPANY

NORTHERN COUNTIES COMMITTEE.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS

FOR YEAR ENDED

31ST DECEMBER, 1914.

MEMBERS OF COMMITTEE.

CHAIRMAN—THE RIGHT HON. JOHN YOUNG, GALGORM CASTLE, BALLYMENA.

CHARLES BOOTH, Elmhurst, Aigburth, Liverpool.

ARCHIBALD F. COOKE, Government House, Londonderry.

SIR WILLIAM CRAWFORD, Mount Randal, Belfast.

H. TYLSTON HODGSON, Harpenden, Herts.

G. MURRAY SMITH, Gumley Hall, Market Harborough.

MAJOR JOHN A. W. O. TORRENS, Somerset, Coleraine.

MIDLAND RAILWAY COMPANY
NORTHERN COUNTIES COMMITTEE.

Financial Accounts and Statistical Returns
for Year Ended 31st December, 1914.

- No. 1 (a) Nominal Capital Authorised, and Created by the Company.
- No. 1 (b) Nominal Capital Authorised, and Created by the Company jointly with some other Company.
- No. 1 (c) Nominal Capital Authorised, and Created by some other Company on which the Company either jointly or separately guarantees fixed dividends.
- No. 2 Share Capital and Stock Created, as per Statement No. 1 (a), showing the proportion issued.
- No. 3 Capital Raised by Loans and Debenture Stocks.

Not applicable to this Committee.

NOTE.—Capital is issued by the Midland Railway Company under the Midland Railway (Belfast and Northern Counties Purchase) Act, 1903.

Dr.

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

Cr.

To Expenditure	Amount expended to 31st Dec. 1913.	Amount expended during year as per No. 5.	Total.	By Receipts.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.
Lines open for Traffic	2,600,226 6 2	1,541 2 10	2,601,767 9 0	Midland Railway Company	
Lines jointly owned.....	1,475 11 8	..	1,475 11 8	to 31st December, 1913.....	3,411,399 9 6
Rolling Stock.....	536,418 6 1	14,362 8 2	550,780 14 3	Year 1914... ..	16,604 7 1
Manufacturing and Repairing Works and Plant—					
Land and Buildings.....	33,906 6 4	..	33,906 6 4		
Plant and Machinery	13,570 16 4	..	13,570 16 4		
Total Capital expended upon Railway	3,185,597 6 7	15,903 11 0	3,201,500 17 7		
Horses.....	3,947 6 6	..	3,947 6 6		
Road Vehicles employed in the collection and delivery of Parcels and Goods, and in the conveyance of Passengers—					
Goods and Parcels, Road Vehicles	2,124 19 3	..	2,124 19 3		
Passenger Road Vehicles.....	260 3 6	..	260 3 6		
Steamboats.....	21,510 0 0	..	21,510 0 0		
Hotels.....	116,196 8 9	332 7 11	116,528 16 8		
Land, Property, etc., not forming part of the Railway or Stations—					
Not used in connection with Railway working	23,763 4 11	368 8 2	24,131 13 1		
Subscriptions to other Companies (for details, see Table No. 4 (a))..	18,000 0 0	..	18,000 0 0		
Belfast Central Railway—Redemption of Rent.....	40,000 0 0	..	40,000 0 0		
TOTAL EXPENDITURE.....£	3,411,399 9 6	16,604 7 1	3,428,003 16 7	TOTAL RECEIPTS	3,428,003 16 7

No. 4. (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

Name.	Amount.	Nature of Security or Investment.
	£ s. d.	
Ballycastle Railway Company.....	18,000 0 0	1,800 Ordinary Shares of £10 each.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

	Land and Compensation.			Construction of Way and Stations, Engineering, &c.			Law Charges and Parliamentary Expenses.			Total.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Lines belonging to the Company open for traffic:—													
Additional Station and Siding Accommodation, etc. :—													
Magheramorne.....	..			43	9	10	..			43	9	10	
Larne.....	..			409	10	1	..			409	10	1	
Larne Harbour.....	..			344	3	3	..			344	3	3	
Muckamore.....	..			169	18	0	..			169	18	0	
Toome.....	..			199	12	6	..			199	12	6	
Ballymoney.....	..			128	16	10	..			128	16	10	
Minor Works.....	..			112	1	10	..			112	1	10	
Sidings Taken Up.....	..			Cr. 176 15 0			..			Cr 176 15 0			
Land at Glynn, etc.....	41	16	6	..			268	9	0	310	5	6	
										1,541	2	10	
Rolling Stock :—													
Locomotives—Additional cost of two Passenger Engines (4—4—0) and Tenders, substituted for Engine Portion of two Rail													
Motor Carriages.....							2,628	18	8				
										11,733	9	6	
										14,362	8	2	
Total Capital expended upon Railway.....										15,903	11	0	
Hotels :—													
Larne—Laharna Hotel.....										254	3	9	
Portrush—Northern Counties Hotel.....										78	4	2	
										332	7	11	
Land Property, etc., not forming part of the railway or stations :—													
Not used in connection with railway working :—													
Greenisland : 2 Workmen's Cottages.....										368	8	2	
Total Capital Expenditure for the Year.....										£	16,604	7	1

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.		Estimated Further Expenditure.		
		During the Year ending 31st Dec., 1915.	Subsequently until completion.	Total
£	Lines belonging to the Company open for Traffic :—	£	£	£
	Additional Station and Siding Accommodation, etc. :			
200	Magheramorne.....	4,200	..	4,200
400	Larne.....	100	..	100
	Ballyclare.....	100	..	100
	Londonderry.....	500	..	500
	Rolling Stock :—			
	4 Passenger Vans for Bread Traffic.....	900	..	900
	Total.....	5,800	..	5,800

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.
Not applicable to this Committee.

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.	Gross Receipts.	Expenditure.	Net Receipts.	Year 1913.			
				Gross Receipts.	Expenditure.	Net Receipts.	
	£ s. d.	£ s. d.	£ s. d.	£	£	£	
10	Railway	402,932 11 5	266,980 6 8	135,952 4 9	405,211	267,469	137,742
11	Omnibuses and other Passenger Vehicles not running on the Railway.....	106 12 11	564 13 6	<i>Dr.</i> 453 0 7	112	714	<i>Dr.</i> 602
—	Steamboats	5,739 7 1	8,139 2 3	<i>Dr.</i> 2,399 15 2	5,655	8,429	<i>Dr.</i> 2,774
15	Hotels, and Refreshment Rooms and Cars where Catering is carried on by the Company	25,484 19 6	28,185 7 7	<i>Dr.</i> 2,700 8 1	33,201	31,190	2,011
	TOTAL.....	434,263 10 11	303,869 10 0	130,394 0 11	444,179	307,802	136,377
MISCELLANEOUS RECEIPTS (Net)—							
	Rents from Houses and Lands			804 9 6			1,233
	Other Rents			1,536 10 10			1,637
	Interest on Investment in Larne and Stranraer Steamship Joint Committee			860 8 0			860
	General Interest			140 19 8			92
	Tolls on Belfast Central Railway per Great Northern Railway Company (Ireland)			1,048 14 2			1,075
	Proportion of Guaranteeing Companies' contributions towards loss in working Larne and Stranraer Steamers—less Interest on Subscribed Capital			3,422 0 5			3,988
	TOTAL NET INCOME.....		£	138,207 3 6			145,262

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

		Year 1913.
	£ s. d.	£
Balance brought forward from last year's Account	10,140 10 3	7,455
Net Income (as per Statement No. 8)	138,207 3 6	145,262
TOTAL.....	148,347 13 9	152,717
Deduct —Interest, Rentals and other Fixed Charges—	£ s. d.	
Interest on Superannuation and other Funds	104 16 10	145
Chief Rents, Wayleaves, &c.....	1,264 12 5	1,260
Interest on Temporary Loans	209 6 4	211
Proportion of Depreciation of Investment in Consols—Larne and Stranraer Steamship Joint Committee	856 2 8	856
	2,434 18 3	2,472
Amount available for payment of Interest on Capital	145,912 15 6	150,245
Amount appropriated for Interest on Capital invested in the undertaking	140,062 16 0	140,105
SURPLUS—as per Balance Sheet	£ 5,849 19 6	10,140

No. 9 (a)—STATEMENT OF INTERIM DIVIDENDS PAID.

Not applicable to this Committee.

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1913.
							£
Superintendence—							
Salaries	2,028	19	2				1,984
Office Expenses, &c.	383	2	5				503
				2,412	1	7	
Maintenance of Roads, Bridges and Works—							
Earthworks	1,162	9	4				1,131
Bridges, Tunnels, Culverts, Retaining Walls and other Works	2,637	9	4				3,916
Roads and Fences	4,684	17	1				4,182
				8,484	15	9	
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages	617	8	8				990
Materials	5,025	17	2				5,759
Engine Power and Wagon Repairs	96	8	1				100
Repair of Running Lines and Sidings—				5,739	13	11	
Wages	18,008	11	0				15,420
Materials	9,710	13	4				7,535
Engine Power and Wagon Repairs	998	11	3	28,717	15	7	810
Maintenance of Signalling	2,357	13	6				3,048
Maintenance of Telegraphs	1,119	2	0				1,049
				3,476	15	6	
Maintenance of Stations and Buildings—							
Stations, Depôts and Offices	6,103	6	5				5,887
Engine Sheds	840	5	4				479
Carriage Sheds	38	8	6				77
Locomotive Workshops	231	19	4				133
Carriage Workshops	120	19	3				19
Wagon Workshops	266	15	7				70
Other Buildings	72	17	10				186
				7,674	12	3	
TOTAL				£ 56,505	14	7	53,278

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

(2) Carriages.

(1) Locomotives.				(2) Carriages.					
	£	s.	d.	Year 1913.		£	s.	d.	Year 1913.
				£					£
Superintendence—					Superintendence—				
Salaries	600	14	8	640	Salaries	300	7	6	320
Office Expenses	76	17	9	67	Office Expenses	38	9	1	33
						338	16	7	
Complete Renewals—					Complete Renewals—				
Wages	250	0	2	290	Wages	213	17	9	175
Materials	668	4	6	417	Materials	1,227	19	3	1,310
						1,441	17	0	
Repairs and Partial Renewals—					Repairs and Partial Renewals—				
Wages	8,267	4	4	8,509	Wages	4,973	3	10	5,003
Materials	8,036	3	0	7,696	Materials	4,413	15	1	5,226
						9,386	18	11	
Purchase of New Locomotives ..									
Workshop Expenses					Workshop Expenses—				
Repairs and Renewals of					Repairs and Renewals of				
Machinery and Plant	181	15	11	299	Machinery and Plant	90	18	2	133
Other Expenses	292	4	6	680	Other Expenses	146	2	4	356
						237	0	6	
<i>Add—</i> Engine Power supplied to and by the									
Company (balance)									
TOTAL	£ 22,203	9	5	18,992	TOTAL	£ 11,404	13	0	12,556

(3) Wagons.

	£	s.	d.	Year 1913.
				£
Superintendence—				
Salaries	300	7	6	320
Office Expenses	38	8	10	33
				338
Complete Renewals—				
Wages	70	3	7	577
Materials	1,153	11	5	3,500
				1,223
Repairs and Partial Renewals—				
Wages	2,880	19	6	2,143
Materials	5,599	8	6	2,807
				8,480
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	90	18	0	133
Other Expenses	146	2	4	356
				237
TOTAL	£ 10,279	19	8	9,869

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	1,201	9 6		1,280
Office Expenses	153	15 10		134
			1,355	5 4
Steam Train Working—				
Wages connected with the Running of Locomotive Engines	21,298	11 0		21,473
Fuel	36,922	16 10		39,216
Water	1,520	17 10		1,461
Lubricants	1,394	10 9		1,428
Other Stores, including Clothing	278	10 11		110
Miscellaneous	1,894	12 3		1,605
			63,309	19 7
			64,665	4 11
				66,707
Add :—Engine Power supplied to and by the Company (balance)			1,386	19 5
				1,413
TOTAL	£		66,052	4 4
				68,120

ABSTRACT D.—TRAFFIC EXPENSES.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Salaries and Wages				
Superintendence	4,226	13 2		4,157
Station Masters and Clerks	17,316	2 9		16,883
Signalmen and Gatemen	6,040	18 7		5,369
Ticket Collectors, Policemen, Porters, &c.	21,138	2 9		19,786
Guards	4,039	2 4		3,862
			52,760	19 7
Fuel, Lighting, Water and General Stores	4,446	18 3		4,119
Clothing	1,176	18 4		1,049
Printing, Advertising, Stationery, Stamps and Tickets			3,811	18 10
Wagon Covers, &c.	1,439	3 1		1,469
Expenses of Joint Stations and Junctions			315	4 6
Cleansing, Lubricating and Lighting of Vehicles			3,612	9 5
				3,327
Shunting Expenses (other than Mechanical)—	£	s. d.		
Wages	1,718	2 8		1,606
Other Expenses	523	14 0		507
			2,241	16 8
Working of Stationary Engines, Hoists, Cranes, &c.	1,015	10 3		1,056
Railway Clearing House Expenses	824	5 0		788
Miscellaneous Expenses	963	15 10		1,069
TOTAL	£		72,608	19 9
				69,897

ABSTRACT E.—GENERAL CHARGES.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Directors' Fees	854	3 4		800
Auditors and Public Accountants	150	0 0		150
Salaries of Secretary and Manager, Accountant and Clerks	3,929	2 6		3,939
Office Expenses ditto ditto	900	7 11		756
Rating Expenses	570	7 5		720
Superannuation and Benevolent Funds, Pensions, &c.	6,209	5 3		5,341
Subscriptions and Donations	152	5 0		48
Miscellaneous Expenses	596	17 4		628
TOTAL	£		13,362	8 9
				12,382

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Salaries and Wages	8,689	10 10		8,298
Rent, Rates and Taxes	191	9 11		169
Maintenance of Horses	5,191	14 1		5,496
Maintenance of Horse Vehicles	624	17 0		639
Maintenance of Motors	119	19 6		..
Amounts paid for Hired Cartage	3,080	5 7		3,072
Miscellaneous	439	13 10		473
			18,337	10 9
Deduct :—Cartage performed for other Railway Companies	3,342	1 5		3,489
TOTAL	£		14,995	9 4
				14,658
Amount charged to Passenger Train Traffic	2,020	7 1		1,854
Amount charged to Goods Traffic	12,975	2 3		12,804

ABSTRACT G.—RUNNING POWERS.
RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

Not applicable to this Committee.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

				Year 1913.		
	Receipts.	Expenditure.	Balance.	Receipts.	Expenditure.	Balance.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles	32	6 3	19	17 4	12	8 11
Goods Train Vehicles	819	15 11	216	8 2	603	7 9
Hire of—			Dr.			Dr.
Passenger Train Vehicles	—	266	13 4	—	267	267
Goods Train Vehicles	2	12 6	533	6 8	530	14 2
			Dr.			Dr.
TOTAL	£		854	14 8	1,036	5 6
				711	1,016	Dr. 305

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.

Not applicable to this Committee.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES
NOT RUNNING ON THE RAILWAY.

<i>Dr.</i>			<i>Cr.</i>		
To Expenditure.		Year 1913.	By Gross Receipts.		Year 1913.
	£ s. d.	£		£ s. d.	£
Maintenance of Horses.....	354 13 0	355	Passengers	106 12 11	112
Maintenance of Horse Vehicles	18 11 10	16			
Maintenance of Motors.....	37 13 10	174			
Maintenance of Buildings	0 14 8	21	Balance	458 0 7	602
Traffic Expenses	114 4 4	102			
Miscellaneous.....	38 15 10	46			
TOTAL.....	£ 564 13 6	714	TOTAL.....	£ 564 13 6	714

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

*Dr.**Cr.*

OMITTED UNDER AUTHORITY OF BOARD OF TRADE.

The Steamboats jointly owned by the Company and the Portpatrick and Wigtownshire Railways Joint Committee, were placed under Government Control on 5th August, 1914.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

Not applicable to this Committee.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

Dr.			Cr.		
To Expenditure.		Year 1913.	By Gross Receipts.		Year 1913.
	£ s. d.	£		£ s. d.	£
Salaries and Wages	5,151 19 10	5,347	Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars.....	25,484 19 6	33,201
Provisions, Wines and Spirits consumed	13,635 4 6	15,711			
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars	3,432 16 11	3,173			
Heating and Lighting of Hotels and Refreshment Rooms	1,919 3 3	2,134			
Rents	65 0 0	65			
Rates	528 5 0	527			
Taxes	160 5 1	162			
Miscellaneous	3,139 5 11	3,556			
Total Expenditure	28,032 0 6	30,675	Balance	2,700 8 1	2,011
Add :—Reserve for Furniture Renewals	153 7 1	515			
TOTAL.....£	28,185 7 7	31,190	TOTAL.....£	28,185 7 7	31,190

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Committee.

No 18—GENERAL BALANCE SHEET.

Dr.			Cr.		
		Year 1913.			Year 1913.
	£ s. d.	£		£ s. d.	£
To Temporary Loans	5,020 0 0	5,225	By Cash at Bankers and in hand	2,375 3 6	299
Amount due to Railway Companies and Committees	2,898 5 5	1,015	Investment in Consols	13,856 16 7	14,711
Amount due to Railway Clearing Houses ..	3,094 18 7	2,497	Stock of Stores and Materials.....	53,542 2 11	60,383
Superannuation and other Provident Funds	4,550 6 10	4,006	Outstanding Traffic Accounts	14,627 19 10	13,426
Accounts Payable.....	9,908 15 4	18,537	Amount due by Railway Companies and Committees	1,828 2 6	4,933
Liabilities accrued	2,646 9 5	10,189	Amount due by Postmaster-General	2,580 12 1	2,616
Miscellaneous Accounts	13,738 14 11	5,755	Accounts Receivable.....	2,961 9 0	3,265
Midland Railway Co.	30,549 6 0	31,790	Miscellaneous Accounts	3,319 1 9	2,589
Redemption of Lease	247 9 4	222	Portrush Harbour Company— Tramway Loan Account	1,593 13 4	1,594
Depreciation Funds :— Steamboats (including Insurance Fund)	16,333 13 8	12,746			
Hotels.....	1,847 2 6	1,694			
Unappropriated Balance of Net Income as per Account No. 9	5,849 19 6	10,140			
TOTAL.....£	96,685 1 6	103,816	TOTAL.....£	96,685 1 6	103,816

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913.
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to single Track)	Total miles (reduced to Single Track).			Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
LINES OWNED BY COMPANY :—									
MAIN AND PRINCIPAL LINES—									
Broad Gauge :									
Belfast to Londonderry	95 18	36 65	0 68	0 32	0 20	133 43	28 67	162 30	162 45
Greenisland to Larne Harbour	17 47	4 18	0 47	0 7	—	22 39	5 35	27 74	27 73
Cookstown Line	28 70	0 66	—	—	—	29 56	5 38	35 14	34 52
Portrush Branch	5 72	0 50	0 14	—	—	6 56	1 21	7 77	8 22
Narrow Gauge :									
Larne Harbour to Retreat	41 44	0 34	—	—	—	41 78	7 36	49 34	49 38
Londonderry to Strabane	14 22	0 26	—	—	—	14 48	1 18	15 66	15 66
TOTAL OF MAIN AND PRINCIPAL LINES	203 33	43 19	1 49	0 39	0 20	249 0	49 55	298 55	298 56
MINOR AND BRANCH LINES—									
Broad Gauge :									
Ballyclare Branch	3 47	0 11	—	—	—	3 58	0 61	4 39	4 39
Derry Central Line	29 19	0 74	—	—	—	30 13	2 5	32 18	32 17
Draperstown Line	6 51	—	—	—	—	6 51	0 57	7 28	7 28
Limavady Junction to Dungiven	13 42	—	—	—	—	13 42	2 21	15 63	15 53
Goods Lines	0 73	—	—	—	—	0 73	—	0 73	0 73
Narrow Gauge :									
Doagh Branch	5 78	—	—	—	—	5 78	1 22	7 20	7 7
Portstewart Tramway	1 67	0 10	—	—	—	1 77	0 3	2 0	2 3
TOTAL	265 10	44 34	1 49	0 39	0 20	311 72	56 64	368 56	368 36
LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP) :—									
Broad Gauge :									
Portrush Harbour Tramway	0 25	—	—	—	—	0 25	0 6	0 31	0 30
GRAND TOTAL	265 35	44 34	1 49	0 39	0 20	312 17	56 70	369 7	368 66

(B.)—Mileage of Lines Authorised but not Open for Traffic.

