DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

# BANKING, RAILWAY AND SHIPPING STATISTICS, IRELAND.

[JUNE, 1912.]

Presented to both Houses of Parliament by Command of His Majesty.

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To

His Excellency JOHN CAMPBELL, EARL OF ABERDEEN, Lord Lieutenant-General and General Governor of Ireland.

MAY IT PLEASE YOUR EXCELLENCY,

I am directed by the Vice-President to submit to Your Excellency the following Report on the Banking, Railway, and Shipping Statistics of Ireland for the half-year ended the 30th June, 1912.

I have the honour to remain,
Your Excellency's faithful Servant,
T. P. GILL,
*Secretary.*

DEPARTMENT OF AGRICULTURE,
AND TECHNICAL INSTRUCTION FOR IRELAND,
UPPER MERRION STREET,
DUBLIN, *7th September*, 1912.

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# BANKING, RAILWAY, AND SHIPPING STATISTICS, IRELAND.

(JUNE, 1912.)

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# REPORT

TO THE

SECRETARY OF THE DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

SIR.

I have the honour to submit the following Half-yearly Report, January–June, 1912; on the Banking, Railway, and Shipping Statistics of Ireland.

As regards Banks and Banking in Ireland the Report states (I.) the deposits and cash balances in Joint Stock Banks; (II.) the deposits in Post Office and Trustees Savings Banks in Ireland; (III.) the amount of the Government Funds, India Stocks, and Guaranteed Land Stock, on which Dividends are payable at the Bank of Ireland, and (IV.) the Note Circulation of, and the amount of Coin held by, the Irish Banks of Issue.

As regards Railways in Ireland the Report states (1) the weekly traffic receipts; (2) the amount of Ordinary, Preferential and Guaranteed, and Loans and Debenture Stock, classed according to rate of dividend; (3) the average Rate of Dividend or Interest on each Description of Capital; (4) the amount of Capital, &c., as shown for each Railway in Ireland; (5) the length of Lines, Traffic, Gross Receipts, &c.; (6) the Working Expenditure, Net Receipts, and Rolling Stock; (7) the Receipts from Season and Periodical Tickets; and (8) the length of Light Railways and the names of the Companies by which such Railways are worked or are to be worked.

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As regards Shipping the Report states the total Tonnage of Vessels entered and cleared at the Ports of Ireland in each of the years 1901–1911, and the Number and Tonnage of Vessels entered and cleared at each of the Ports in Ireland in 1911.

Two Statistical Diagrams are placed in the Report to illustrate respectively the growth of Irish Banking and of Post Office and Trustees Savings Banks (page 12) and the Weekly Receipts of Irish Railways in each of the first 26 weeks of the years 1911 and 1912 (page 22).

## BANKS.

### *I. Deposits and Cash Balances in Joint Stock Banks.*

The deposits and cash balances in Joint Stock Banks amounted on the 30th June last to £57,752,000,* being the highest amount for June of which there is record, and £1,741,000 in excess of that for June, 1911. Comparing the deposits and cash balances since June, 1892—with the exception of a decrease in June, 1897—there has been a gradual increase from £34,565,000 in June, 1892, to £57,752,000 in June, 1912.

These figures are of considerable interest as indicating the growth of the operations and influence of Banking in Ireland. They do not, however, in themselves gauge the growth of "net savings." Such a growth and its extent could only be determined by a complete account of savings on the one hand, and of indebtedness on the other. Complete data for the latter account are not available, but it is estimated that the amount due to the Joint Stock Banks on the 30th June, 1912, on account of Bills Discounted, Advances to Customers, and Loans on Security was about £44,000,000.

* This amount is exclusive of £3,185,000 Government and other Public Accounts in the Bank of Ireland.

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**Table I.**—Showing the amount of Deposits and Cash Balances in Joint Stock Banks, on 30th June, 1892–1912, compiled from Returns furnished by the several Joint Stock Banks in Ireland.†

| DATE. | Amount. | Yearly Increase. | Yearly Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1892, 30th June, | 34,565,000 | 865,000 | – |
| 1893, ,, | 34,637,000 | 72,000 | – |
| 1894, ,, | 35,430,000 | 793,000 | – |
| 1895, ,, | 37,491,000 | 2,061,000 | – |
| 1896, ,, | 38,758,000 | 1,267,000 | – |
| 1897, ,, | 38,564,000 | – | 194,000 |
| 1898, ,, | 38,973,000 | 409,000 | – |
| 1899, ,, | 39,840,000 | 867,000 | – |
| 1900, ,, | 40,387,000 | 547,000 | – |
| 1901, ,, | 41,568,000 | 1,181,000 | – |
| 1902, ,, | 41,945,000 | 377,000 | – |
| 1903, ,, | 43,255,000 | 1,310,000 | – |
| 1904, ,, | 44,581,000 | 1,326,000 | – |
| 1905, ,, | 44,999,000 | 418,000 | – |
| 1906, ,, | 45,842,000 | 843,000 | – |
| 1907, ,, | 48,067,000 | 2,225,000 | – |
| 1908, ,, | 50,596,000 | 2,529,000 | – |
| 1909, ,, | 51,877,000 | 1,281,000 | – |
| 1910, ,, | 52,505,000 | 628,000 | – |
| 1911, ,, | 56,011,000 | 3,506,000 | – |
| 1912, ,, | 57,752,000 | 1,741,000 | – |

† The names and the dates of foundation of the Banks, the combined statistics of which are included in Tables I. and I. (A), are as follows. Those marked with an asterisk (*) are Banks of issue.

| Name. | Established. | Name. | Established. |
|---|---|---|---|
| *Bank of Ireland, | 1783. | *National Bank, | 1835. |
| *Northern Banking Company | 1824. | *Ulster Bank, | 1836. |
| Hibernian Bank, | 1825. | Royal Bank of Ireland, | 1836. |
| *Provincial Bank of Ireland, | 1825. | Munster & Leinster Bank, | 1885. |
| *Belfast Banking Company, | 1827. | | |

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In Table I. (A), the amounts of Deposits and Cash Balances are compared by half-years. It shows that there was an increase in June last of £657,000 over the amount recorded for the preceding December.

**Table I.** (A)—Showing the amount of Deposits and Cash Balances in Joint Stock Banks at the undermentioned dates, compiled from Returns furnished by the several Joint Stock Banks in Ireland.

| DATE. | Amount. | Increase. | Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1902, 30th June, . | 41,945,000 | – | 978,000 |
| „ 31st December, | 44,450,000 | 2,505,000 | – |
| 1903, 30th June, . | 43,255,000 | – | 1,195,000 |
| „ 31st December, | 45,399,000 | 2,144,000 | – |
| 1904, 30th June, | 44,581,000 | – | 818,000 |
| „ 31st December, | 46,115,000 | 1,534,000 | – |
| 1905, 30th June, . | 44,999,000 | – | 1,116,000 |
| „ 31st December, | 45,432,000 | 433,000 | – |
| 1906, 30th June, . | 45,842,000 | 410,000 | – |
| „ 31st December, | 47,909,000 | 2,067,000 | – |
| 1907, 30th June, . | 48,067,000 | 158,000 | – |
| „ 31st December, | 50,379,000 | 2,312,000 | – |
| 1908, 30th June, . | 50,596,000 | 217,000 | – |
| „ 31st December, | 52,068,000 | 1,472,000 | – |
| 1909, 30th June, . | 51,877,000 | – | 191,000 |
| „ 31st December, | 53,026,000 | 1,149,000 | – |
| 1910, 30th June, . | 52,505,000 | – | 521,000 |
| „ 31st December, | 54,936,000 | 2,431,000 | – |
| 1911, 30th June, . | 56,011,000 | 1,075,000 | – |
| „ 31st December, | 57,095,000 | 1,084,000 | – |
| 1912, 30th June, . | 57,752,000 | 657,000 | – |

## *II. Savings Banks.*

The balances of deposits in Savings Banks consist of two groups—those in the Post Office Savings Banks, which are

* For a note on the History of Savings Banks, see the half-yearly "Report on Banking, Railway, and Shipping Statistics, Ireland," for June, 1900, (*Cd.* 335—1900) issued by the Department.