Not applicable to this Company.

(C.)—Mileage of Lines Run Over by the Company's Engines.

	Year 1913.	
	M. Ch.	M. Ch.
Lines Owned by the Company	250 68	250 68
Lines Partly Owned	0 51	0 51
Lines over which the Company exercises Running Powers continuously	1 60	1 60
TOTAL	253 19	253 19
Add—Lines over which the Company exercises Running Powers occasionally	4 51	4 51
TOTAL	257 70	257 70

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.			(B.)—Rail Motor Vehicles.		
Description.	Number.	Year	1914.	1913.	
		1913.		No.	Seats.
		Number.	Nil.	2	92
Tender Engines :—					
2 — 4 — 0	26	26			
4 — 4 — 0	22	20			
0 — 6 — 0	16	16			
0 — 4 — 2	1	1			
Tank Engines :—					
2 — 4 — 0	6	6			
0 — 4 — 0	5	4			
0 — 4 — 2	2	2			
0 — 6 — 0	3	3			
2 — 6 — 0	1	1			
2 — 4 — 2	4	4			
	86	83			
Tenders	65	63			

(C.)—Trains Worked by Electric Power.

Not applicable to this Committee.

(D.)—Coaching Vehicles (other than Electric).							(E.)—Merchandise and Mineral Vehicles.			
	Number	Seats or Berths.				Year 1913.		Number.	Year 1913.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths, Total			
PASSENGER CARRIAGES.										
Carriages of uniform class	146	411	100	6,742	7,253	144	7,155	Open Wagons—		
Composite Carriages	76	1,109	1,295	851	3,255	76	3,213	Under 8 tons	395	
Restaurant Cars	4	124	..	..	124	4	124	8 and up to 12 tons	955
								Over 12 and up to 20 tons	97	
								Over 20 tons (other than special)	6	
Total Passenger Carriages	226	1,644	1,395	7,593	10,632	224	10,492	Covered Wagons—		
OTHER COACHING VEHICLES									Under 8 tons	768
Post Office Vans	3					3		Mineral Wagons—		
Luggage, Parcel and Brake Vans	39					34		Under 8 tons	89	
Carriage Trucks	8					8		8 and up to 12 tons	60	
Horse Boxes	23					23		Special Wagons (for loads of exceptional dimensions and weight)	3	
Miscellaneous	75					75		Cattle Trucks	29	
								Rail and Timber Trucks	52	
Total other Coaching Vehicles	148					143		Brake Vans	41	
TOTAL COACHING VEHICLES	374					367		TOTAL	2,495	

(F.)—Railway Service Vehicles and Horses for Shunting.

	Number.	Year 1913.
		Number.
Gasholder Trucks	3	3
Locomotive Coal Wagons	37	37
Ballast Wagons and Ballast Brake Vans	73	73
Mess and Tool Vans	4	4
Breakdown Cranes	1	1
Travelling Cranes	5	5
Miscellaneous	2	2
TOTAL	125	125
Horses for Shunting	5	5

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

IV.—STEAMBOATS.

	Number.	Year	Date of Construction	Indicated Horse Power.	Registered Tonnage.	
		1913.				
		Number.				
Goods and Parcels Road Vehicles—						
Road Motors for Goods and Parcels.....	1	1				
Horse Wagons and Carts.....	155	154				
Miscellaneous.....	3	3				
TOTAL.....	159	158				
Passenger Road Vehicles—						
Road Motors.....	2	2				
Omnibuses.....	7	7				
Cabs.....	4	4				
Miscellaneous.....	3	3				
TOTAL.....	16	16				
Horses for Road Vehicles.....	136	141				
			Steamboats over 250 tons net—			
			Princess Maud	1904	6,000	570
			Princess Victoria	1912	7,500	702
			TOTAL.....	(Number) 2	13,500	1,272
			<i>Do. Year 1913...</i>	3	17,000	1,640

The above Steamboats are owned jointly by the Company and the Portpatrick and Wigtownshire Railways Joint Committee, the ownership proportions being 21.403% and 78.597% respectively.

V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

Not applicable to this Committee.

VII.—HOTELS.

Name.	Situation.
Northern Counties	Portrush
Midland Station	Belfast
Laharna	Larne

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	Year
		1913.
		Acreage.
Agricultural Land .....	..	..
Urban and Suburban Land .....	..	..
Houses.	Number.	Year
		1913.
		Number.
Houses and Cottages for Company's Servants.....	107	107
Other Houses and Cottages	10	10

IX.—OTHER INDUSTRIES.

Not applicable to this Committee.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

		Year 1913.
Quantities of principal materials used—		
Ballast	10,311 Cubic Yards	9,760 Cubic Yards
Fencing	8 Miles	12 Miles
Rails	482 Tons	589 Tons
Sleepers	24,744 Number	24,717 Number
Miles maintained—		
Miles of Road	M. Ch. 265 35	M. Ch. 265 35
Miles of road reduced to single track—		
Running Lines	312 17	312 20
Sidings	56 70	56 46
Miles of Track renewed	2 64	3 64

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops.	By Contract.	Total.	Year 1913.
	Number.	Number.		Total.
Locomotives Renewed	1	2	3	..
Locomotives repaired—				
Heavy repairs	42		42	40
Light „	42	..	42	47
Locomotives under or awaiting repair at end of year	5	..	5	7
Rail Motor—				
Train Vehicles, &c., renewed .....	..	..	..	..
Train Vehicles, &c., repaired—				
Heavy repairs .....	..	..	..	1
Light „ .....	..	..	..	1
Train Vehicles, &c., under or awaiting repair at end of year .....	..	..	..	..
Coaching Vehicles—				
Carriages renewed	3	..	3	4
Carriages repaired—				
Heavy repairs	55	..	55	73
Light „	207	..	207	157
Carriages under or awaiting repair at end of year	10	..	10	9
Others renewed .....	..	..	..	..
Others repaired—				
Heavy repairs	3	..	3	8
Light „	118	..	118	126
Others under or awaiting repair at end of year	3	..	3	2
Wagons renewed—				
Completely renewed	11	..	11	61
Partially „	160	..	160	104
Wagons repaired				
Heavy repairs	126	..	126	228
Light „	1,565	..	1,565	1,601
Wagons under or awaiting repair at end of year	59	..	59	53

XII.—ENGINE MILEAGE.

	Year 1913.															
	Train Miles. (Loaded Trains.)			Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Shunting Miles.			Other Miles. (Assist- ing, Light, &c.)						
	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods		
															Total	Coaching	Goods
A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— Over the Company's System by the Company's Engines.....	1,244,076	410,761	1,654,837	1,258,520	422,839	1,681,359	75,639	326,135	64,750	2,147,883	1,281,331	427,291	1,708,622	319,423	63,525	2,166,845
Over the Company's System by other Companies' Engines.....	28,145	28,146	56,291	28,761	28,762	57,523	..	14,609	206	72,338	29,538	29,537	59,075	13,335	314	72,724
Add—Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J. ....	..	133	133	..	133	133	..	..	..	133	..	198	198	..	..	198
TOTAL.....	1,272,221	439,040	1,711,261	1,287,281	451,734	1,739,015	75,639	340,744	64,956	2,220,354	1,310,869	457,026	1,767,895	332,758	63,839	2,239,767
B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased or worked by the Company	1,244,076	410,761	1,654,837	1,258,520	422,839	1,681,359	75,639	326,135	83,148	2,166,281	1,281,331	427,291	1,708,622	319,423	81,371	2,184,691
By the Company's Engines over other Companies' Lines.....	..	5,886	5,886	..	5,886	5,886	..	32,655	..	38,541	..	5,547	5,547	..	..	38,202
By other Companies' Engines over the Company's Lines	28,145	28,146	56,291	28,761	28,762	57,523	..	14,609	294	72,426	29,538	29,537	59,075	13,335	314	72,724
Add—Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J. ....	..	133	133	..	133	133	..	..	..	133	..	198	198	..	..	198
TOTAL.....	1,272,221	444,926	1,717,147	1,287,281	457,620	1,744,901	75,639	373,399	83,442	2,277,381	1,310,869	462,573	1,773,442	365,413	81,685	2,295,815
C—MILES RUN BY THE COMPANY'S ENGINES— (1) Steam Tender and Tank Engines— Over Lines owned, leased or worked by the Company.....	1,244,076	410,761	1,654,837	1,258,520	422,839	1,681,359	75,639	326,135	83,148	2,166,281	1,281,331	427,291	1,682,051	319,423	80,530	2,157,279
Over all Joint Lines.....	..	266	266	..	266	266	..	..	..	266	..	396	396	..	..	396
Over other Companies' Lines.....	..	6,836	6,836	..	6,836	6,836	..	32,655	..	39,491	..	6,555	6,555	..	..	39,210
(2) Steam Rail Motors— Over Lines owned, leased or worked by the Company .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL.....	1,244,076	417,863	1,661,939	1,258,520	429,941	1,688,461	75,639	358,790	83,148	2,206,038	1,281,331	434,242	1,715,573	352,078	81,371	2,224,297

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class	70,067	7,628	2 2-13	63,325	93,533	8,978	1 11-03	84,517
2nd Class	102,781	8,916	1 8-82	100,454	109,133	9,697	1 9-33	106,450
3rd Class	3,188,289	128,702	0 9-69	3,102,714	3,394,855	137,396	0 9-71	3,278,654
Workmen	337,865	2,758	0 1-96	337,865	259,479	2,177	0 2-01	259,479
Total	3,699,002	148,004	0 9-61	3,604,358	3,857,000	158,248	0 9-85	3,729,100
Season—								
1st Class	179	2,102	—	179	184	2,224	—	184
2nd Class	316	3,041	—	316	296	3,004	—	296
3rd Class	1,225	8,301	—	1,225	1,159	8,061	—	1,159

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise	Tons 501,802	£ 140,606	s. d. 5 7-25	Tons. 452,298	Tons. 477,883	£ 133,539	s. d. 5 7-06	Tons. 435,193
Coal, Coke, and Patent Fuel	203,851	26,979	2 7-76	202,969	217,560	28,484	2 7-42	216,898
Other Minerals	194,770	19,185	1 11-64	194,445	202,334	19,694	1 11-36	201,305
TOTAL	900,423	186,770	4 1-78	849,712	897,777	181,717	4 0-57	853,396
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock	157,754	7,268	—	128,553	173,877	7,261	—	141,000

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1913.	Originating on the Company's System.	Number.	Year 1913.
		Tons.			Number
Merchandise			Horses	2,965	1,549
Grain	140,708	140,706	Cattle	74,784	81,596
Potatoes	77,751	54,802	Calves	8,455	14,300
Flax, Tow, Linen and Yarn	39,432	41,971	Sheep	40,925	41,879
Timber	17,726	13,641	Pigs	1,371	1,562
Packed Manures	19,513	21,180	Miscellaneous	53	114
Coal, Coke, Patent Fuel, &c.	202,969	216,898	TOTAL	128,553	141,000
Other Minerals—					
Iron Ore	41,787	57,860			
Stone	36,774	30,989			
Sand	16,495	14,175			
TOTAL	593,155	592,222			

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913.	1914.
Total Expenditure on Capital Account (No. 4)	3,411,399	3,428,004
Gross Receipts from Businesses carried on by the Company (No. 8)	444,179	434,263
Revenue Expenditure on ditto (No. 8)	307,802	303,869
Net Receipts of ditto (No. 8)	136,377	130,394
Miscellaneous Receipts net (No. 8)	8,885	7,813
Total Net Income (No. 8)	145,262	138,207
Interest, Rentals, and other Fixed Charges (No. 9)	2,472	2,435
Appropriated for Interest on Capital	140,105	140,062
Surplus or Deficit	2,685	4,290
Appropriation to Reserve	—	—
Brought forward from previous year	7,455	10,140
Carried forward to next year	10,140	5,850

Examined and approved.

WALTER BAILEY.

JOHN QUIREY,

Accountant of the Committee.

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 year, been maintained in good working condition and repair.

28th January, 1915.

BOWMAN MALCOLM, *Engineer.*

Certificate Respecting the Rolling Stock, &c.

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

28th January, 1915.

BOWMAN MALCOLM, *Locomotive Engineer.*

(Signed for the Committee)

JOHN YOUNG,

Chairman of the Committee.

JAMES COWIE,

Secretary of the Committee.

Auditors' Certificate.

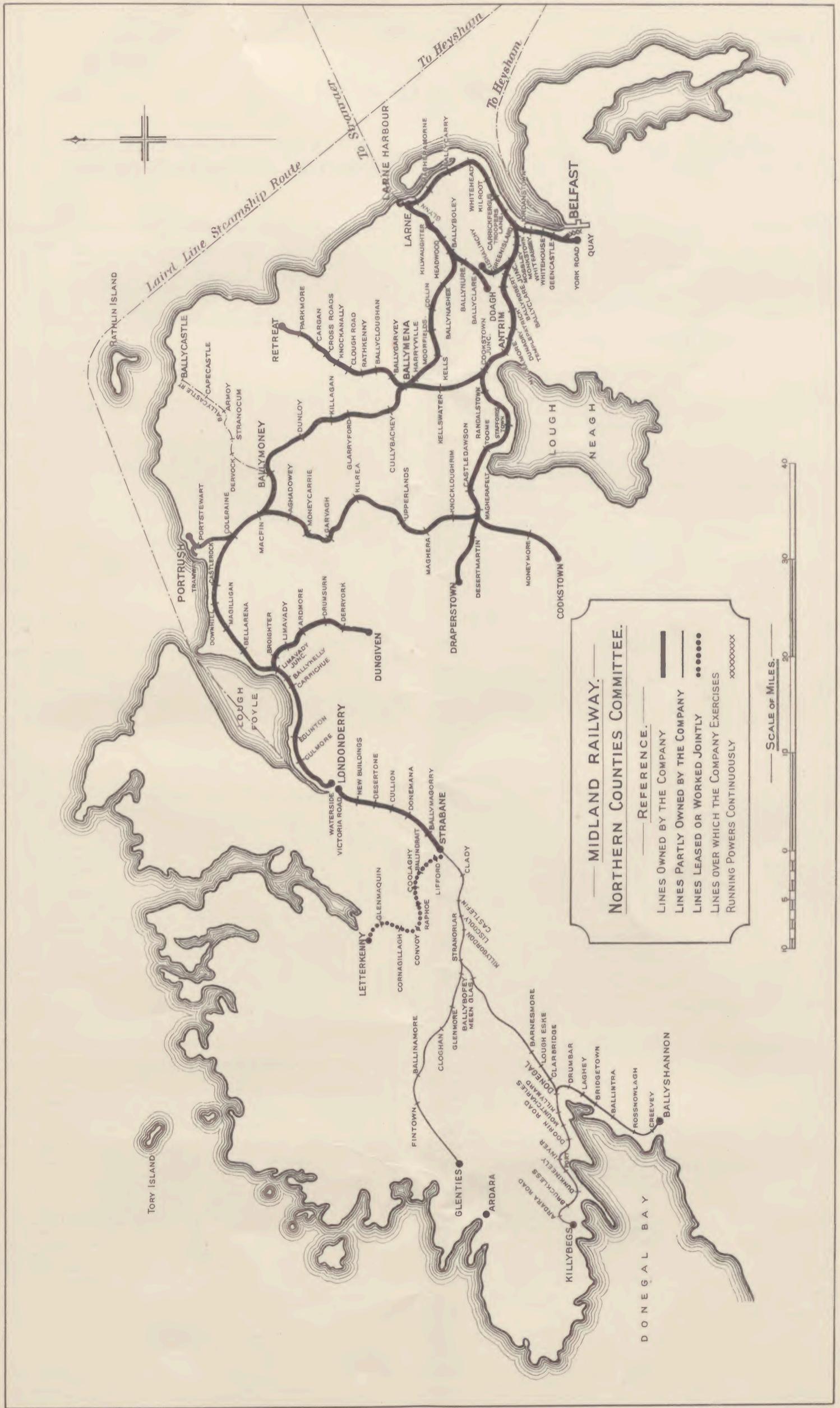
We hereby certify that the above Yearly Accounts of the Northern Counties Committee contain a full and true Statement of its financial condition.

G. WALTER KNOX,

GERALD MARSH,

Auditors.

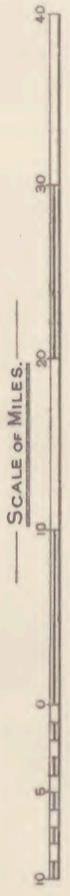
17th February, 1915.



MIDLAND RAILWAY.
NORTHERN COUNTIES COMMITTEE.

REFERENCE.

- LINES OWNED BY THE COMPANY
- - - LINES PARTLY OWNED BY THE COMPANY
- LINES LEASED OR WORKED JOINTLY
- LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS CONTINUOUSLY



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Midland Railway Company
(Northern Counties Committee).

Financial Accounts

AND

Statistical Returns.

YEAR 1914.

Sligo, Leitrim, and Northern Counties Railway Company.

REPORT OF DIRECTORS

Statement of Accounts and
Statistical Returns

FOR YEAR ENDED 31st DECEMBER, 1914.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT

THE VICTORIA HOTEL, SLIGO,

On Friday, the 26th day of FEBRUARY, 1915,

AT ONE O'CLOCK.

NOTICE OF MEETING.

Sligo, Leitrim, and Northern Counties Railway Company.

Notice is hereby given that the Annual General Meeting of the Shareholders of this Company will be held on Friday, the 26th day of February, 1915, at One o'clock, precisely, at the Victoria Hotel, Sligo, to receive a Report from the Directors on the affairs of the Company, and for the general business of the Company.

The Transfer Books for C Debenture Stock will be closed from the 12th day of February, 1915, to the 26th day of February, 1915, both days inclusive.

JOSSLYN GORE-BOOTH, *Chairman.*

JOHN DUFF, *Secretary.*

COMPANY'S OFFICE,
ENNISKILLEN,
9th February, 1915.

Sligo, Leitrim, and Northern Counties Railway Company.

Directors:

SIR JOSSLYN GORE-BOOTH, BART., CHAIRMAN, Lissadell, Sligo.

GEORGE HEWSON, ESQ., D.L., J.P., DEPUTY-CHAIRMAN, Dromahair.

J. A. COOPER, ESQ., J.P., Rahelly, Castlegarren, Sligo.

LIEUT.-COL. JAMES CAMPBELL, Hermitage, Sligo.

Sligo, Leitrim, and Northern Counties Railway Company.

REPORT OF DIRECTORS.

TO BE SUBMITTED TO THE SHAREHOLDERS AT THE ANNUAL GENERAL MEETING ON
26TH FEBRUARY, 1915.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1914, duly audited and verified, is submitted with this Report.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

Per Account No. 8.

Gross Receipts of Railway	....	....	....	£30,832	18	0
Expenditure	....	....	....	20,130	3	6
				£10,702	14	6
Miscellaneous receipts (net) from rents, interest, &c.				143	17	1
Total net income	....	....	....	£10,846	11	7

Per Account No. 9.

Add Balance from last Account	....	....	....	1,589	10	7
				£12,436	2	2

After payment of amount due for Running Powers, Interest on A and B Debenture Stocks, and Transfer of £3,000 to Permanent Way and Locomotive Renewals Account, there remains £2,740 5s. 6d. out of which the Directors recommend that a Dividend at the rate of two and a quarter per Cent. for the year be paid on C Debenture Stock, and that the balance, £963 4s. 3d. be carried forward.

One of the Directors, Mr. COOPER, retires by rotation, and being eligible, offers himself for re-election.

One of the Auditors, Mr. PIM, also retires, and offers himself for re-election.

JOSSLYN GORE-BOOTH,
Chairman.

JOHN DUFF,
Secretary.

Sligo, Leitrim, and Northern Counties Railway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1914.

PART I.

FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
I. 38th and 39th Vic., Cap. 197, 1875	200,000	100,000	300,000	200,000	100,000	300,000	—	—	—
II. Borrowing Powers under Scheme of arrangement, filed 14th July, 1897, and enrolled 6th January, 1898	—	190,000	190,000	—	186,781	186,781	—	3,219	3,219
TOTAL,	200,000	290,000	490,000	200,000	286,781	486,781	—	3,219	3,219

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

NOT APPLICABLE TO THIS COMPANY.

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

NOT APPLICABLE TO THIS COMPANY.

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description	Amount created	Amount issued	Nominal addition to or deductions from Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in arrear	Amount uncalled	Amount unissued
	£	£	£	£	£	£	£	£
A. or Preference Capital	50,000	50,000	—	50,000	—	—	—	—
Ordinary Capital	150,000	150,000	—	150,000	—	—	—	—
TOTAL	£200,000	200,000	—	200,000	—	—	—	—

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

	Raised by Loans	Raised by issue of Debenture Stocks						Total raised by Loans and Debenture Stocks	
		Amount of Stocks	Nominal Additions or Deductions on Conversion	Existing Amount of Stock					
				At 3½ per cent. A Cumulative	At 4 per cent. B Cumulative	At 4 per cent. C Non-Cumulative	At 4 per cent. D Non-Cumulative		Total Debenture Stocks
£	£	£	£	£	£	£	£		
Existing at 31st December, 1913	Nil	286,781	—	100,000	40,000	78,981	67,800	286,781	286,781
Existing at 31st December, 1914	—	286,781	—	100,000	40,000	78,981	67,800	286,781	286,781
Increase	—	—	—	—	—	—	—	—	—
Decrease	—	—	—	—	—	—	—	—	—
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No.1 (a) ..								290,000	
Less—Amount created but not yet available								£ —	
Total amount raised by Loans and Debenture Stocks as above								286,781	
Balance being available borrowing powers at 31st December, 1914								£ *3,219	

* Includes £1,019 C. Debs. and £2,200 D. Debs.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress		Estimated Further Expenditure		
		During the Year ending 31st Dec., 1915	Subsequently until completion	Total
£	Lines belonging to the Company open for traffic	£ uncertain	£ uncertain	£ —
	Rolling Stock	£ uncertain	£ uncertain	£ —
	TOTAL	£		
	Works not yet commenced and in abeyance			

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	£ s. d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	—	3,219 0 0
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Calls in arrear	—	
Amounts uncalled	—	
Amount unissued	—	
Loan Capital created but not yet available (as per Statement No. 3)	—	
Available borrowing powers (as per Statement No. 3)	—	3,219 0 0
Deduct balance at Debit (as per Capital Account No. 4)		829 7 3
TOTAL	£	2,389 12 9

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.	Gross Receipts.	Expenditure	Net Receipts.	1913		
				Gross Receipts	Expenditure	Net Receipts
	£ s. d.	£ s. d.	£ s. d.	£	£	£
10 Railway	30,832 18 0	20 130 3 6	10,702 14 6	31,206	21,007	10,199
Miscellaneous Receipts (Net)—						
Rents from Houses and Lands			7 12 6			8
Other Rents, including Lump-sum Tolls			35 5 0			28
Transfer Fees			1 12 6			1
General Interest			88 16 1			67
Special Items			10 11 0			11
TOTAL NET INCOME			£ 10,846 11 7			10,314

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

											1913		
							£	s.	d.	£	s.	d.	£
Balance brought forward from last year's Account	..	..	..	..	..	..	..	..	1,589	10	7	1,961
Net Income (as per Statement No. 8)	..	..	..	..	..	..	..	..	10,846	11	7	10,314
Appropriation from Permanent Way and Locomotive Renewals Account	..	..	..	..	..	..	..	..	—	—	—	792
„ „ General Reserve	..	..	..	..	..	..	..	..	—	—	—	596
TOTAL	..	..	..	..	..	..	..	..	12,436	2	2	13,663
Deduct—Interest, Rentals, and other Fixed Charges—													
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	..	..	..	..	..	..	1,595	16	8	..	..	1,600
Interest on Debenture Stocks :—													
A Debentures, 3½ %	..	..	..	..	..	..	3,500	0	0	..	..	3,500
B Debentures, 4 %	..	..	..	..	..	..	1,600	0	0	..	..	1,600
General Interest	..	..	..	..	..	..	..	..	..	..	..	—
Special Items	..	..	..	..	..	..	..	..	..	..	..	—
TOTAL	..	..	..	..	..	..	..	..	6,695	16	8	6,700
Balance after payment of Fixed Charges	..	..	..	..	..	..	..	..	5,740	5	6	6,963
Appropriation to Permanent Way and Locomotive Renewals Account	..	..	..	..	..	..	..	..	3,000	0	0	3,000
„ „ General Reserve	..	..	..	..	..	..	..	..	—	—	—	596
Balance carried to Balance Sheet	..	..	..	..	..	..	..	..	2,740	5	6	3,367
Less Interest at Two and a quarter per Cent. on C Debenture Stock	..	..	..	..	..	..	..	..	1,777	1	3	1,777
Balance carried forward to next year's Account	..	..	..	..	..	..	..	..	963	4	3	1,590

No. 9 (a)—STATEMENT OF INTERIM DIVIDENDS PAID.

NOT APPLICABLE TO THIS COMPANY.

See Abstracts	To Expenditure		By Gross Receipts		Percentage of Traffic Receipts		Percentage of Traffic Receipts	
	1913		1913		1913		1915	
	£	s. d.	£	s. d.	£	s. d.	£	Per cent.
A—Maintenance and Renewal of Way and Works ..	5,603	4 4	6,837					
B—Maintenance and Renewal of Rolling Stock—								
(1) Locomotives ..	1,765	2 10	1,957					
(2) Carriages ..	792	16 3	522					
(3) Wagons ..	893	4 8	1,152					
C—Locomotive Running Expenses ..	5,172	2 0	5,076					
D—Traffic Expenses ..	4,034	1 7	3,931					
E—General Charges ..			9,206	3 7	9,007			
Law Charges ..			892	7 6	996			
Parliamentary Expenses ..			248	4 8	3			
Compensation (Accidents and Losses)—								
Passengers ..	231	14 1	72					
Workmen ..	93	12 1	93					
Damage and Loss of Goods, Property, &c ..	75	2 5	50					
Rates ..			400	8 7	215			
Taxes ..			178	9 7	165			
National Insurance Act, 1911—			28	12 9	18			
Health ..	108	16 2	110					
Unemployment ..	8	2 3	8					
Total Traffic Expenditure ..	20,125	13 2	20,990			65·30	67·32	
H—Mileage, Demurrage, and Wagon Hire (Balance)	4	10 4	—					
Miscellaneous ..			17					
Total Expenditure ..	20,130	3 6	21,007					
Net Receipts ..	10,702	14 6	10,199					
Total ..	£ 30,832	18 0	£ 31,206					
See Abstracts								
Passenger Train Traffic—								
Ordinary Passengers—								
First Class ..	296	15 3	346					
Second Class ..	792	19 8	841					
Third Class ..	8,637	9 5	9,270					
Season Tickets—								
First Class ..	15	0 0	14					
Second Class ..	60	1 6	78					
Third Class ..	82	8 2	85					
Workmen's Tickets ..			177					
Total Receipts from Passengers	9,884	14 0	10,634					
Mails ..			450	0 0	450			
Parcels up to 2 cwt., Parcels Post, and Luggage ..	751	11 11	718					
Other Merchandise by Passenger Trains ..	700	13 8	856					
Total Passenger Train Receipts ..	11,786	19 7	12,658			38·20	40·64	
Goods Train Traffic—								
Merchandise ..	13,120	10 3	12,501					
Live Stock ..	4,825	1 10	4,725					
Coal, Coke, and Patent Fuel ..	710	14 0	843					
Other Minerals ..	380	19 10	421					
Total Goods Train Receipts ..	19,037	5 11	18,490			61·80	59·36	
Total Traffic Receipts ..	30,824	5 6	31,148			100	100	
H—Mileage, Demurrage, and Wagon Hire (Balance)			51					
Miscellaneous ..			8	12 6	7			
Total ..	£ 30,832	18 0	£ 31,206					

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	1912		1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	292	10 0		
Office Expenses, &c.	40	12 6		
			333	2 6
Maintenance of Roads, Bridges and Works—				
Earthworks	25	15 2		
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	111	12 5		
Roads and Fences	386	6 6		
			523	14 1
Maintenance of Permanent Way—				
Renewal of Running Lines—				
Wages	—	—		
Materials	—	—		
Engine Power and Wagon Repairs	—	—		
Repair of Running Lines and Sidings—				
Wages	2857	14 10		
Materials	2040	1 3		
Engine Power and Wagon Repairs	374	12 1		
			5272	8 2
Maintenance of Signalling	42	12 2		
Maintenance of Telegraphs	50	0 11		
			92	13 1
Maintenance of Stations and Buildings—				
Stations, Depots, and Offices	170	14 1		
Engine Sheds	5	18 11		
Carriage Sheds	0	5 10		
Locomotive Workshops	28	12 5		
Carriage Workshops	5	14 10		
Wagon Workshops	3	10 0		
Other Buildings	261	2 5		
			475	18 6
			6697	16 4
			1094	12 0
Less :—Renewals Account, Transfer from—				
TOTAL	£	5603 4 4	£	6837

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

	1912		1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	112	10 0		
Office Expenses	12	10 0		
			125	0 0
Complete Renewals—				
Wages	—	—		
Materials	—	—		
Repairs and Partial Renewals—				
Wages	631	17 7		
Materials	1376	6 10		
			2008	4 5
Purchase of New Locomotives	—	—		
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	10	5 10		
Other Expenses	12	4 4		
			22	10 2
			2155	14 7
Less :—Renewals Account, Transfer from—			390	11 9
TOTAL	£	1765 2 10	£	1957

(2) Carriages

	1912		1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	40	10 0		
Office Expenses	12	10 0		
			53	0 0
Complete Renewals—				
Wages	—	—		
Materials	—	—		
Repairs and Partial Renewals—				
Wages	297	18 8		
Materials	437	6 9		
			735	5 5
Purchase of New Carriages	—	—		
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	—	—		
Other Expenses	4	10 10		
			4	10 10
			792	16 3
TOTAL	£	792 16 3	£	522

(3) Wagons.

	1912		1913	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	40	10 0		
Office Expenses	12	10 0		
			53	0 0
Complete Renewals—				
Wages	—	—		
Materials	—	—		
Repairs and Partial Renewals—				
Wages	387	13 11		
Materials	447	19 11		
			835	13 10
Purchase of New Wagons	—	—		
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	—	—		
Other Expenses	4	10 10		
			4	10 10
			893	4 8
TOTAL	£	893 4 8	£	1152

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

					1913
	£	s. d.	£	s. d.	£
Superintendence :—					
Salaries	16	0 0			15
Office Expenses	10	0 0			10
			26	0 0	
Steam Train Working :—					
Wages connected with the Running of Locomotive Engines	1465	0 7			1439
Fuel	3324	15 7			3280
Water	109	10 2			105
Lubricants	131	19 10			107
Other Stores, including Clothing	114	15 10			120
Miscellaneous					
			5146	2 0	
TOTAL	£	5172 2 0			5076

ABSTRACT D.—TRAFFIC EXPENSES.

					1913
	£	s. d.	£	s. d.	£
Salaries and Wages :—					
Superintendence	133	0 0			125
Stationmasters and Clerks	758	17 11			718
Signalmen and Gatemen	260	7 3			252
Ticket Collectors, Policemen, Porters, &c.	874	7 7			821
Guards	267	16 11	2294	9 8	243
Fuel, Lighting, Water and General Stores			179	14 10	183
Clothing			53	10 9	55
Printing, Advertising, Stationery, Stamps, and Tickets			233	7 6	242
Wagon Covers, &c.					
Expenses of Joint Stations and Junctions			711	4 3	683
Cleansing, Lubricating and Lighting of Vehicles			127	8 3	176
Shunting Expenses (other than Mechanical :—					
Wages			59	18 5	58
Other Expenses					
			59	18 5	
Railway Clearing House Expenses			216	7 8	232
Miscellaneous Expenses			158	0 3	143
TOTAL			£	4034 1 7	3931

ABSTRACT E.—GENERAL CHARGES.

			1913
	£	s. d.	
Directors' Fees voted by Shareholders	150	0 0	150
Auditors and Public Accountants	34	1 9	18
Salaries of Secretary, General Manager, Accountant and Clerks	545	0 0	495
Office Expenses, ditto	20	13 3	22
Fire Insurance	38	2 6	38
Superannuation and Benevolent Funds, Pensions, &c.	30	17 4	191
Subscriptions and Donations	19	7 6	20
Miscellaneous Expenses	54	4 11	62
TOTAL	£	892 7 6	996

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

NOT APPLICABLE TO THIS COMPANY.

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

NOT APPLICABLE TO THIS COMPANY.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

				1913		
	Receipts	Expenditure	Balance	Receipts	Expenditure	Balance
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles	103	8 7	25	10 8	77	17 11
Goods Train Vehicles	546	9 9	628	18 0	82	8 3
Hire of—						
Passenger Train Vehicles	—	—	—	—	—	—
Goods Train Vehicles	—	—	—	—	—	—
TOTAL	£	649 18 4	654	8 8	4	10 4
				166	115	51

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

NOT APPLICABLE TO THIS COMPANY.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

NOT APPLICABLE TO THIS COMPANY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

NOT APPLICABLE TO THIS COMPANY.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

NOT APPLICABLE TO THIS COMPANY.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

NOT APPLICABLE TO THIS COMPANY.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

NOT APPLICABLE TO THIS COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

NOT APPLICABLE TO THIS COMPANY.

Dr.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	1913				Year 1913			
	£ s. d.	£ s. d.	£		Number of Units	£ s. d.	Number of Units	£
Superintendence—								
Salaries	1 0 0		1					
Office Expenses	0 10 0		1					
Total Superintendence		1 10 0	2	Current supplied—				
Generation—				For Traction	—		—	
Maintenance of Buildings				„ Power	—		—	
Maintenance of Plant, Machinery, and Tools				„ Lighting	—	30 9 6	—	18
Maintenance of Feeders, Cables, and Accessories				To other Consumers	—		—	
Salaries and Wages	15 7 6		9					
Fuel, including Carriage, &c.	—		4					
Oil, Waste, Water and Stores	9 18 2		3					
Special Items	—		—					
Total Generation		25 5 8	16					
Distribution—								
Maintenance of Feeders, Mains, and Apparatus								
Maintenance of Meters, Switches, Fuses, Lamps, &c.	3 13 10							
Salaries and Wages								
		3 13 10						
Royalties, &c., payable for use of Patents								
Rents payable								
Rates								
Taxes								
Special Charges— (To be enumerated)								
TOTAL	£	30 9 6	18	TOTAL		30 9 6		18

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	Year 1913			Year 1913	
	£ s. d.	£		£ s. d.	£
To Capital Account, Balance at Credit thereof, as per Account No. 4	—	—	By Capital Account, Balance at Debit thereof, as per Account No. 4	829 7 3	829
Amount due to Bankers	—	—	Cash at Bankers	364 1 3	—
Amount due to Railway Companies and Committees	1,588 12 5	1,288	Cash on Deposit	5,048 2 0	5,412 3 3
Amount due to Railway Clearing Houses	—	4	Stocks of Stores and Materials	4,839 0 1	5,780
Accounts payable	824 4 5	1,591	Outstanding Traffic Accounts	306 11 0	356
Miscellaneous Accounts	176 19 10	162	Amount due by Railway Companies and Committees	147 10 0	147
Permanent Way and Locomotive Renewals Account	6,054 5 8	4,004	Amount due by Railway Clearing Houses	656 13 8	637
General Reserve	1,000 0 0	1,000	Amount due by Postmaster-General	112 10 0	113
Balance available for Dividends as per Account No. 9	2,740 5 6	3,366	Accounts Receivable	—	—
	£ 12,384 7 10	11,415	Miscellaneous Accounts	80 12 7	83
				£ 12,384 7 10	11,415

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description	Number	1913	
		Number	
Tender Engines :—	—	—	
Tank Engines :—			
0-6-4 ..	7	7	7
0-6-2 ..	2	2	2
0-6-0 ..	1	1	1
	10	10	10
Tenders	—	—	

NOT APPLICABLE TO THIS COMPANY

(C.)—Trains worked by Electric Power.

NOT APPLICABLE TO THIS COMPANY

(D.)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.				1913	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths, Total
PASSENGER CARRIAGES.							
Carriages of uniform class ..	5	—	—	360	360	6	432
Composite Carriages ..	7	140	140	120	400	7	400
Restaurant Cars ..	—	—	—	—	—	—	—
Miscellaneous ..	6	—	—	216	216	6	216
Total ..	18	140	140	696	976	19	1,048
Sleeping ..	—	—	—	—	—	—	—
Total passenger carriages	18				976	19	1,048
OTHER COACHING VEHICLES.							
Post Office Vans ..	—					—	
Luggage, Parcel and Brake Vans ..	—					—	
Carriage Trucks ..	2					2	
Horse Boxes ..	1					1	
Miscellaneous ..	10					10	
Total other Coaching Vehicles ..	13					13	
Total Coaching Vehicles ..	31					32	

(E.)—Merchandise and Mineral Vehicles.

	Number	1913	
		Number	
Open Wagons—			
Under 8 tons ..	—	—	—
8 and up to 12 tons ..	—	—	—
Over 12 and up to 20 tons ..	—	—	—
Over 20 tons (other than special) ..	—	—	—
Covered Wagons—			
Under 8 tons ..	109	109	109
8 and up to 12 tons ..	—	—	—
Over 12 and up to 20 tons ..	—	—	—
Over 20 tons ..	—	—	—
Mineral Wagons—			
Under 8 tons ..	43	43	43
8 and up to 12 tons ..	—	—	—
Over 12 and up to 20 tons ..	—	—	—
Over 20 tons ..	—	—	—
Special Wagons (for loads of exceptional dimensions and weight) ..			
Cattle Trucks ..	30	30	30
Rail and Timber Trucks (including Twin Trucks) ..	2	2	2
Brake Vans ..	7	7	7
Miscellaneous ..	—	—	—
Total ..	191	191	191

(F.)—Railway Service Vehicles, and Horses for Shunting.