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set out in Table II., and those in Trustees Savings Banks, shown in Table III.

### (*a*) *Post Office.*

It will be seen from Table II. that at the end of June of this year, the estimated amount in the Post Office Savings Banks in Ireland stood at £12,731,000, as compared with £12,253,000 for the corresponding period of 1911, showing an increase of £478,000.

**Table II.**—Showing the Estimated Balances in Post Office Savings Banks in Ireland on the 30th June, 1892–1912, compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

| DATE. | Amount. | Yearly Increase. | Yearly Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1892, 30th June, | 4,069,000 | 191,000 | – |
| 1893, ,, | 4,155,000 | 86,000 | – |
| 1894, ,, | 4,687,000 | 532,000 | – |
| 1895, ,, | 5,337,000 | 650,000 | – |
| 1896, ,, | 5,919,000 | 582,000 | – |
| 1897, ,, | 6,443,000 | 524,000 | – |
| 1898, ,, | 6,957,000 | 514,000 | – |
| 1899, ,, | 7,545,000 | 588,000 | – |
| 1900, ,, | 7,791,000 | 246,000 | – |
| 1901, ,, | 8,289,000 | 498,000 | – |
| 1902, ,, | 8,709,000 | 420,000 | – |
| 1903, ,, | 9,363,000 | 654,000 | – |
| 1904, ,, | 9,685,000 | 322,000 | – |
| 1905, ,, | 10,037,000 | 352,000 | – |
| 1906, ,, | 10,459,000 | 422,000 | – |
| 1907, ,, | 10,637,000 | 178,000 | – |
| 1908, ,, | 10,627,000 | – | 10,000 |
| 1909, ,, | 11,187,000 | 560,000 | – |
| 1910, ,, | 11,660,000 | 473,000 | – |
| 1911, ,, | 12,253,000 | 593,000 | – |
| 1912, ,, | 12,731,000 | 478,000 | – |

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Table II. (A) shows by half-years, for the past ten years, the accumulation of deposits in the Post Office Savings Banks. From this Table it appears that there has been a steady increase in each half-year up to and including that ending June, 1907, when the balance showed an increase of £49,000 as compared with the amount in December, 1906. In the half-year ended December, 1907, the balance to the credit of depositors showed a decrease of £59,000 as compared with the amount in June, 1907, but since then there has been an increase in each half-year; in June, 1912, an increase of £252,000 as compared with the amount in December, 1911.

**Table II.** (A)—Showing the Estimated Balances, at the undermentioned dates, in Post Office Savings Banks in Ireland; compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

| DATE. | Amount. | Increase. | Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1902, 30th June, . . | 8,709,000 | 271,000 | – |
| ,, 31st December, . | 9,043,000 | 334,000 | – |
| 1903, 30th June, . . | 9,363,000 | 320,000 | – |
| ,, 31st December, . | 9,549,000 | 186,000 | – |
| 1904, 30th June, . . | 9,685,000 | 136,000 | – |
| ,, 31st December, . | 9,847,000 | 162,000 | – |
| 1905, 30th June, . . | 10,037,000 | 190,000 | – |
| ,, 31st December, . | 10,230,000 | 193,000 | – |
| 1906, 30th June, . . | 10,459,000 | 229,000 | – |
| ,, 31st December, . | 10,588,000 | 129,000 | – |
| 1907, 30th June, . . | 10,637,000 | 49,000 | – |
| ,, 31st December, . | 10,578,000 | – | 59,000 |
| 1908, 30th June, . . | 10,627,000 | 49,000 | – |
| ,, 31st December, . | 10,837,000 | 210,000 | – |
| 1909, 30th June, . . | 11,187,000 | 350,000 | – |
| ,, 31st December, . | 11,419,000 | 232,000 | – |
| 1910, 30th June, . . | 11,660,000 | 241,000 | – |
| ,, 31st December, . | 11,931,000 | 271,000 | – |
| 1911, 30th June, . . | 12,253,000 | 322,000 | – |
| ,, 31st December, . | 12,479,000 | 226,000 | – |
| 1912, 30th June, . . | 12,731,000 | 252,000 | – |

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## (*b*) *Trustees.*

Table III. shows the amount of deposits at the middle of each year from 1892 to 1912, in Trustees Savings Banks. There is an increase of £42,000 in the balances for June, 1912, as compared with those for June, 1911.