	Number	1913	
		Number	
Gasholder Trucks ..	—	—	—
Locomotive Coal Wagons ..	—	—	—
Ballast Wagons ..	10	10	10
Mess and Tool Vans ..	—	—	—
Breakdown Cranes ..	—	—	—
Travelling Cranes ..	—	—	—
Miscellaneous ..	—	—	—
TOTAL ..	10	10	10
Horses for Shunting ..	—	—	—

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS,
AND IN THE CONVEYANCE OF PASSENGERS.

NOT APPLICABLE TO THIS COMPANY.

IV.—STEAMBOATS.

NOT APPLICABLE TO THIS COMPANY.

V.—CANALS.

NOT APPLICABLE TO THIS COMPANY.

VI.—DOCKS, HARBOURS, AND WHARVES.

NOT APPLICABLE TO THIS COMPANY.

VII.—HOTELS.

NOT APPLICABLE TO THIS COMPANY.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

NOT APPLICABLE TO THIS COMPANY.

IX.—OTHER INDUSTRIES.

NOT APPLICABLE TO THIS COMPANY.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

										1913	
Quantities of principal materials used—											
Ballast	..	..	..	..	..	..	..	..	..	7,546 C. Yards	7,532 C. Yards
Fencing	..	..	..	..	..	..	..	..	..	6 Miles	2½ Miles
Rails	..	..	..	..	..	..	..	..	..	Nil Tons	Nil Tons
Sleepers	..	..	..	..	..	..	..	..	..	4,867	5,897
Miles maintained—											
Miles of road	..	..	..	..	..	..	..	..	..	M. G. 45 61	M. C. 45 61
Miles of road reduced to single track—											
Running Lines	..	..	..	..	..	..	..	..	..	43 21	43 21
Stidings	..	..	..	..	..	..	..	..	..	2 40	2 40
Miles of track renewed	..	..	..	..	..	..	..	..	..	Nil	Nil

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

								In Company's Workshops. Number	By Contract. Number	Total	1913 Total
Locomotives renewed	..	..	..	..	..	..	..	—	—	—	—
Locomotives repaired—											
Heavy Repairs	..	..	..	..	..	..	..	4	—	4	3
Light „	..	..	..	..	..	..	..	42	—	42	—
Locomotives under or awaiting repair at end of year	..	..	..	..	..	..	..	3	—	3	3
Coaching Vehicles—											
Carriages renewed	..	..	..	..	..	..	..	—	—	—	—
Carriages repaired—											
Heavy repairs	..	..	..	..	..	..	..	4	2	6	3
Light „	..	..	..	..	..	..	..	16	—	16	14
Carriages under or awaiting repair at end of year	..	..	..	..	..	..	..	2	—	2	4
Others renewed	..	..	..	..	..	..	..	—	—	—	—
Others repaired—											
Heavy repairs	..	..	..	..	..	..	..	6	—	6	1
Light „	..	..	..	..	..	..	..	5	—	5	5
Others under or awaiting repair at end of year	..	..	..	..	..	..	..	—	—	—	—
Wagons renewed—											
Completely renewed	..	..	..	..	..	..	..	—	—	—	—
Partially	..	..	..	..	..	..	..	3	—	3	—
Wagons repaired—											
Heavy repairs	..	..	..	..	..	..	..	11	—	11	12
Light „	..	..	..	..	..	..	..	46	—	46	40
Wagons under or awaiting repair at end of year	..	..	..	..	..	..	..	11	—	11	15

XII.—ENGINE MILEAGE.

	1913												Total Engine Miles					
	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Shunting Miles		Other Miles (Assist- ing, Light, &c.)		Total Train Miles (including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Shunting Miles		Other Miles (Assist- ing, Light, &c.)		
	Coaching	Goods	Total	Coaching	Goods	Total	Coach- ing	Goods	Coach- ing	Goods	Coaching	Goods		Total	Coach- ing	Goods	Coaching	Goods	Total
A.—MILES RUN IN RELATION TO THE COM- PANY'S TRAFFIC RECEIPTS—																		
Over the Company's System by the Company's Engines	108,846	54,655	163,501	108,846	54,655	163,501	6,255	45,665	584	216,005	88,370	75,268	163,638	6,290	36,653	600	207,181	
Over the Company's System by other Companies' Engines	108,846	54,655	163,501	108,846	54,655	163,501	6,255	45,665	584	216,005	88,370	75,268	163,638	6,290	36,653	600	207,181	
TOTAL	217,692	109,310	327,002	217,692	109,310	327,002	12,510	91,330	1,168	422,010	176,740	150,536	327,276	12,580	73,306	1,200	414,362	
B.—MILES RUN IN RELATION TO THE COM- PANY'S EXPENDITURE—																		
By the Company's Engines over Lines owned, leased, or worked by the Company	96,597	48,530	145,127	96,597	48,530	145,127	5,026	32,208	584	182,945	79,355	66,052	145,407	5,650	32,165	600	183,822	
By the Company's Engines over other Companies' Lines	12,249	6,125	18,374	12,249	6,125	18,374	1,229	13,457	—	32,060	9,015	9,216	18,231	640	4,488	..	23,359	
By other Companies' Engines over the Company's Line	108,846	54,655	163,501	108,846	54,655	163,501	6,255	45,665	584	216,005	88,370	75,268	163,638	6,290	36,653	600	207,181	
TOTAL	217,692	109,310	327,002	217,692	109,310	327,002	12,510	91,330	1,168	422,010	176,740	150,536	327,276	12,580	73,306	1,200	414,362	
C.—MILES RUN BY THE COMPANY'S ENGINES																		
<i>Steam Tender and Tank Engines—</i>																		
Over Lines owned, leased, or worked by the Company	96,597	48,530	145,127	96,597	48,530	145,127	5,026	32,208	584	182,945	79,355	66,052	145,407	5,650	32,165	600	183,822	
Over all Joint Lines	12,249	6,125	18,374	12,249	6,125	18,374	1,229	13,457	—	33,060	9,015	9,216	18,231	640	4,488	..	23,359	
Over other Companies' Lines	108,846	54,655	163,501	108,846	54,655	163,501	6,255	45,665	584	216,005	88,370	75,268	163,638	6,290	36,653	600	207,181	
TOTAL	217,692	109,310	327,002	217,692	109,310	327,002	12,510	91,330	1,168	422,010	176,740	150,536	327,276	12,580	73,306	1,200	414,362	

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	1913			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class	1,757	297 0 0	3 4	1,433	1,893	346	3 8	1,539
2nd „	6,402	793 0 0	2 6	4,891	6,977	841	2 5	5,498
3rd „	145,547	8,638 0 0	1 2	114,960	153,452	9,270	1 2	121,365
Workmen								
Total	153,706	9,728 0 0	—	121,284	162,322	10,457	—	128,402
Season—								
1st Class	3	15	—	3	4	14	—	4
2nd „	21	60	—	33	27	78	—	27
3rd „	33	£3	—		47	85	—	47

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	1913			
					Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the Company's System
Merchandise	Tons	£	s. d.	Tons.	Tons	£	s. d.	Tons
Coal, Coke & Patent Fuel ..	56,655	13,121	4 7	32,854	55,898	12,501	4 6	30,481
Other Minerals	6,181	711	2 3	5,215	7,372	843	2 3	6,247
	2,304	381	3 3	1,145	2,720	421	3 1	1,234
TOTAL	65,140	14,213	—	39,214	65,990	13,765	—	37,962
	Number			Number originating on the Company's System	Number			Number Originating on the Company's System
Live Stock	65,191			42,019	66,752			46,786

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System	Tons	1913	
		Tons	
Coal	5,175	6,214	
Round Timber	910	1,117	
Agricultural Manure and Slag ..	1,024	940	
Grain, as per Classification ..	15,883	15,390	
Butter	802	780	
Eggs	1,152	992	
TOTAL	24,946	25,433	

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System	Number	1913	
		Number	
Horses	660	800	
Cattle	26,571	28,839	
Calves	3,419	4,927	
Sheep	5,072	8,913	
Pigs	5,073	2,806	
Miscellaneous	1,224	501	
TOTAL	42,019	46,786	

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1914	1913
Total Expenditure on Capital Account	£487,662	£487,662
Gross Receipts from Businesses carried on by the Company	30,833	31,206
Revenue Expenditure on ditto	20,130	21,007
Net Receipts of ditto	10,703	10,199
Miscellaneous Receipts net	144	115
Total Net Income	10,847	10,314
Interest, Rentals, and other Fixed Charges	6,696	6,700
Interest on C Debenture Stock	1,777	1,777
Appropriation from Permanent Way and Loco. Renewals Account	1,485	792
Do. to do. do. do.	3,000	3,000
Brought forward from previous year	1,590	1,961
Carried forward to subsequent years	963	1,590

**Certificates of the Responsible Officers as to the Upkeep of the
whole of the Company's Property.**

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

MANORHAMILTON,

9th February, 1915.

H. E. WYNNE, A.M.I.C.E.,

Engineer.

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

MANORHAMILTON,

9th February, 1915.

E. SHANKS,

Locomotive Superintendent.

(Signed for the Board of Directors) }

JOSSLYN GORE-BOOTH,

Chairman of the Company.

JOHN DUFF,

Secretary of the Company.

Auditors' Certificate.

We, the Auditors of the SLIGO, LEITRIM, AND NORTHERN COUNTIES RAILWAY COMPANY, do hereby certify that we have examined the Annual Accounts of the Company, for the Year ended 31st December, 1914, which are proposed to be issued to the Shareholders of said Company; and we hereby certify that said Annual Accounts contain a full and true statement of the financial condition of the Company.

J. HAROLD PIM, F.C.A.,

ROBERT STOKES, F.C.A.,

} *Auditors.*

Dublin, 11th February, 1915.

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Lines over which the Company exercises
Running Powers continuously

XXXXXXXXXXXX

1888
No. 1000

1888

1888

1888

1888

1888

Sligo, Leitrim, and Northern Counties
Railway Company.

Report of the Directors,
Statement of Accounts,

AND

Statistical Returns

For the Year ended 31st December, 1914.

THE STRABANE AND LETTERKENNY RAILWAY

COMPANY.

Report of the Directors

AND

STATEMENT OF ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE

YEAR ENDED 31st DECEMBER, 1914.

To be Submitted to the Proprietors at the

Annual General Meeting of the Company,

TO BE HELD IN THE

Offices, Strabane Railway Station,

On Friday, the 26th day of February, 1915,

AT 4.45 O'CLOCK P.M.

The Strabane and Letterkenny Railway Company.

DIRECTORS:

P. M'MENAMIN, Esq., J.P., Strabane (*Chairman*).

E. M'FADDEN, Esq., Letterkenny.

E. T. HERDMAN, Esq., D.L., Sion House, Sion Mills, Co. Tyrone.

Appointed by the Great Northern Railway Company (Ireland):—

WILLIAM P. CAIRNES, Esq., Stameen, Drogheda.

H. S. GUINNESS, Esq., Burton Hall, Stillorgan,
Co. Dublin.

Appointed by the Midland Railway Company:—

THE RIGHT HON. JOHN YOUNG, D.L.,
Galgorm Castle, Ballymena.

MAJOR JOHN A. W. O. TORRENS, Somerset, Coleraine.

REPORT OF DIRECTORS

FOR

YEAR ENDED 31st DECEMBER, 1914.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1914, are presented herewith.

The Gross Receipts of the Railway amounted to £6,282 13s 3d, and the Expenditure amounted to £3,889 16s 0d, leaving the Net Receipts £2,392 17s 3d.

Mr. E. M'FADDEN, one of your Directors, retires by rotation, and, being eligible, offers himself for re-election.

The retiring Auditor is Mr. E. BUCKLEY, C.A., who is eligible, and offers himself for re-election.

HENRY FORBES,
SECRETARY.

STRANORLAR, CO. DONEGAL,
15th February, 1915.

The Strabane and Letterkenny Railway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1914.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
Strabane, Raphoe, and Convoy Railway Act, 1903 ...	£ 90,000	£ 40,000	£ 130,000	£ 90,000	£ 40,000	£ 130,000	£ ...	£ ...	£ ...
Strabane, Raphoe, and Convoy Railway (Extension to Letterkenny) Act, 1904 ...	50,000	25,000	75,000	49,320	25,000	74,320	680	...	680
Midland Railway Act, 1910 ...	...	55,000	55,000	...	55,000	55,000	...	...	...
Total ...	£ 140,000	120,000	260,000	139,320	120,000	259,320	680	...	680

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Not applicable to this Company.

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued.	Amount on which Dividend is Payable.	Calls in Arrear.	Shares Cancelled.	Amount Uncalled.	Amount Unissued.
Ordinary Shares ...	£ 121,730	£ 121,730	£ 120,296	£ ...	£ 250	£ 1,184	£ ...
Guaranteed Shares ...	17,590	17,550	17,510	...	40	...	40
Total ...	£ 139,320	139,280	137,806	...	290	1,184	40

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

	Raised by issue of Debenture Stock at 4 per cent.	Total.
Existing at 31st December, 1914 ...	£ 101,500	£ 101,500
Existing at 31st December, 1913 ...	101,500	101,500
Increase ...	...	...
Decrease ...	...	...
Total Amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a)		120,000
Total Amount raised by Loans and Debenture Stocks as above		101,500
Balance, being available borrowing powers, at 31st December, 1914 ...	£	18,500

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

Dr.

Cr.

To Expenditure.	Amount Expended to 31st December, 1913.	Amount Expended during Year, as per No. 5.	Total.	By Receipts.	Amount Received to 31st December, 1913.	Amount Received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
Lines open for Traffic	... 219,225 1 10	... ..	219,225 1 10	Shares and Stocks (No. 2)	... 137,806 0 0	... ..	137,806 0 0
Rolling Stock	... 19,848 2 6	... ..	19,848 2 6	Debenture Stock (No. 3)	... 101,500 0 0	... ..	101,500 0 0
Total Capital expended upon Railway	£ 239,073 4 4	... ..	239,073 4 4				
Total Expenditure	£ 239,073 4 4	... ..	239,073 4 4		239,306 0 0	... ..	239,306 0 0
To Balance	... ..	... ..	232 15 8				
Total	... ..	... ..	£ 239,306 0 0	Total	... ..	... ..	£ 239,306 0 0

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

Not applicable to this Company.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

NIL.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

NOT ASCERTAINED.

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	£	s	d
Stock, Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	680			
Stock and Share Capital created but not yet received (as per Statement No. 2)—				
Amount Uncalled	1,184			
Amount Unissued	40			
		1,904	0	0
Available Borrowing Powers (as per Statement No. 3)		18,500	0	0
Add—Balance at Credit (as per Capital Account No. 4)			232	15 8
Total		£ 20,636	15	8

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Year 1914.			Year 1913.		
		Gross Receipts.	Expenditure.	Net Receipts.	Gross Receipts.	Expenditure.	Net Receipts.
		£ s d	£ s d	£ s d	£	£	£
10	Railway	6,282 13 3	3,889 16 0	2,392 17 3	6,636	3,784	2,852
	Miscellaneous Receipts—						
	Rents from Houses and Lands			7 0 5			8
	Other Rents			0 11 1			—
	Transfer Fees			0 7 6			—
	General Interest			6 3 8			6
	Total Net Income		£	2,406 19 11		£	2,866

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	Year 1914.		Year 1913.	
	£ s d	£	£	£
Debit Balance brought forward from last year's Account	9,216 7 10			8,018
Net Income (as per Statement No. 8)	2,406 19 11			2,866
Total	6,809 7 11			5,152
Interest, Rentals, and other Fixed Charges—	£ s d	£		
Chief Rents	5 0 0	5		
Interest on Debenture Stock— £101,500 at 4 per cent. per annum	4,060 0 0	4,060		
Dividends on Guarantee Shares— £17,510 at 4 per cent. per annum	700 8 0	700		4,765
	4,765 8 0			
Debit Balance after Payment of Fixed Charges	11,574 15 11			9,917
Deduct: Dividends on Guaranteed Shares payable by—				
Donegal County Council	£640 8 0	640		
Letterkenny Urban District Council	60 0 0	60		700
	700 8 0			
Debit Balance to next year	£ 10,874 7 11	£		9,217

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

Not applicable to this Company.

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES. (2)—CARRIAGES. (3)—WAGONS.

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

Abstracts A, B, and C not applicable to this Company.

ABSTRACT D.—TRAFFIC EXPENSES.

	Year 1914.			Year 1913.
	£	s	d	£
Railway Clearing House Expenses	35	19	10	33

ABSTRACT E.—GENERAL CHARGES.

	Year 1914.			Year 1913.
	£	s	d	£
Directors' Fees	18	18	0	6
Auditors	7	7	0	7
Arbitrator	2	6	6	7
Salaries of Secretary, Accountant, and Clerks	71	13	9	71
Office Expenses	17	11	1	10
Miscellaneous Expenses	2	5	6	...
Total	£ 120	1	10	101

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	Year 1914.			Year 1913.
	£	s	d	£
Amount paid for Hired Cartage	118	8	9	123
Amount charged to—				
Passenger Train Traffic	10	11	8	9
Goods Traffic	107	17	1	114

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

Abstracts G, H, and J not applicable to this Company.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND BARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Abstracts Nos. 11 to 17 not applicable to this Company.

Dr. No. 18.—GENERAL BALANCE SHEET. Cr.

	Year 1914.		Year 1913.			Year 1914.		Year 1913.	
	£	s d	£			£	s d	£	
To Capital Account, Balance at Credit thereof, as per Account No. 4 ...	232	15 8	233		By Cash at Bankers and in hand ...	87	0 11	693	
„ Unpaid Interest and Dividends ...	13,626	11 10	12,737		„ Amount due by Railway Companies and Committees ...	2,753	9 11	2,960	
„ Accounts payable ...	205	15 3	249		„ Accounts Receivable ...	350	4 0	350	
					„ Net Income—Balance at Debit thereof, as per Account No. 9 ...	10,874	7 11	9,216	
	£ 14,065	2 9	13,219			£ 14,065	2 9	13,219	

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.			Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1913.						
	Length of Road, First Track.	Second Track.	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.						
Lines Owned by Company—	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.				
Main and Principal Lines—												
Strabane to Letterkenny	18	73	0	24	19	41	1	62	21	23	21	23

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

Not applicable to this Company.

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

Description.	Number.	Year 1913.	
		Number.	
Tank Engines— 2 — 6 — 4	3	3	3

(B.)—RAIL MOTOR VEHICLES.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

Not applicable to this Company.

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

	Number.	Seats or Berths.				Year 1913.	
		First Class.	Second Class.	Third Class.	Total.	Number.	Seats or Berths.
PASSENGER CARRIAGES.							
Carriages of uniform class	7	...	...	420	420	8	480
Composite Carriages	6	60	90	120	270	5	210
Total	13	60	90	540	690	13	690
Total Passenger Carriages ...	13					13	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

	Number.	Year 1913.	
		Number.	
Open Wagons— Under 8 Tons	10	10	10
Covered Wagons— Under 8 Tons	40	40	40
Total	50	50	50

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

Not applicable to this Company.

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS AND IN THE CONVEYANCE OF PASSENGERS.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

VII.—HOTELS.

Not applicable to this Company.

VIII.—LAND PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

	Land.	Acreage.			Year 1913.		
		A.	R.	P.	A.	R.	P.
Agricultural Land	...	3	3	0	3	3	0
Urban and Suburban Land	...	—	—	—	—	—	—

	Houses.	Number.	Year 1913.	
			Number.	Number.
Labouring Class Dwellings	...	—	—	—
Houses and Cottages for Company's Servants	...	20	20	—

IX.—OTHER INDUSTRIES.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A.)