**Table III.**—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, on 30th June, 1892–1912; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

| DATE. | Amount. | Yearly Increase. | Yearly Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1892, 30th June, | 1,958,000 | – | 14,000 |
| 1893, ,, | 1,856,000 | – | 102,000 |
| 1894, ,, | 1,940,000 | 84,000 | – |
| 1895, ,, | 2,034,000 | 94,000 | – |
| 1896, ,, | 2,128,000 | 94,000 | – |
| 1897, ,, | 2,211,000 | 83,000 | – |
| 1898, ,, | 2,249,000 | 38,000 | – |
| 1899, ,, | 2,307,000 | 58,000 | – |
| 1900, ,, | 2,295,000 | – | 12,000 |
| 1901, ,, | 2,340,000 | 45,000 | – |
| 1902, ,, | 2,392,000 | 52,000 | – |
| 1903, ,, | 2,467,000 | 75,000 | – |
| 1904, ,, | 2,467,000 | – | – |
| 1905, ,, | 2,459,000 | – | 8,000 |
| 1906, ,, | 2,490,000 | 31,000 | – |
| 1907, ,, | 2,496,000 | 6,000 | – |
| 1908, ,, | 2,446,000 | – | 50,000 |
| 1909, ,, | 2,466,000 | 20,000 | – |
| 1910, ,, | 2,501,000 | 35,000 | – |
| 1911, ,, | 2,557,000 | 56,000 | – |
| 1912, ,, | 2,599,000 | 42,000 | – |

Table III. (A) gives information by half-years from 1902 to 1912 for the Trustees Savings Banks. There is an increase of £33,000 in the balance for 30th June, 1912, as compared with that for 31st December, 1911.

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**Table III.** (A)—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, at the undermentioned dates; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

| DATE. | Amount. | Increase. | Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1902, 30th June, . | 2,392,000 | 33,000 | – |
| „ 31st December, | 2,427,000 | 35,000 | – |
| 1903, 30th June, . | 2,467,000 | 40,000 | – |
| „ 31st December, | 2,457,000 | – | 10,000 |
| 1904, 30th June, . | 2,467,000 | 10,000 | – |
| „ 31st December | 2,455,000 | – | 12,000 |
| 1905, 30th June, . | 2,459,000 | 4,000 | – |
| „ 31st December, | 2,462,000 | 3,000 | – |
| 1906, 30th June, . | 2,490,000 | 28,000 | – |
| „ 31st December, | 2,488,000 | – | 2,000 |
| 1907, 30th June, . | 2,496,000 | 8,000 | – |
| „ 31st December, | 2,448,000 | – | 48,000 |
| 1908, 30th June, . | 2,446,000 | – | 2,000 |
| „ 31st December, | 2,437,000 | – | 9,000 |
| 1909, 30th June, . | 2,466,000 | 29,000 | – |
| „ 31st December, | 2,475,000 | 9,000 | – |
| 1910, 30th June, . | 2,501,000 | 26,000 | – |
| „ 31st December, | 2,515,000 | 14,000 | – |
| 1911, 30th June, . | 2,557,000 | 42,000 | – |
| „ 31st December, | 2,566,000 | 9,000 | – |
| 1912, 30th June, . | 2,599,000 | 33,000 | – |

Tables IV. and IV. (A) show the progress of the total accumulation of small savings in Post Office and Trustees Banks in Ireland. From Table IV. it will be seen that the total amount in the Post Office and Trustees Savings Banks in Ireland in June, 1912, was £15,330,000, as compared with £14,810,000 for the corresponding period of the year 1911, an increase of £520,000.

It will also be observed from Table IV. that there has been an increase in each year from 1892 to 1912, except in 1893 and 1908, and that the balance in Savings Banks on the 30th June, 1912, was more than two and half times the amount to the credit of depositors in June of the year 1892, the first year for which statistics are given in the Table.