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B.)

Not applicable to this Company.

XII.—ENGINE MILEAGE.

	Year 1913.																					
	Train Miles. (Loaded Trains.)			Total Train Miles (including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.			Shunting Miles.			Other Miles, (Assist- ing, Light, &c.)			Total Engine Miles.									
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.							
																Coaching.	Goods.	Total.				
A.—Miles run in relation to the Company's Traffic Receipts—																						
Over the Company's System by the Company's Engines	22,461	22,461	44,922	22,952	22,952	45,904	9,709	9,709	1,296	1,296	56,909	22,312	22,313	44,625	22,904	22,904	45,808	11,825	11,825	1,675	1,675	59,308
B.—Miles run in relation to the the Company's Expenditure—																						
By the Company's Engines over Lines owned ...	22,461	22,461	44,922	22,952	22,952	45,904	9,709	9,709	1,296	1,296	56,909	22,312	22,313	44,625	22,904	22,904	45,808	11,825	11,825	1,675	1,675	59,308

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class ...	1,067	115	2 1·87	736	1,573	162	2 0·72	947
2nd Class ...	4,724	293	1 2·89	3,444	5,130	345	1 4·14	3,587
3rd Class ...	88,057	2,544	6·93	72,396	94,793	2,654	6·72	76,682
Total ...	93,848	2,952	7·55	76,576	101,496	3,161	7·47	81,216
Season—								
1st Class ...	...	...	...	...	...	...	...	...
2nd Class ...	2	2	...	2	3	3	...	3
3rd Class ...	14	26	...	14	21	31	...	21
Total ...	16	28	...	16	24	34	...	24

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons.	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise ...	11,522	1,661	2 10·60	6,058	12,250	1,810	2 11·46	5,635
Coal, Coke, and Patent Fuel ...	5,294	312	1 2·14	713	6,180	357	1 1·86	757
Other Minerals ...	1,545	102	1 3·84	1,278	1,503	114	1 6·20	1,045
Total ...	18,361	2,075	2 3·12	8,049	19,933	2,281	2 3·46	7,437
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ...	13,458	437		12,446	16,058	465	.....	14,641

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1913.	
		Tons.	Receipts.
Merchandise Traffic—			
Grain ...	2,532	2,557	
Potatoes ...	794	308	
Eggs ...	349	362	
Pork ...	442	419	
Mineral Traffic—			
Coal ...	713	757	
Total ...	4,830	4,403	

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number.	Year 1913.	
		Number.	Receipts.
Horses ...	455	373	
Cattle ...	5,728	7,303	
Calves ...	1,953	2,405	
Sheep ...	4,096	4,476	
Pigs ...	209	84	
Miscellaneous ...	5	...	
Total ...	12,446	14,641	

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

	1914.	1913.
	£	£
Total Expenditure on Capital Account (No. 4) ...	239,073	239,073
Gross Receipts from Businesses carried on by the Company (No. 8) ...	6,283	6,636
Revenue Expenditure on do. do. (No. 8) ...	3,890	3,784
Net Receipts of do. do. (No. 8) ...	2,393	2,852
Miscellaneous Receipts Net (No. 8) ...	14	14
Total Net Income (No. 8) ...	2,407	2,866
Interest, Rentals, and other Fixed Charges (No. 9) ...	4,765	4,765

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP
OF THE WHOLE OF THE COMPANY'S PROPERTY.

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 Year ended 31st December, 1914, been maintained in good working condition and repair.

R. M. LIVESEY, *Engineer*
to County Donegal Railways Joint Committee.

2nd January, 1915.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, &c., have, during the Year ended 31st December, 1914, been maintained in good working order and repair.

R. M. LIVESEY, *Loco. Superintendent*
to County Donegal Railways Joint Committee.

2nd January, 1915.

(Signed for the Board of Directors)

P. M'MENAMIN, *Chairman of the Company.*

HENRY FORBES, *Secretary of the Company.*

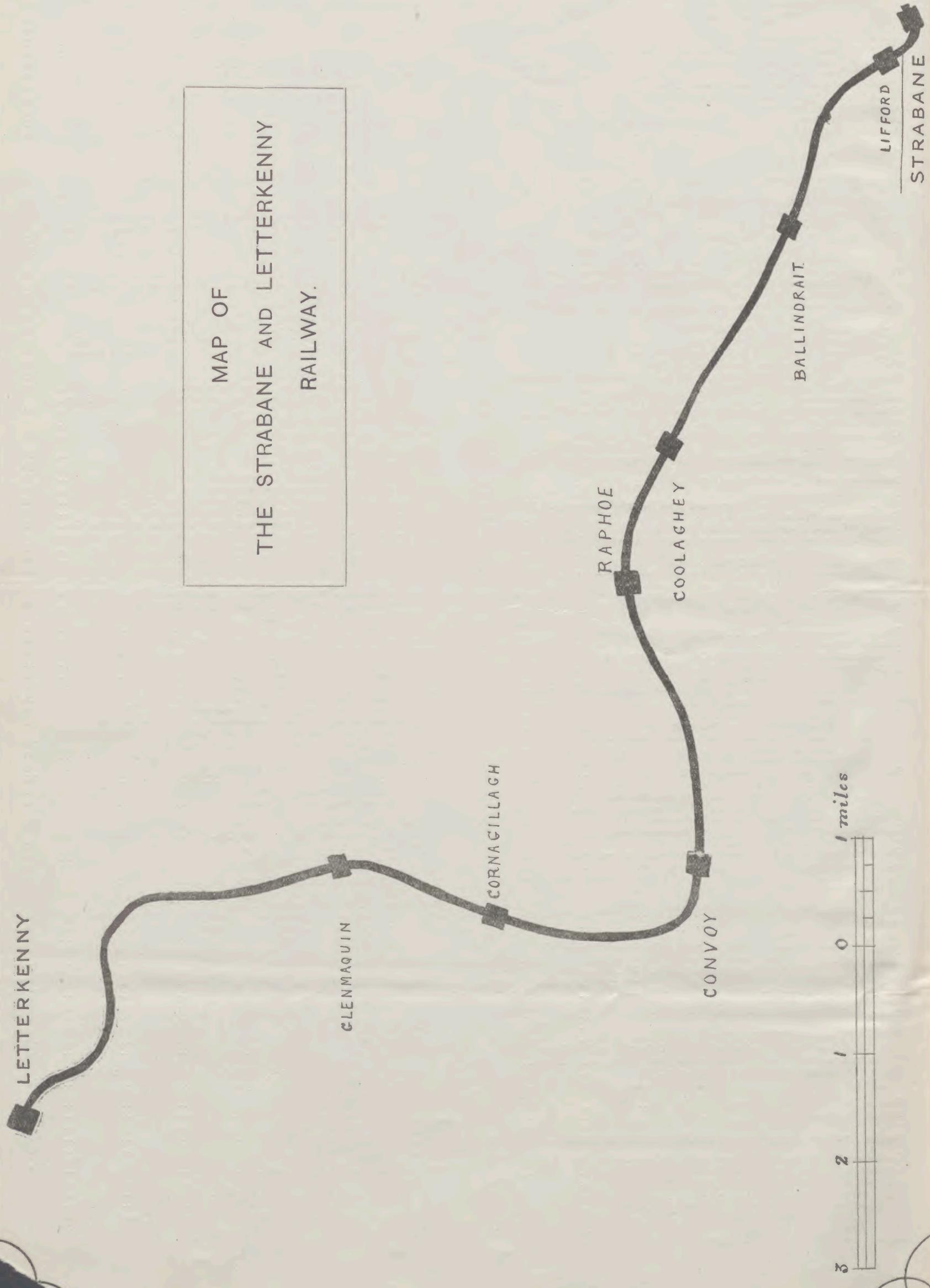
AUDITORS' CERTIFICATE.

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

R. GARDNER, }
E. BUCKLEY, } *Auditors.*

5th February, 1915.

MAP OF
THE STRABANE AND LETTERKENNY
RAILWAY.



THE STRABANE & LETTERKENNY
RAILWAY COMPANY.

REPORT OF THE DIRECTORS

AND

Statement of Accounts and
Statistical Returns

FOR

YEAR ENDED 31st DECEMBER, 1914.

NOTICE IS HEREBY GIVEN, that the next Annual General Meeting of the Proprietors of the Strabane and Letterkenny Railway Company will be held in the OFFICES, STRABANE STATION, on FRIDAY, 26th day of FEBRUARY, 1915, at 4.45 o'clock p.m., for the purpose of transacting the ordinary business of the Company.

The Transfer Books of the Company will be closed on the 18th February, and re-opened on the 27th February, 1915.

Dated this 15th day of February, 1915.

HENRY FORBES,

Secretary of the Company.

HEAD OFFICE,
STRABANE,
CO. DONEGAL.

Tralee & Dingle Railway Company, Ltd.

Committee of Management.

THOMAS O'DONNELL, Esq., M.P., B.L., Killorglin.
J. P. O'DONNELL, Esq., M.C.C., Tralee.
M. J. O'DONNELL, Esq., J.P., M.C.C., Castlegregory.
J. MORIARTY, Esq., J.P., M.C.C., Dingle.
THOMAS SLATTERY, Esq., J.P., U.D.C., Bridge Street, Tralee.
THOMAS LAWLOR, Esq., J.P., M.C.C., Ballymacquinn, Ardfert.

Shareholders' Directors.

THOMAS O'DONNELL, Esq., M.P., B.L., Killorglin (Chairman).
St. J. H. DONOVAN, Esq., J.P., Seafield, Spa, Tralee.
JUSTIN McCARTHY, Esq., J.P., Inch House, Aunascaul.
TIMOTHY GALVIN, Esq., Dingle.
MICHAEL O'DONNELL, Esq., Killiney, Castlegregory.
JOHN O'DONNELL, Esq., M.C.C., Bridge Street, Tralee.
THOMAS BURKE, Esq., Dingle.

Arbitrators appointed by the Board of Trade,

SINGLETON GOODWIN, Esq., M.I.C.E., Co Surveyor, Ballyroe, Tralee.
R. N. McCLURE, Esq., J.P., 20 Denny Street, Tralee.
CHAS. E. LEAHY, Esq., 2 Lonsdale Road, Bedford Park, London W.

Company's Auditor.

EUGENE O'SULLIVAN, Esq., J.P., Fair Hill, Killarney.

General Manager.

J. P. TOOHER, Tralee.

Secretary and Accountant,

T. J. O'CONNELL, Tralee.

Report of Committee of Management.

—FOR—

Year ending 31st December, 1914.

The Statement of Accounts and Statistical Returns for the year ended 31st December, 1914, duly audited and verified are submitted herewith.

The Revenue from all sources amounted to £10,494 18s. 11d., there being a decrease compared with 1913 of £385 19s. 7d.

This reduction of Receipts occurs in all classes of Traffic with the exception of Goods, on which there is an increase of £233 10s. 1d. The falling off under other headings is due principally to the prevalence of Foot and Mouth Disease, which was most prejudicial to our Live Stock, and incidentally our Passenger Traffic, and to the fact that our subsidy for the Conveyance of Mails ceased, having terminated our Contract with the Post Office before the commencement of the year. This Contract has, however, been renewed since 1st December last for a sum of £400 per annum.

Turning to the Expenditure side of the Account, it will be observed that there is an increase of £356 13s. 0d., practically all occurring in Locomotive and Traffic Departments. This is due chiefly to increased wages paid to employees and the present exceptional increase in the cost of material of all descriptions, principally coal.

We regret to say that our General Stores at Tralee were destroyed by Fire on 14th December last. The property and stock were fully insured, and our claim has been settled with the Hibernian Fire and General Insurance Coy. to the entire satisfaction of our Committee.

Secretary's Office,
Tralee, 1st March, 1915.

THOMAS O'DONNELL, Chairman.
T. J. O'CONNELL, Secretary.

TRALEE & DINGLE RAILWAY COMPANY, LTD.

Financial Accounts and Statistical Returns for the Year
ended 31st December, 1914.

PART I.

FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created (Guaranteed Shares)			Balance (Ordinary Capital.)		
	Shares and Stock	Loans or Debenture Stock.	Total	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total
	£	£	£	£	£	£	£	£	£
The Company's Order in Council, 1888.	150,000	Nil.	150,000	120,000	Nil.	120,000	30,000	Nil.	30,000

No. 1 (b).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c).—NOMINAL CAPITAL AUTHORISED AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued	Nominal Additions to or deductions from Capital.	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in Arrear.	Amount Uncalled	Amount Unissued.
	£	£	£	£	£	£	£	£
Guaranteed 4 per cent Shares:	120,000	120,000	...	120,000	...	...	...	..
Less 4 per cent. guaranteed Shares redeemed by Treasury	80,000	80,000	...	80,000	..	...	...	..
Balance, ..	40,000	40,000	...	40,000	...	...	...	...
Ordinary Shares ...	30,000	30,000	...	..	30,000	...	...	...
Total ...	70,000	70,000	...	40,000	30,000	...	...	...

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

(Not applicable to this Company.)

To Expenditure.	Amount expended to 31st December, 1914	Amount expended during Year as per No. 5.	Total	Receipts.	Amount received to 31st December, 1914	Amount received during Year.	Total
	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	...			Shares (No. 2)	150,000 0 0	.....	150,000 0 0
Lines not open for Traffic—				Premiums on Shares			
New Lines	...			Profit on Board of Works Loan Account			
Widening of and additions to existing Lines	...			Total Premiums			
Rolling Stock	...			Discounts on Shares			
Manufacturing and Repairing Works and Plant	...			Total Discounts			
Land and Buildings	...			Balance of Premiums and Discounts	150,000 0 0		150,000 0 0
Plant and Machinery	...			TOTAL RECEIPTS	150,000 0 0		150,000 0 0
Total Capital expended upon Railway—	150,000 0 0		150,000 0 0				
Horses	...	.....			
Road Vehicles employed in the collection and delivery of Parcels and Goods, and in the conveyance of Passengers—							
Goods and Parcels Road Vehicles	...						
Passenger Road Vehicles	...						
Land, Property, etc., not forming part of the Railway or Stations—							
(a) Used in connection with Railway working							
(b) Not used in connection with Railway working							
Other Industries	...						
Subscriptions to other Companies (for details see Table No. 4 (a))	...						
Special Items	...						
TOTAL EXPENDITURE	150,000 0 0	.....	150,000 0 0				

No. 4 (a.)—SUBSCRIPTIONS TO OTHER COMPANIES.
(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st. DEC., 191
(Not applicable to this Company.)

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.
(Not applicable to this Company.)

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.
(Not applicable to this Company.)

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Gross Receipts.	Expenditure	Net Receipts.	Year 1913		
					Gross Receipts	Expenditure.	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	10,494 18 11	14,559 16 11	4,064 18 0	10,881	14,180	3,299
11	Omnibuses and other Passenger Vehicles not running on the Railway						
12	Steamboats						
13	Canals						
14	Docks, Harbours and Wharves						
15	Hotels and Refreshment Rooms and Cars where catering is carried on by the Company						
16	Other separate businesses carried on by the Company						
	Total	10,494 18 11	14,559 16 11	4,064 18 0	10,881	14,180	3,299
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands						
	Rents, from Hotels						
	Other Rents, including lump-sum tolls						
	Interest and dividends from investments in other Companies						
	Transfer Fees						
	General Interest						
	Special Items						
	Deficit,						
	Contributions from County Council and Tralee Urban Council—						
	For half-year ended 30th June, 1914		2998 10 3		2665		
	For half-year ended 31st December, 1914		2666 7 9		2234		4899
				5,664 18 0			
	Total Net Income			1,600 0 0			1600

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	£ s. d.	Year 1913
		£
Balance brought forward from last year's Account		
Net Income (as per Statement No. 8)	1,600 0 0	1600
Appropriation from Reserve		
Total	1,600 0 0	1600
	£ s. d.	
Appropriation to Reserve Account		
Dividends on 4 per cent. Guaranteed Shares—		
8,000 Shares of £5 each—£40,000		
at Four per cent. per annum—		
for Half-year ended 31st May, 1914	800 0 0	
for Half-year ended 30th November, 1914	800 0 0	
Total	1,600 0 0	1600

No. 9 (a).—STATEMENT OF INTERIM DIVIDEND PAID.

Dividend at 4 per cent. per annum on £40,000 Guaranteed Stock for Half-year ended 31st May, 1914—£800.

To Expenditure.	Year 1913.	Percentage of Traffic Receipts.		Year 1913.	By Gross Receipts.		Percentage of Traffic Receipts.	
		1914	1913		1914	1913	1914	1913
See Abstracts.								
A—Maintenance and Renewal of Way and Works	5688 10 4	9 54.23	52.21	674 0 10	668 12 8	4015 5 9	4578 9 4	
B—Maintenance and Renewal of Rolling Stock—								
(1) Locomotives	£1719 9 8	1622 16	9 16.39	14.90				
(2) Carriages	378 0 11	355 2 0	3.62	3.26	34 12 6			35 14 6
(3) Wagons	384 9 11	417 11 9	3.67	3.83	41 5 6			44 6 0
C—Locomotive Running Expenses	£2982 1 8	2482 0 6	2833 6	5 28.41	75 18 0			
D—Traffic Expenses	2592 7 8	5574 9 4	2504 2	1 24.70	4654 7 4	4769 7 1		
E—General Charges		571 10 11	527 9 11	5.44	75 8 10	378 3 3		
Law Charges		4 18 7	21 10 6	.04		440 17 2		
Parliamentary Expenses						122 14 6		
Compensation (Accidents and Losses)—								
Passengers								
Workmen								
Damage and Loss of Goods, Property, etc.		30 10 2	15 7 6	.28		5711 2 0		50.89
Rates and Taxes		127 11 4	119 6 3	1.21	610 8 3			52.50
Payments under National Insurance Act, 1911								
Health			70 13 0	.65				
Unemployment			11 7 6	.09				
Total Expenditure		80 5 9	14,180 3 5	138.73	5154 14 6	5169 16 6	49.11	47 5
Net Receipts					10,494 18 11	10,880 18 6	100	100
		14,559 16 11	14,180 3 5		4064 18 0	3,299 4 11		
					14,559 16 11	14,180 3 5		

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	£	s.	d.
Superintendence—									
Salaries	110	0	0				110	0	0
Office Expenses, etc.	5	0	0				0	10	6
							115	0	0
Maintenance of Roads, Bridge and Works									
Earthworks									
Bridges, Tunnels, Culverts, Retaining Walls and other Works	25	10	0				119	19	6
Roads and Fences	65	5	8				55	0	0
							90	15	8
Maintenance of Permanent Way—									
Renewal of Running Lines—									
Wages	1168	11	10				902	18	6
Materials	2300	8	1				2940	10	6
Engine Power and Wagon Repairs	3	7	6				1	10	0
							3472	7	5
Repair of Running Lines and Sidings—									
Wages	1256	12	7				978	4	4
Material, less old Material Sold	487	16	6				415	0	0
Engine Power and Wagon Repairs	7	10	0				6	5	6
							175	19	1
Maintenance of Signalling							12	8	0
Maintenance of Telephones							36	16	3
Maintenance of Stations and Buildings									
Stations, Depots and Offices	144	17	1				115	7	6
Engine Sheds	4	5	6				2	10	0
Carriage Sheds									
Locomotive Workshops	58	10	4				1	15	0
Carriage Workshops	0	15	6				0	7	6
Wagon Workshops	0	15	6				0	7	6
Other Buildings									
							209	3	11
Total							5688	10	4
							5681	9	9

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

(2) Carriages.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Superintendence—												
Salaries	32	12	6	35	0	5	32	12	6	35	0	0
Office Expenses	6	5	0	0	15	5	6	5	0	0	5	0
				38	17	6				38	17	6
Complete Renewals—												
Wages	308	6	0	518	2	2	90	6	1	100	13	0
Material	330	4	0	524	11	10	42	3	6	49	2	0
				638	10	0				132	9	7
Repairs and Partial Renewals—												
Wages	488	6	1	259	1	1	120	15	0	109	0	0
Material	541	6	1	269	19	2	80	18	10	59	2	0
				1029	12	2				201	13	10
Purchase of New Locomotives												
Workshop Expenses—												
Repairs and Renewals of Machinery and Plant	10	10	0	13	0	8	2	15	6	1	7	6
Other Expenses	2	0	0	2	6	0	2	4	6	0	12	6
				12	10	0				5	0	0
Total				1719	9	8				378	0	11
				1622	16	9				355	2	0

(3)—WAGONS.

	£	s.	d.	£	s.	d.	£	s.	d.
Superintendence—									
Salaries	32	12	6	35	0	0	32	12	6
Office Expenses	6	5	0	0	8	6	6	5	0
				38	17	6			
Complete Renewals—									
Wages	83	5	6				195	4	0
Material	30	5	6				71	3	6
							113	11	0
Repairs and Partial Renewals									
Wages	170	12	9				70	0	11
Material	59	8	8				43	14	10
							230	1	5
Purchase of New Wagons									
Workshop Expenses—									
Repair of Renewals of Machinery and Plant	1	7	6				1	6	8
Other Expenses	0	12	6				0	13	4
							2	0	0
Total							384	9	11
							417	11	9

8
ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£ s. d.	£ s. d.	£ s. d.
Superintendence—			
Salaries ..	32 12 6		35 0 0
Office Expenses	6 5 0		2 7 6
		38 17 6	
Steam Train Working—			
Wages connected with the running of Locomotives Engines ..	929 8 10		946 7 5
Fuel ..	1848 6 11		1754 4 0
Water ..	32 0 0		10 0 0
Lubricants ..	115 18 5		75 10 0
Other Stores, including clothing ..	15 5 6		6 10 0
Miscellaneous ..	2 4 6		3 7 6
		2943 4 2	
Electric Train Working—			
Wages of Motormen ..	..		..
Electric Current ..	..		..
Lubricants ..	..		..
Other Stores, including clothing ..	..		..
Total ..		2982 1 8	2833 6 0

ABSTRACT D.—TRAFFIC EXPENSES.

	£ s. d.	£ s. d.	£ s. d.
Salaries and Wages—			
Superintendence ..	374 7 6		351 17 6
Stationmasters and Clerks	525 12 11		484 6 8
Signalmen and Gatemen	133 6 8		130 3 4
Ticket Collectors, Policemen, Porters, &c. ..	463 12 4		428 19 6
Guards ..	230 5 4		225 10 0
		1727 4 9	
Fuel, Lighting, Water and General Stores ..	351 1 6	326 9 10	
Clothing ..	56 3 0	57 2 8	
Printing, Advertising, Stationery, Stamps and Tickets ..		217 19 11	251 2 8
Wagon Covers, etc. ..		..	..
General Stores supplied to Stations ..	157 14 3	154 8 8	
Cleansing, Lubricating and Lighting of Vehicles	54 2 6	51 10 0	
Shunting Expenses (other than Mechanical) ..	..	..	..
Working of Stationery Engines, Hoists, Cranes, etc. ..	..	..	..
Coal, etc., Tipping Expenses ..	..	..	..
Railway Clearing House Expenses ..	19 18 1	32 1 5	
Miscellaneous Expenses ..	8 3 8	10 9 10	
Total ..		2592 7 8	2504 2 1

ABSTRACT E.—GENERAL CHARGES.

	£ s. d.	£ s. d.
Fees of Chairman and Committee of Management ..	75 0 0	75 0 0
Fees paid to and Expenses of Directors on Joint Committee not included in Abstract J ..	..	..
County Surveyor's Inspection Fees ..	39 18 0	39 18 0
Board of Trade Arbitrators (fees and expenses)	26 2 0	25 14 6
Auditors and Public Accountants (fees, clerkage and expenses) ..	15 0 0	15 0 0
Salaries ..	152 5 0	110 0 0
Office Expenses ..	25 2 1	28 0 11
Rating Expenses ..	..	..
Insurance ..	142 18 5	144 5 10
Superannuation and Benevolent Funds, Pensions, etc. ..	..	..
Telephone ..	29 3 5	54 4 4
Subscriptions and Donations ..	..	..
Bank Interest ..	55 1 5	33 10 10
Miscellaneous Expenses ..	11 0 7	1 15 6
Total ..	571 10 11	527 9 11

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

Salaries and Wages ..	..	..
Rent, Rates and Taxes ..	..	..
Maintenance of Horses ..	..	..
Maintenance of Horse Vehicles ..	..	..
Maintenance of Motors ..	..	..
Amounts Paid for Hired Cartage ..	..	..
Miscellaneous ..	..	..
Total ..	..	..
		NIL
Amount Charged to Passenger Train Traffic ..	..	..
Amount Charged to Goods Traffic ..	..	..

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

(Not applicable to this Company.)

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

(Not applicable to this Company.)

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track	Total of Single Track, including Sidings.	1913	
	Length of Road. First Track	Second Track	Third Track	Fourth Track	Over four Tracks (reduced to Single Track)	Total Miles (reduced to Single Track)			Total of Single Tracks including Sidings.	Total of Single Tracks including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	
Lines Owned by the Company—										
Main and Principal Lines	37 40					37 40	1 28	38 68	38 68	
Minor and Branch Lines										
Lines Jointly Owned (Company's share of Ownership)										
Other Joint Lines										
TOTAL	37 40					37 40	1 28	38 68	38 68	

(B.)—Mileage of Lines authorised but not open for Traffic.

	Miles Authorised.	Miles Constructed and not Open for Traffic,		Miles under Construction	Miles not Commenced or in Abeyance.
		Length of Road	Length (including Sidings) Reduced to Single Track.		
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company —
Widenings and Additions
Joint Lines (Company's share of Ownership)
TOTAL

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	1913	
	M. Ch.	M. Ch.
Lines owned by the Company	38 68	38 68
„ Partly Owned .. .. .	.. .. .	.. .. .
„ Leased, or Worked by the Company .. .. .	.. .. .	.. .. .
„ Leased, or Worked Jointly .. .. .	.. .. .	.. .. .
„ over which the Company exercises Running Powers .. .. .	.. .. .	.. .. .
TOTAL	38 68	38 68

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number	1913
		Number
Tender Engines		
Tank Engines—		
2 6 0	7	7
2 6 2	1	1
	8	8
Tenders ... ..	..	..

(B.)—Rail Motor Vehicles.

(Not applicable to this Company.)

(C.)—Trains Worked by Electric Power.

(Not applicable to this Company.)

(D.)—Coaching Vehicles (other than Electric).

(E.)—Merchandise and Mineral Vehicles.

Description	Number	Seats or Berths.				Year 1913		Description.	Number	Year
		1st Class	2nd Class	3rd Class	Total	Number	1913			
										Number
PASSENGER CARRIAGES.										
Carriages of uniform Class ..	16	..	..	466	466	16	166	Open Wagons—	4	4
Composite Carriages...	4	60	..	48	108	4	108	Under 8 tons ... ..	..	..
Restaurant Cars	..	..	..	..	..	..	..	8 and up to 12 tons ... ..	..	..
Miscellaneous	..	..	..	..	..	..	..	Over 12 and up to 20 tons ... ..	..	..
								Over 20 tons (other than special)	..	..
TOTAL ..	20	60	..	514	574	20	574	Covered Wagons—	30	30
Sleeping ..	..	..	..	..	..	..	..	Under 8 tons	3	3
Total Passenger Carriages ...	20							8 and up to 12 tons ... ..	..	..
OTHER COACHING VEHICLES ..								Over 12 and up to 20 tons ... ..	..	..
Post Office Vans	..							Over 20 tons ... ..	..	..
Luggage, Parcel and Brake Vans	..							Special Wagons (for loads of exceptional dimensions and weight)		
Carriage Trucks	..							Cattle Trucks	32	32
Horse Boxes	1							Rail and Timber Trucks, including Twin Trucks	2	2
Miscellaneous	..							Brake Vans ... ..	..	..
Total other Coaching Vehicles ..	1							Miscellaneous ... ..	..	..
Total Coaching Vehicles ...	21							Total		

(F.)—Railway Service Vehicles and Horses for Shunting.

Description.	Number	Year 1913
		Number
Gasholder Trucks ... ..	..	..
Locomotive Coal Wagons	6	6
Ballast Wagons ... ..	..	..
Mess and Tool Vans ... ..	..	..
Breakdown Cranes ... ..	..	..
Travelling Cranes ... ..	..	..
Miscellaneous ... ..	..	..
Total	6	6
Horses for Shunting		

**III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS,
GOODS AND PASSENGERS.**

Description.	Number.	Year 1913
		Number
Goods and Parcels Road Vehicles:—		
Road Motors for Goods and Parcels		
Horse Wagons and carts	Nil	Nil
Miscellaneous		
Total ...	Nil	Nil
Passenger Road Vehicles		
Road motors		
Tramcars		
Omnibuses	Nil	Nil
Cabs		
Miscellaneous		
Total ...	Nil	Nil
Horses for road vehicles	Nil	Nil

IV.—STEAMBOATS.

(Not applicable to this Company.)

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTELS.

(Not applicable to this Company.)

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage	
Agricultural Land ... ..	..
Urban and suburban land ... ..	..
Houses.	Number.	Number
		1913
Labouring class dwellings ... ..	..	..
Houses and cottages for Company's servants	14	14
Other houses and cottages ... ..	..	..

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (Abstract A.)

Quantities of Principal Materials used—													1914	Year 1913
Ballast	...	...	...	...	...	...	...	...	...	...	...	...	125 Yards	250
Fencing	...	...	...	...	...	...	...	...	...	...	...	...	..	..
Rails	...	...	...	...	...	...	...	...	...	...	...	...	433 Tons	340
Sleepers	...	...	...	...	...	...	...	...	...	...	...	...	4000	8700
Miles Maintained—														
Miles of Road	...	...	...	...	...	...	...	...	...	...	...	...	37.40	37.40
Miles of Road reduced to Single Track—														
(a) Running Lines	...	...	...	...	...	...	...	...	...	...	...	...	37.40	37.40
(b) Sidings	...	...	...	...	...	...	...	...	...	...	...	...	1.28	1.28
Miles of Track renewed	...	...	...	...	...	...	...	...	...	...	...	...	3	3½

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (Abstract B.)

										In Company's Workshops	By Contract.	Total.	Year 1913 Total	
Locomotives Renewed	...	...	...	...	...	...	...	...	...	1	..	1	1
Locomotives Repaired—														
Light Repairs	...	...	...	...	...	...	...	...	...	4	..	4	4
Heavy Repairs	...	...	...	...	...	...	...	...	...	1	..	1	2
Locomotives under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	3	..	3	1
Rail Motor and Electric—														
Train Vehicles, etc., Renewed	...	...	...	...	...	...	...	...	...	..	..	..	..
Train Vehicles, etc., Repaired	...	...	...	...	...	...	...	...	...	..	..	..	..
Heavy Repairs	...	...	...	...	...	...	...	...	...	..	..	..	..
Light Repairs	...	...	...	...	...	...	...	...	...	..	..	..	..
Train Vehicles, etc., under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	..	..	..	..
Coaching Vehicles—														
(a) Carriages Renewed	...	...	...	...	...	...	...	...	...	..	..	..	..
Carriages Repaired—														
Heavy Repairs	...	...	...	...	...	...	...	...	...	7	..	7	4
Light Repairs	...	...	...	...	...	...	...	...	...	14	..	14	12
Carriages under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	1	..	1	..
(b) Others Renewed	...	...	...	...	...	...	...	...	...	..	..	..	..
Others Repaired—														
Heavy Repairs	...	...	...	...	...	...	...	...	...	..	..	..	..
Light Repairs	...	...	...	...	...	...	...	...	...	..	..	..	..
Others under or awaiting Repairs at end of year	...	...	...	...	...	...	...	...	...	..	..	..	..
Wagons Renewed	...	...	...	...	...	...	...	...	...	1	..	1	1
Wagons Repaired—														
Heavy Repairs	...	...	...	...	...	...	...	...	...	11	..	11	11
Light Repairs	...	...	...	...	...	...	...	...	...	17	..	17	19
Wagons under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...	1	..	1	5

XII.—ENGINE MILEAGE.

YEAR 1913

	Train Miles (Loaded Trains)			Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Total Engine Miles.	Train Miles (Loaded Trains)			Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Total Engine Miles.	Other Miles (Assisting, Light, &c.)	Shunting Miles.	Total Engine Miles.			
	Coaching	Goods	Total	Coaching	Goods	Total		Coaching	Goods	Total	Coaching	Goods	Total					Coaching	Goods	Total
A.—Miles Run in Relation to the Company's Receipts—																				
Over the Company's System by the Company's Engines	*		81,545	*		81,545	*	9,110		9,110		82,608		82,608		8,823		97,209		
Over the Company's System by other Company's Engines		5,778		
Add Company's proportion (according to ownership) of miles run on joint account over Joint Lines not included in Abstract J.		
Total	*		81,545	*		81,545	*	9,110		9,110		82,608		82,608		8,823		97,209		
B.—Miles Run in Relation to the Company's Expenditure—																				
By the Company's Engines over Lines owned, leased, or worked by the Company	*		81,545	*		81,545	*	9,110		9,110		82,608		82,608		8,823		97,209		
By the Company's Engines over other Company's Lines		
Add Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J.		
Total	*		81,545	*		81,545	*	9,110		9,110		82,608		82,608		8,823		97,209		
C.—Miles Run by the Company's Engines—																				
Over Lines owned, leased, or worked by the Company	*		81,545	*		81,545	*	9,110		9,110		82,608		82,608		8,823		97,209		
Over all Joint Lines		
Over other Companies' Lines		
Total	*		81,545	*		81,545	*	9,110		9,110		82,608		82,608		8,823		97,209		

*All Trains are mixed Passenger and Goods.

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	d			£	d	
1st Class	7,035	668	22	7,012	7,253	674	21	7,225
2nd „								
3rd „	103,644	3,909	8	103,138	101,285	4,015	9	99,769
Workmen ... ..	..	..	..	..	..	..	..	..
Total	110,679	4,577	10	110,150	103,533	4,689	10	106,994
Season—								
1st Class	8	34	£4 5 0	8	8	35	4 7 6	8
2nd „								
3rd „	36	41	1 2 9	36	58	44	£1 3 2	38

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts	Average Receipt per Ton.	Tonnage originating on the Company's System.	Tonnage	Receipts	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons	£	d	Tons	Tons	£	d	Tons
Merchandise	15,926	4,220	63	14,236	16,015	3,964	55	13,000
Coal, Coke and Patent Fuel	506	76	36	506	1,340	187	33	1,340
Other Minerals	1,095	38	8	945	850	62	17	790
Total	17,527	4,334	59	15,687	18,205	4,213	55	15,130
	Number			Number originating on the Company's System.				Number originating on the Company's System.
Live Stock	17,126	819	11	17,126	21,102	955	10	21,102

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Description.	Tons
Minerals—	
Stone
Merchandise—	
Round Timber
Pigs, dead
Grass Seed

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAIN.

Description.	Number
Horses	135
Cattle	6438
Calves	235
Sheep	3036
Pigs	8266
Miscellaneous	16
Total	17,126

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

	1914	1913
	£	£
Total Expenditure on Capital Account (No. 4)	150,000	150,000
Gross Receipts from businesses carried on by the Company (No. 8)	10,494	10,880
Revenue Expenditure on ditto (No. 8)	4,559	14,180
Net Receipts on ditto (No. 8)	LCSS 4,064	3,299
Miscellaneous Receipts Net (No. 8)	5,664	4,899
Total Net Income (No. 8)	1,600	1,600
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	..	..
Dividends on Guaranteed and Preference Stocks (No. 9)	1,600	1,600
Balance after payment of Preference Dividends (No. 9) ... ..	..	..
Dividend on Ordinary Stock (No. 9) ... ..	..	..
Rate per cent. ... ..	..	..
Appropriation to Reserve ... ..	..	..
Brought forward from previous years ... ..	..	..
Carried forward to subsequent years ... ..	..	..

T. J. O'CONNELL, 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 year, been maintained in good working condition and repair.

31st December, 1914.

G. A. E. HICKSON, Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK.

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

31st December, 1914.

M. BARRETT

THOMAS O'DONNELL,

Chairman of the Company.

(Signed for the Committee of Management)

T. J. O'CONNELL,

Secretary of the Company.

AUDITOR'S REPORT.

I report to the County Council that I have examined the foregoing Accounts and Balance Sheet of the Tralee and Dingle Railway Company, Ltd., with the Books of the Company and the Vouchers relating thereto. and have obtained all the information and explanations I have required.

In my opinion the said Accounts and Balance Sheet are properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given to me, and as shown by the Books of the Company, and that the Revenue Account for the year has been charged with all expenses which, in my judgment, ought to be paid thereout.

Killarney, 1st February, 1915.

EUGENE O'SULLIVAN, Auditor.

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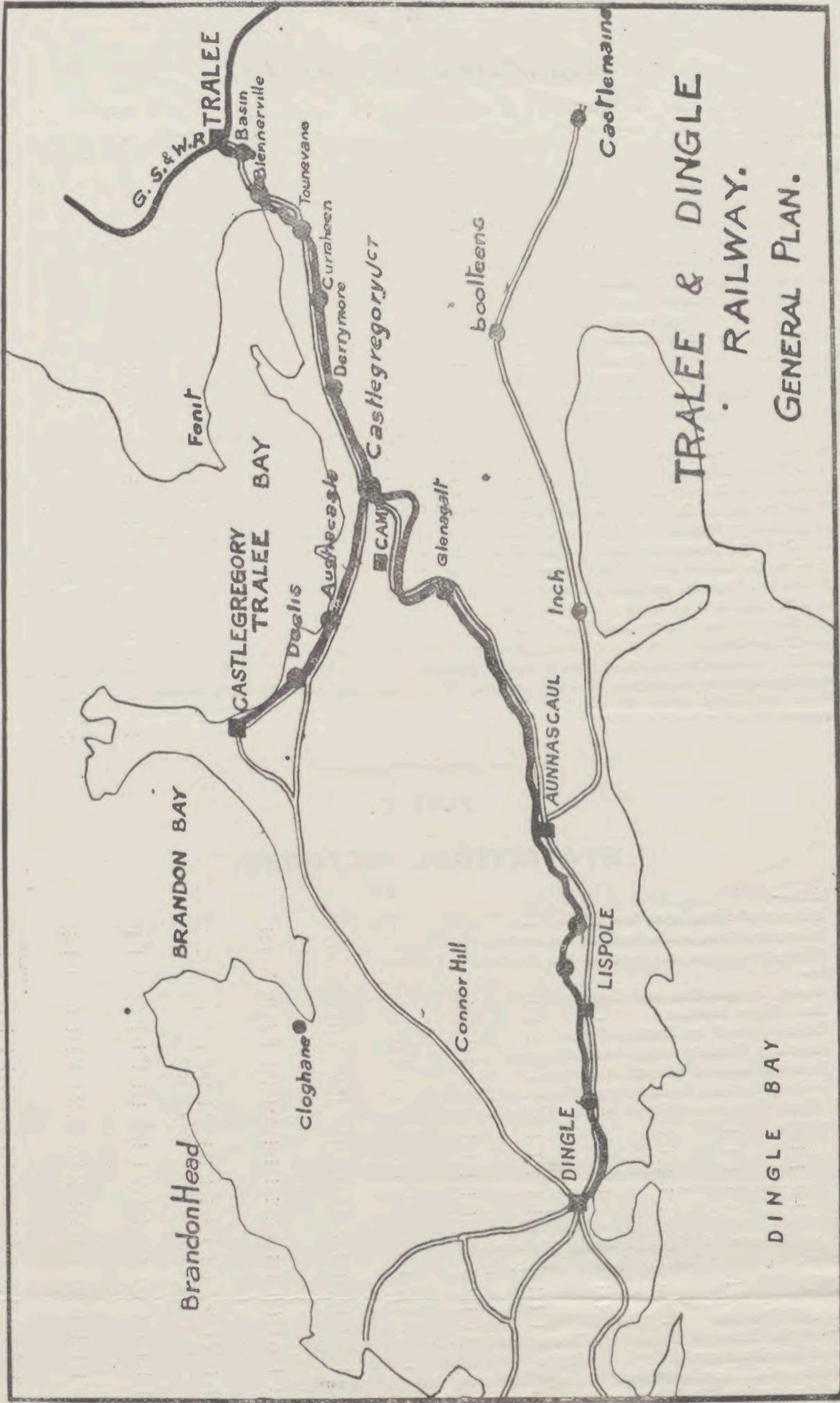
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**TRALEE & DINGLE
RAILWAY.
GENERAL PLAN.**

**Tralee & Dingle Railway Company,
LIMITED.**

**Report of the Committee of
Management.**

AND

Statement of Accounts

For Year ended 31st December, 1914.