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**Table IV.**—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. and III.

| DATE. | Amount. | Yearly Increase. | Yearly Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1892, 30th June, | 6,027,000 | 177,000 | – |
| 1893, ,, | 6,011,000 | – | 16,000 |
| 1894, ,, | 6,627,000 | 616,000 | – |
| 1895, ,, | 7,371,000 | 744,000 | – |
| 1896, ,, | 8,047,000 | 676,000 | – |
| 1897, ,, | 8,654,000 | 607,000 | – |
| 1898, ,, | 9,206,000 | 552,000 | – |
| 1899, ,, | 9,852,000 | 646,000 | – |
| 1900, ,, | 10,086,000 | 234,000 | – |
| 1901, ,, | 10,629,000 | 543,000 | – |
| 1902, ,, | 11,101,000 | 472,000 | – |
| 1903, ,, | 11,830,000 | 729,000 | – |
| 1904, ,, | 12,152,000 | 322,000 | – |
| 1905, ,, | 12,496,000 | 344,000 | – |
| 1906, ,, | 12,949,000 | 453,000 | – |
| 1907, ,, | 13,133,000 | 184,000 | – |
| 1908, ,, | 13,073,000 | – | 60,000 |
| 1909, ,, | 13,653,000 | 580,000 | – |
| 1910, ,, | 14,161,000 | 508,000 | – |
| 1911, ,, | 14,810,000 | 649,000 | – |
| 1912, ,, | 15,330,000 | 520,000 | – |

Table IV. (A), in which the amount of small savings is set forth by half-years for the past ten and a half years, shows that during that period, the half-yearly balances in Savings Banks in Ireland continuously increased, except for the period ending December, 1907, when there was a decrease of £107,000. The increase in the six months ended 30th June last is £73,000 over the average increase for the twenty other half-yearly periods covered by the Table. As between the Post Office Savings Banks and the Trustees Savings Banks the net increase of £285,000 in the balances for the June half-year, 1912, is made up of an increase of £252,000 in the case of the former, and an increase of £33,000 in the case of the latter.

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**Table IV.** (A)—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. (A) and III. (A).

| DATE. | Amount. | Increase. | Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1902, 30th June, . | 11,101,000 | 304,000 | – |
| „ 31st December, | 11,470,000 | 369,000 | – |
| 1903, 30th June, . | 11,830,000 | 360,000 | – |
| „ 31st December, | 12,004,000 | 174,000 | – |
| 1904, 30th June, . | 12,152,000 | 148,000 | – |
| „ 31st December, | 12,302,000 | 150,000 | – |
| 1905, 30th June, . | 12,496,000 | 194,000 | – |
| „ 31st December, | 12,692,000 | 196,000 | – |
| 1906, 30th June, . | 12,949,000 | 257,000 | – |
| „ 31st December, | 13,076,000 | 127,000 | – |
| 1907, 30th June, . | 13,133,000 | 57,000 | – |
| „ 31st December, | 13,026,000 | – | 107,000 |
| 1908, 30th June, . | 13,073,000 | 47,000 | – |
| „ 31st December, | 13,274,000 | 201,000 | – |
| 1909, 30th June, . | 13,653,000 | 379,000 | – |
| „ 31st December, | 13,894,000 | 241,000 | – |
| 1910, 30th June, . | 14,161,000 | 267,000 | – |
| „ 31st December, | 14,446,000 | 285,000 | – |
| 1911, 30th June, . | 14,810,000 | 364,000 | – |
| „ 31st December, | 15,045,000 | 235,000 | – |
| 1912, 30th June, . | 15,330,000 | 285,000 | – |

The two tables which follow present some features of interest in connection with the subject of small savings. Table IV. (B) shows the balances in the Post Office and Trustees Banks in certain years since 1833. Table IV. (C) shows the number of accounts open in each class of Savings Banks on the 31st of December in each year of the period 1892–1911. The growth of the number of depositors in the case of the Post Office Savings Bank is remarkable, having about trebled in the twenty years, 1892 to 1911.

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**Table IV.** (B)—Showing the Estimated