NOTICE IS HEREBY GIVEN that the Yearly Ordinary General Meeting of the Shareholders of the Tralee and Dingle Railway Company, Limited, will be held at the offices of the Company, Tralee, on **TUESDAY**, the 16th day of **MARCH**, 1915, at 1 p.m., to receive Report of the Committee and Statement of Accounts, and to transact other usual Business.

Dated this 1st day of March, 1915.

T. J. O'CONNELL,
Secretary.

Shareholders are requested in case of change of address at any time to notify the same in writing to the Secretary. The address at present registered is that to which this Report is now forwarded. Passes may be obtained to attend Yearly Meeting on timely written application to Secretary.

Quinnell, Tralee

THE
Crace and Fenit Railway Company.

REPORT OF DIRECTORS

AND
STATEMENT OF ACCOUNTS TO 31ST DEC., 1914,

TO BE SUBMITTED AT THE

GENERAL MEETING OF THE SHAREHOLDERS,

TO BE HELD AT THE OFFICES OF THE COMPANY,

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

On TUESDAY, the 23rd of FEBRUARY, 1915

AT 2.30 O'CLOCK P.M.

Directors.

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

Chairman

HECTOR FRANCIS MONRO, ESQ.,

Abbeymead, Chislehurst.

ST. JOHN HENRY DONOVAN, ESQ., J.P.,

Seafield, Spa, Tralee.

SAMUEL GORDON FRASER, ESQ.,

Askive, Kenmare, Co. Kerry.

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, 11, Victoria Street, London, S.W., on Tuesday, the 23rd day of February, 1915, at 2.30 o'clock p.m., for the purpose of receiving the Directors' Report, with Statement of Accounts, for the Half-year ended 31st December, 1914, for the re-election of Directors, and for the general business of the Company.

The transfer books of the Company will be closed from the 16th day of February, 1915, until after the meeting.

Dated this 6th day of February, 1915.

By order,

JAMES GEORGE VOKES,

Secretary.

11, VICTORIA STREET,

LONDON, S.W.

TRALEE AND FENIT RAILWAY COMPANY.

DIRECTORS' REPORT

For the Half-Year ended 31st December, 1914.

The Directors in submitting their Fifty-fifth Report with Statement of Accounts for the Half-year ended the 31st December, 1914, have to state that the Returns indicate a decrease of £31 5s. 7d. in comparison with those for the Half-year ended the 31st December, 1913.

The Gross Receipts for the Half-year amount to £2,355 15s. 2d., and the Net Receipts, after deducting working expenses, to £942 6s. 1d., as against £2,387 0s. 9d. and £,954 16s. 4d. respectively for the corresponding Half-year of 1913.

The number of Passengers carried was 14,809, representing £330 17s. 3d., as against 17,327, representing £376 7s. 6d., a decrease in number of 2,518, and in receipts of £45 10s. 3d.

The Goods have increased by 4,824 tons, and by £289 10s. 8d. in receipts.

The Minerals have decreased by 4,025 tons, and by £199 18s. 8d. in receipts.

Parcels and miscellaneous, &c., traffic indicates a decrease of £75 6s. 11d., partly owing to a special item of nearly £60 having been brought into account in the comparative Half-year of 1913.

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	Gross receipts.			Net receipts.			Earnings per mile per week.			Number of passengers.	Goods and minerals.
	£	s.	d.	£	s.	d.	£	s.	d.			Tons.
31st Dec., 1887 ...	479	5	9	191	14	4	2	6	1	16,927	1,235
30th June, 1888 ...	346	16	3	138	14	6	1	13	4	9,281	1,459
31st Dec., 1888 ...	379	12	0	151	16	10	1	16	6	13,755	1,055
30th June, 1889 ...	669	3	11	267	13	7	3	4	4	10,487	5,546
31st Dec., 1889 ...	775	9	10	310	3	11	3	14	7	14,794	9,262
30th June, 1890 ...	721	4	10	288	9	11	3	9	4	8,725	8,316
31st Dec., 1890 ...	896	11	4	358	12	6	4	6	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	1	3	14	7	11,280	9,703
30th June, 1892 ...	605	14	8	242	5	10	2	18	3	7,655	7,086
31st Dec., 1892 ...	637	14	7	255	1	10	3	1	4	9,625	7,964
30th June, 1893 ...	806	13	5	322	13	4	3	17	7	9,784	5,806
31st Dec., 1893 ...	371	12	11	148	13	2	1	15	9	11,759	2,584
30th June, 1894 ...	1,169	5	11	467	14	4	5	12	5	10,068	12,087
31st Dec., 1894 ...	779	5	1	311	14	0	3	14	11	12,651	7,101
30th June, 1895 ...	1,101	6	9	440	10	8	5	5	11	11,594	11,637
31st Dec., 1895 ...	708	0	3	283	4	1	3	8	1	10,630	7,559
30th June, 1896 ...	1,116	17	9	446	15	1	5	7	5	13,162	7,086
31st Dec., 1896 ...	833	12	7	333	9	0	4	0	2	12,598	8,774
30th June, 1897 ...	996	8	1	398	11	3	4	15	10	11,017	9,848
31st Dec., 1897 ...	961	4	2	384	9	8	4	12	5	12,246	11,658
30th June, 1898 ...	1,401	6	1	560	10	5	6	14	9	11,775	13,044
31st Dec., 1898 ...	189	18	3	75	19	4	0	18	3	11,606	1,104
30th June, 1899 ...	412	18	6	165	3	5	1	19	8	11,153	597
31st Dec., 1899 ...	858	5	3	343	6	1	4	2	6	14,279	6,433
30th June, 1900 ...	819	14	7	327	17	10	3	18	10	10,423	6,475
31st Dec., 1900 ...	834	4	10	333	13	11	4	0	3	12,957	10,870
30th June, 1901 ...	1,379	2	7	551	13	0	6	12	7	13,887	16,117
31st Dec., 1901 ...	1,220	2	7	488	1	0	5	17	4	12,593	13,072
30th June, 1902 ...	1,543	11	3	617	8	6	7	8	5	11,194	18,472
31st Dec., 1902 ...	1,429	0	8	571	12	3	6	17	5	16,158	16,945
30th June, 1903 ...	1,317	15	11	527	2	4	6	6	8	13,702	12,819
31st Dec., 1903 ...	1,481	9	11	592	12	0	7	2	5	14,198	18,969
30th June, 1904 ...	1,587	1	2	634	16	6	7	12	7	16,144	18,452
31st Dec., 1904 ...	2,208	19	4	883	11	9	10	12	5	15,665	27,399
30th June, 1905 ...	1,457	13	3	583	1	4	7	0	2	13,665	16,108
31st Dec., 1905 ...	1,670	18	10	668	7	6	8	0	7	14,033	21,610
30th June, 1906 ...	1,808	11	6	723	8	7	8	13	11	12,355	22,972
31st Dec., 1906 ...	2,059	1	2	823	12	6	9	18	0	16,665	25,844
30th June, 1907 ...	1,950	3	9	780	1	6	9	7	6	11,528	25,685
31st Dec., 1907 ...	2,594	10	9	1,037	16	4	12	9	6	17,373	34,256
30th June, 1908 ...	1,894	18	9	757	19	6	9	2	2	12,534	28,176
31st Dec., 1908 ...	1,649	13	9	659	17	6	7	18	7	15,382	26,361
30th June, 1909 ...	1,597	4	10	638	17	11	7	13	7	11,943	24,598
31st Dec., 1909 ...	2,281	4	0	912	9	7	10	19	4	17,784	34,390
30th June, 1910 ...	1,836	10	4	734	12	2	8	16	7	12,653	27,548
31st Dec., 1910 ...	2,159	5	8	863	14	3	10	7	7	19,500	31,474
30th June, 1911 ...	2,266	17	0	906	14	10	10	18	0	16,451	34,282
31st Dec., 1911 ...	2,203	1	4	881	4	6	10	11	10	20,234	32,286
30th June, 1912 ...	1,779	3	4	711	13	4	8	11	1	10,753	27,629
31st Dec., 1912 ...	2,076	8	5	830	11	4	9	19	8	14,428	31,832
30th June, 1913 ...	2,006	18	7	802	15	5	9	12	11	12,416	31,247
31st Dec., 1913 ...	2,387	0	9	954	16	4	11	9	6	17,327	35,960*
30th June, 1914 ...	2,061	15	5	824	14	2	9	18	3	12,003	33,343
31st Dec., 1914 ...	2,355	12	2	942	6	1	11	6	6	1,4809	36,759

* Reduced (in accordance with subsequent correction by Working Company) from 38,848 tons, which originally appeared in December accounts.

The Directors retiring at this meeting are Hector Francis Munro, Esq., and Samuel Gordon Fraser, Esq., who offer themselves for re-election.

11, VICTORIA STREET, LONDON,

15th February, 1915.

DEVON, *Chairman.*

TRALEE AND FENIT RAILWAY COMPANY.

31ST DECEMBER, 1914.

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

ACTS OF PARLIAMENT.	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock or Shares.	Loans.	Total.	Stock or Shares.	Loans.	Total.	Stock or Shares.	Loans.	Total.
	I. The Tralee and Fenit Railway Act, 1880	£ 45,000	£ 15,000	£ 60,000	£ 45,000	£ 15,000	£ 60,000	£ ...	£ ...
	45,000	15,000	60,000	45,000	15,000	60,000	...	...	...

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

DESCRIPTION.	AMOUNT CREATED.		AMOUNT RECEIVED.		CALLS IN ARREAR.		AMOUNT UNCALLED.		AMOUNT UNISSUED.	
	£		£		£		£		£	
Ordinary Shares	15,000		13,850		1,150		...		...	...
Guaranteed Shares	30,000		30,000		...		...		...	...
	45,000		43,850		1,150		...		...	...

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

	Raised by Loans.		Raised by issue of Debenture Stock.	Total raised by Loans and Debenture Stock.
	At 5 per cent.	Total Loans.		
Existing at 30th June, 1914	£	£		£
Existing at 31st December, 1914	15,000	15,000	Nil.	15,000
	15,000	15,000	Nil.	15,000
Increase . . . . .	...	...	...	...
Decrease . . . . .	...	...	...	...

Total amount authorized to be raised by Loans and Debenture Stock as per Statement No. 1 £
 Total amount raised by Loans as above 15,000
 15,000

Balance, being available borrowing powers at 31st December, 1914

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

Dr.	Amount Expended to 30th June, 1914.	Amount Expended this Half-year.	Total.	Amount Received to 30th June, 1914.		Amount Received this Half-year.	Total.	Cr.
				£ s. d.	£ s. d.			
TO EXPENDITURE:—								
On Land Works, &c.	£ 70,741 2 9	...	£ 70,741 2 9	£ 43,850 0 0	0 0	...	£ 43,850 0 0	
				£ 15,000 0 0	0 0	...	£ 15,000 0 0	
				58,850 0 0	0 0		58,850 0 0	
				Balance to General Balance Sheet No. 13			11,891 2 9	
			£ 70,741 2 9				£ 70,741 2 9	

BY RECEIPTS:—
 Shares, as per Acct. No. 2 43,850 0 0
 Loans, as per Acct. No. 3 15,000 0 0

No. 5.—Details of the Capital Expenditure.

	Half-year ended 31st Dec., 1914.
<i>Nil.</i>	£ s. d. <i>Nil.</i>

No. 6.—Return of Working Stock.

Does not apply, the Line being worked by the Great Southern and Western Railway Company.

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

On Lines in course of construction	£ s. d. <i>Nil.</i>
--	------------------------

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

		To 31st Dec., 1914.
<i>Nil.</i>		
<i>Nil.</i>		

No. 9.—Revenue Account.

Dr.

Cr.

Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.	EXPENDITURE.	Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.	RECEIPTS.	Half-year ended 31st Dec., 1914.
£ s. d.	£ s. d.		£ s. d.	£ s. d.		£ s. d.
1,432 4 5	1,413 9 1	To Working Expenses	376 7 6	330 17 3	By Passengers	330 17 3
		60 per cent. of Receipts paid to the Great Southern and Western Railway Company	120 13 8	45 6 9	„ Parcels and Miscellaneous	45 6 9
171 4 3	170 13 2	General Charges	985 8 0	1,274 18 8	„ Goods	1,274 18 8
16 0 0	16 0 0	„ Traffic Inspector's Salary	891 17 1	691 18 5	„ Minerals	691 18 5
30 5 0	30 5 0	„ Law Costs	7 10 0	7 10 0	„ Mails	7 10 0
39 12 9	37 8 6	„ Arbitration Expenses	5 4 6	5 4 1	„ Rents	5 4 1
1,689 6 5	1,667 15 9		2,387 0 9	2,355 15 2	„ Transfer Fees	2,355 15 2
697 16 10	688 4 5	„ Balance to Net Revenue No. 10	0 2 6	0 5 0		0 5 0
£2,387 3 3	£2,356 0 2		2,387 3 3	£2,356 0 2		£2,356 0 2

No. 10.—Net Revenue Account.

Dr.		Or.	
Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.	Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
9,441 14 10	9,017 5 6	697 16 10	688 4 5
To Balance from last Half-year			By Balance brought from Revenue Account No. 9
375 0 0	375 0 0	750 0 0	„ Barony of Trughenackmy, in the County Kerry
750 0 0	750 0 0	9,169 4 2	„ Balance to General Balance Sheet, No. 13
50 6 2	51 11 10	£10,617 1 0	£10,193 17 4
£10,617 1 0	£10,193 17 4		

No. 11.—Nil.

No. 12.—General Charges (Abstract E).

Dr.		Or.	
Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.	Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
50 0 0	50 0 0		
5 5 0	5 5 0		
98 10 0	98 10 0		
17 9 3	16 18 2		
£171 4 3	£170 13 2		

No. 13.—General Balance Sheet.

Dr.		Or.	
Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.	Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,145 16 6	2,145 16 6		
1,125 0 0	1,125 0 0		
10,083 8 7	10,083 8 7		
10,010 5 6	10,010 5 6		
£23,364 10 7	£23,364 10 7		
To Temporary Loans		By Cash at Bankers and on Deposit	
Interest accruing		„ Great Southern and Western Railway Company	
Outstanding Accounts		„ Outstanding Accounts	
Unpaid Interest		„ Barony of Trughenackmy	
		„ Balance at debit of Capital Account No. 4.	
		„ Balance at debit of Net Revenue Account No. 10	
		£23,364 10 7	£23,364 10 7

No. 14.—Mileage Statement.

Lines owned by Company	Miles Authorized.		Miles Constructed.		Miles to be Constructed.		Miles worked by Engines.	
	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>
	8	..	8	..	<i>Nil.</i>		8	..

No. 15.—Statement of Train Mileage.

Half-year ended 31st Dec., 1913.	Half-year ended 31st Dec., 1914.
<i>Miles.</i>	<i>Miles.</i>
Passenger Trains, Regular and Special	6,656
do.	4,864
10,984	11,520

DEVON, *Chairman of the Company.*
 JAMES GEORGE VOKES, *Secretary of the Company.*

AUDITOR'S CERTIFICATE.

I do hereby certify that I have examined the foregoing Accounts of the Tralee and Fenit Railway Company to the 31st December, 1914, and find the same to be a true statement according to the Books of the Company.

JNO. S. CHAPPELOW, F.C.A., } *Auditor.*
 10, Lincoln's Inn Fields,

12th February, 1915.

Waterford & Tramore Railway Company.

DIRECTORS—

CHARLES E. DENNY, Esq., Ballybrado, Cahir, Co. Tipperary, *Chairman*.
 WILLIAM GALLWEY, Esq., D.L., Rockfield, Tramore, *Deputy Chairman*.
 J. N. WHITE, Esq., J.P., Rocklands, Waterford.
 EDGAR WHITE, Esq., Gortmore, Waterford.
 H. W. D. GOFF, Esq., J.P., Maypark, Waterford.

REPORT OF THE DIRECTORS

TO BE SUBMITTED

To the Proprietors at the Annual General Meeting of the Company, to be held at the Company's Office, The Terminus, Waterford, at 12 o'clock noon, on Tuesday, the 23rd February, 1915.

HEREWITH we beg to submit Statement of Accounts for the year ended 31st December, 1914, duly certified by the Company's Auditors; and also the Statistical Returns for same period.

The Traffic Receipts are £7,622 13s. 11d. as compared with £8,432 1s. 3d. for the previous year—a decrease of £809 7s. 4d., due to the very unsettled state of the weather during the months of July and August, and the total cessation of Tourist Traffic during the latter month on account of the other Railways being appropriated for the purpose of carrying troops in connection with the war.

The Permanent Way Stations and Plant have been maintained in a thorough state of efficiency.

The Net Income on Account No. 8 is	....	....	....	....	....	....	....	£3456	7	9
Balance brought from last year's Account	....	....	....	....	....	....	....	2248	16	11
Total	....	....	....	....	....	....	....	£5705	4	8

Out of which has been paid or provided for—

Interest on Loans	....	....	....	....	....	....	....	£530	0	0
Dividend on Preference Shares	....	....	....	....	....	....	....	500	0	0
Interim Dividend on Original Shares	....	....	....	....	....	....	....	960	0	0
								£1990	0	0

Leaving a Balance of

....	£3715	4	8
------	------	------	------	------	------	------	------	-------	---	---

which your Directors recommend being appropriated as follows:—

Final Dividend on Original Shares at the rate of six per cent. per annum	1440	0	0
--	------	------	------	------	------	------	------	------	---	---

Balance forward to next year's Account	£2275	4	8
--	------	------	------	------	------	------	------	-------	---	---

The retiring Directors are Messrs. William Gallwey and Edgar White, and the retiring Auditor is Mr. H. J. Forde, all of whom are eligible and offer themselves for re-election.

CHARLES E. DENNY, *Chairman*
 ARTHUR PROSSOR, *Secretary*.

BOARD ROOM,
 WATERFORD.

Waterford and Tramore Railway.

FINANCIAL ACCOUNTS & STATISTICAL RETURNS FOR YEAR ENDED 31st DECEMBER, 1914.

PART 1. Financial Accounts.

No. 1 (a).—NOMINAL CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

SPECIAL ACTS.	CAPITAL AUTHORIZED.			CAPITAL CREATED.			BALANCE.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Waterford and Tramore Railway Act, 1851	48,000	16,000	64,000	48,000	16,000	64,000	—	—	—
Waterford and Tramore Railway Amendment Act, 1857	10,000	3,350	13,350	10,000	3,350	13,350	—	—	—
Total	58,000	19,350	77,350	58,000	19,350	77,350	—	—	—

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

DESCRIPTION.	Amount Created.	Amount Issued.	Nominal addition to or deductions from Capital.	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount Uncalled.	Amount Unissued
	£	£	£	£	£	£	£	£
Original Shares (4,800 at £10 each)	48,000	48,000	—	48,000	—	—	—	—
Five per cent. Preference Shares (1,000 at £10 each)	10,000	10,000	—	10,000	—	—	—	—
Total	58,000	58,000	—	58,000	—	—	—	—

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

	RAISED BY LOANS.		RAISED BY THE ISSUE OF DEBENTURE STOCK.				Total raised by Loans and Debenture Stock.	
	At 4 per cent.	Total.	Amount of Stock.	Existing Amount of Stock.				
				Nominal Additions or Deduction on Conversion.	At per cent.	Total De-benture Stock.		
	£	£	£	£	£	£	£	
Existing at 31st December, 1914	13,250	13,250	—	—	—	—	13,250	
Existing at 31st December, 1913	13,250	13,250	—	—	—	—	13,250	
Increase	—	—	—	—	—	—	—	
Decrease	—	—	—	—	—	—	—	
Total Amount authorized to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a)							£	19,350
Amount created but not yet available								6,100
Total Amount raised by Loans as above								13,250
Balance being available Borrowing Powers at 31st December, 1914								6,100

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

To Expenditure.	Amount Expended to 31st Dec., '13.	Amount Expended during year as per No. 5.	Total.	By Receipts.	Amount Received to 31st Dec., 1913.	Amount Received during year.	Total.
	£ s. d.	£	£ s. d.		£	£	£ s. d.
Lines open for Traffic	62,701 6 9	—	62,701 6 9	Shares	58,000	—	58,000 0 0
Rolling Stock	12,018 13 3	—	12,018 13 3	Loans	13,250	—	13,250 0 0
Manufacturing and Repairing Works and Plant :—							
Land and Buildings	1,200 0 0	—	1,200 0 0				
Plant and Machinery	430 0 0	—	430 0 0				
Total Capital Expenditure on Railway			76,350 0 0				
Land Property not forming part of Railway Stations							
Used in connection with Railway Working				Total Receipts	—	—	71,250 0 0
Not used in connection with Railway Working			1,000 0 0	By Balance	—	—	6,100 0 0
TOTAL EXPENDITURE			77,350 0 0	TOTAL			77,350 0 0

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1914.

NIL.	
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No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

NIL.	
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No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Loan Capital authorized but not yet received as per Account No. 3	£ 6,100
Less Balance at Debit of Capital Account as per Statement No. 4	6,100
Balance	Nil.

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Superintendence—				
Salaries	11	1 0	17	18 9
Office Expenses	1	4 6	—	—
			12	5 6
Maintenance of Roads, Bridges, and Works—				
Bridges, Tunnels, Culverts, Retaining Walls and other Works	40	15 9	58	2 6
Roads and Fences	61	0 7	74	7 7
			101	16 4
Maintenance of Permanent Way—				
Renewal of Running Lines :—				
Wages	353	19 0	330	19 2
Materials	139	3 1	120	17 5
			493	2 1
Maintenance of Signalling				0 11 0
Maintenance of Stations and Buildings—				
Stations, Depots and Offices	157	12 8	163	12 2
Locomotive Workshop	6	11 7	3	13 6
Carriage Workshop	0	8 2	2	9 0
Other Buildings	4	11 10	158	15 0
			169	4 3
			776	8 2
			931	6 1

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.**1.—Locomotives.**

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Superintendence—				
Salaries		36 0 0	36	0 0
Repairs and Partial Renewals—				
Wages	192	19 8	190	0 10
Materials	139	15 7	113	15 0
		332 15 3	303	15 10
Workshop Expenses—				
Repair and Renewal of Machinery and Plant	4	10 7	2	6 10
Other Expenses	13	8 0	12	3 11
		17 18 7	14	10 9
		386 13 10	354	6 7

2.—Carriages.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Superintendence—				
Salaries		24 0 0	24	0 0
Repairs and Partial Renewals—				
Wages	159	3 3	138	8 11
Materials	155	12 11	133	7 10
		314 16 2	271	16 9
Purchase of New Carriage		—	620	0 0
Workshop Expenses—				
Repairs and Renewal of Machinery & Plant				
Other Expenses		6 11 2	6	4 6
		345 7 4	922	1 3
Total				

3.—Wagons.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Superintendence—				
Salaries		4 0 0	4	0 0
Repairs and Partial Renewals—				
Wages	28	7 4	21	5 6
Materials	20	12 0	17	16 2
		48 19 4	39	1 8
Workshop Expenses—				
Repair and Renewal of Machinery and Plant				
Other Expenses		0 10 0	1	0 0
		53 9 4	44	1 8
Total				

**ABSTRACT C.—
LOCOMOTIVE RUNNING EXPENSES.**

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Superintendence— Salaries	—	30 0 0	30	0 0
Steam Train Working— Wages connected with the running of Loco- motives	362 9 6		350 11 7	
Fuel	501 1 7		485 16 0	
Water	5 6 0		8 4 0	
Lubricants	30 12 8		24 5 11	
Other Stores including Clothing	19 8 7		23 2 7	
Miscellaneous	8 15 8		4 7 10	
		927 14 0	896 7 11	
Total		957 14 0	926 7 11	

**ABSTRACT D.—
TRAFFIC EXPENSES.**

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Salaries and Wages— Superintendence	—	125 0 0	125	0 0
Stationmasters & Clerks	169 5 6		158	5 8
Signalmen and Gatemen	40 11 9		39	0 9
Ticket Collectors and Porters, &c.	253 12 8		212	2 7
Guards	181 18 7		167	7 8
		645 8 6	576	16 8
Fuel Lighting, Water & General Stores	144 9 3		129	11 7
Clothing	26 11 6		19	18 0
Printing, Advertising, Stationery, Stamps, and Tickets	78 0 3		82	9 7
Wagon Covers	0 17 6		4	2 7
Railway Clearing House Expenses	10 2 9		11	3 5
Miscellaneous	9 6 4		24	8 9
Total		1,039 16 1	973	10 7

ABSTRACT E.—GENERAL CHARGES.

	£ s. d.		Year 1913.	
	£	s. d.	£	s. d.
Directors' Fees, voted by Shareholders	100	0 0	100	0 0
Salaries of Secretary and General Manager, Accountant, and Clerks	325	7 10	314	0 0
Less Proportion Charged to Traffic Superintendence	125	0 0	125	0 0
		200 7 10	189	0 0
Office Expenses	11	5 4	1	16 0
Fire Insurance	15	12 3	14	17 3
Superannuation and Benevolent Funds, Pensions, &c.	28	2 0	33	16 0
Subscriptions and Donations	5	5 0	5	5 0
Miscellaneous Expenses	11	17 1	12	8 10
Total	372	9 6	357	3 1

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£ s. d.		Year 1913.			£ s. d.		Year 1913.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Unpaid Interest and Dividends	42	17 7	42	17 7	By Capital Account, Balance at Debit thereof, as per Acct. No. 4	6,100	0 0	6,100	0 0
Interest and Dividends payable, accruing and provided for	240	3 2	241	19 0	Cash at Bankers and in hand	172	11 0	397	17 9
Accounts Payable	66	19 8	69	2 11	Cash on Deposit at In- terest	800	0 0	900	0 0
Liabilities Accrued	70	14 10	63	3 4		972	11 0	1,297	17 9
Miscellaneous Accounts	56	19 10	—	—	Stock of Stores and Materials	1,257	19 8	761	8 10
General Reserve	4,000	0 0	3,500	0 0	Accounts Receivable	98	2 10	95	2 8
Balance available for Dividend and Reserve, as per Account No. 9—					Miscellaneous Accounts	—	—	87	4 3
Dividends, 5,175 4 8			5,148	16 11	Amount due by Postmaster-General	14	6 3	14	6 3
Reserve	5,175	4 8	500	0 0					
			5,648	16 11					
Less Interim Dividends 1,210 0 0			1,210	0 0					
	3,965	4 8	4,438	16 11					
	8,442	19 9	8,355	19 9		8,442	19 9	8,355	19 9

PART II.

Statistical Returns.

I.—MILEAGE OF LINES.

(A) Mileage of Lines open for Traffic.

	RUNNING LINES.				Sidings.		Total Single Track and Sidings.	Year 1913.	
	Length of Road First Track.		Second Track.					Total of Single Track including Sidings.	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by the Company	7	20	—	—	68	8	8	8	8

(C) Mileage of Lines run over by the Company's Engines.

			Year 1913.	
	Miles.	Chains.	Miles.	Chains.
Lines owned by the Company	8	8	8	8

II.—ROLLING STOCK.

(A) Steam Locomotives.

Description.	Number.	Year 1913. Number.
Tank Engines—		
2—2—2	2	2
0—4—2	2	2

(D) Coaching Vehicles.

	No.	SEATS.			Year 1913.	
		1st Class.	3rd Class.	Total.	No.	Seats
Passenger Carriages—						
Carriages of Uniform Class	18	445	400	845	18	845
Composite Carriages	3	—	60	60	3	60
Total	21	445	460	905	21	905
Brake Vans	1	—	—	—	—	1

(E) Merchandise and Mineral Vehicles.

		Year 1913. Number.
Open Wagons		
Under 8 tons	9	9
Covered Wagons—		
Under 8 tons	2	2
Mineral Wagons	0	0
Total	11	11

VIII.—LAND AND PROPERTY.

		Year 1913.
Agricultural Land	—	—
Urban and Suburban Land	—	—
Houses and Cottages for Company's Servants	9	9
Other Houses and Cottages	—	—

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

Quantities of Principal Materials used—		Year 1913.
Ballast	850 yards	—
Fencing	¼ mile	¼ mile
Rails	— tons	—
sleepers	780	620
Miles maintained (Single Track)	7¼	—

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

	In Company's Workshops.	By Contract.	Total.	Year 1913. Total.
Locomotives Repaired—				
Heavy Repairs	—	—	—	1
Light Repairs	3	—	3	1
Locomotives under or awaiting repair at end of year	1	—	1	1
Carriages Repaired—				
Heavy Repairs	1	—	1	—
Light Repairs	21	—	21	17
Carriages under or awaiting repair at end of year	—	—	—	—
Wagons Repaired				
Heavy Repairs	—	—	—	2
Light Repairs	11	—	11	9
Wagons under or awaiting repair at end of year	—	—	—	—

XII.—ENGINE MILEAGE.

	Train Miles. Loaded Trains.			Total Train Miles including Empty Trains run for Traffic Purposes either in Forward or Return Journey.			Shunting Miles.		Other Miles (assisting Light, etc.)	Total Engine Miles.	YEAR 1913.									
	Train Miles. Loaded Trains.			Total Train Miles including Empty Trains run for Traffic Purposes, etc.			Shunting Miles.				Train Miles. Loaded Trains.			Total Train Miles including Empty Trains run for Traffic Purposes, etc.			Shunting Miles.		Other Miles (assisting Light, etc.)	Total Engine Miles.
	Coach-ing.	Goods.	Total.	Coach-ing.	Goods.	Total.	Coach-ing.	Goods.			Coach-ing.	Goods.	Total.	Coach-ing.	Goods.	Total.	Coach-ing.	Goods.		
A.—Miles run in relation to the Company's Traffic Receipts:—Over the Company's system by the Company's Engines	48908	—	48908	—	—	48908	611	484	21	50024	47343	—	47343	—	—	—	542	1090	—	48975
B.—Miles run in relation to the Company's Expenditure: Over the Company's system by the Company's Engines	48908	—	48908	—	—	48908	611	484	166	50169	47343	—	47343	—	—	—	542	1090	—	48975
Miles run by the Company's Engines:—Over lines owned by the Company	48908	—	48908	—	—	48908	611	484	166	50169	47343	—	47343	—	—	—	542	1090	—	48975

Most Trains are Mixed Passenger and Goods.

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	No.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1913.			
					No.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£ s. d.	d.			£ s. d.	d.	
Ordinary—								
1st Class	94,914	2,440 0 8	6.16	94,242	100,800	2760 1 0	6.57	99,532
3rd Class	222,020	3,484 6 1	3.76	208,868	235,851	4033 10 0	4.10	217,357
Total	316,934	5,924 6 9	4.49	303,110	336,651	6793 11 0	4.84	316,889
Season—								
1st Class	67	530 18 6	7 18 6	67	67	514 4 0	7 13 6	67
3rd Class	44	292 19 0	6 13 2	44	35	228 2 10	6 10 4	35

XIV.—GOODS TRAFFIC AND RECEIPTS BY PASSENGER TRAIN.

	Tonnage	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1913.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
		£	s. d.			£	s. d.	
Merchandise	1,842	210	2 3	521	2,151	238	2 2	563
Coal and Coke....	2,640	132	1 0	2,640	1,939	97	1 0	
Other Minerals	635	38	1 2	635	1,150	69	1 2	1,150
Total	5,117	380	1 6	3,796	5,240	404	1 6	1,713
Number					Number			
Live Stock	116	16	2 9		76	10	2 8	

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY MIXED TRAINS (Passenger and Goods).

	Tons.	Year 1913
		Tons.
Merchandise—		
Grain (Oats)	521	563
General Merchandise	1321	1588
Minerals—		
Coal and Coke	2640	1939
Stones and Gravel	635	1150
Total	5117	5240

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY MIXED TRAINS (Passenger and Goods).

Originating on the Company's System.	Number	Year 1913
		Number
Horses	55	34
Cattle	10	6
Calves	—	7
Sheep	—	—
Pigs	51	29
Miscellaneous	—	—
	116	76

XVI.—SUMMARY OF FINANCIAL RESULTS.

	1914.		1913.		£	s.	d.	£	s.	d.
	£	s. d.	£	s. d.						
Total Expenditure on Capital Account No. 4	77,350	0 0	77,350	0 0						
Gross Receipts from Business carried on by the Company, No. 8	7,622	13 11	8,432	1 3						
Revenue Expenditure on ditto (No. 8)	4,281	1 7	4,741	1 6						
Nett Receipts of ditto (No. 8)	3,341	12 4	3,690	19 9						
Miscellaneous Receipts, net (No. 8)	114	15 5	113	12 8						
Total Net Income (No. 8)	3,456	7 9	3,804	12 5						
Interest, Rentals, and other Fixed Charges (No. 9)	530	0 0	542	14 5						
Dividends on Preference Shares (No. 9)	500	0 0	500	0 0						
Balance after Payment of Preference Dividends (No. 9)	2,426	7 9	2,761	18 0						
Dividend on Ordinary Stock (No. 9)	2,400	0 0	2,400	0 0						
Rate per cent.		5%		5%						
Surplus	26	7 9	361	18 0						
Appropriation to Reserve	—	—	500	0 0						
Brought forward from previous years	2,248	16 11	2,386	18 11						
Carried forward to subsequent years	2,275	4 8	2,248	16 11						

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 year been maintained in good working condition and repair.

WATERFORD, 3rd February, 1915.

WILLIAM FRIEL,
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 year, been maintained in good order and repair.

WATERFORD, 3rd February, 1915.

E. G. JOHNSON,
Locomotive Engineer.

Signed for the Board of Directors

CHARLES E. DENNY,
Chairman of the Company.
ARTHUR PROSSOR,
Secretary of the Company

AUDITORS' CERTIFICATE

I Hereby Certify that the foregoing 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 year with all expenses which ought, in my judgment, to be paid thereout.

H. J. FORDE, *Auditor.*

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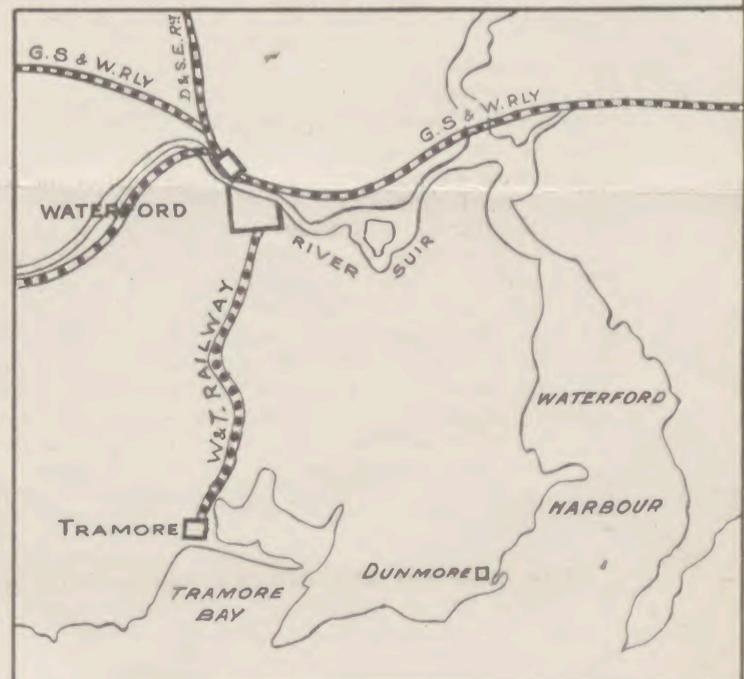
PART II.

Statistical Returns.

I.—Mileage of Lines—	
(A) Milage of Lines open for Traffic	10
*(B) Mileage of Lines authorised but not open for Traffic	10
(C) Mileage of Lines run over by the Company's Engines	10
II.—Rolling Stock—	
(A) Steam Locomotives and Tenders	10
*(B) Rail Motor Vehicles	10
*(C) Trains worked by Electric Power	10
(D) Coaching Vehicles (other than Electric)	10
(E) Merchandise and Mineral Vehicles	11
*(F) Railway Service Vehicles, and Horses for Shunting	11
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*IV.—Steamboats	11
*V.—Canals	11
*VI.—Docks, Harbours, and Wharves	11
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Railway Map OF IRELAND



**Waterford & Tramore Railway
Company.**

**REPORT OF THE DIRECTORS,
FINANCIAL ACCOUNTS,
AND
STATISTICAL RETURNS,**

For Year ended 31st December, 1914.

NOTICE IS HEREBY GIVEN THAT THE ANNUAL GENERAL MEETING OF THE PROPRIETORS OF THIS COMPANY WILL BE HELD AT THE COMPANY'S OFFICE, THE TERMINUS, WATERFORD, ON TUESDAY, THE 25th DAY OF FEBRUARY, 1915, AT 12 O'CLOCK NOON, FOR THE PURPOSE OF RECEIVING THE DIRECTORS' REPORT AND STATEMENT OF FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1914, AND OF TRANSACTING THE GENERAL BUSINESS OF THE COMPANY.

The Share Transfer Books will be closed from the 10th to the 25th February inclusive.

By Order of the Board,

ARTHUR PROSSOR,

Secretary.

Secretary's Office,
Waterford, 3rd February, 1915.

**ANNUAL MEETING, 23rd February, 1915.
DIVIDENDS PAYABLE, 1st March, 1915.**

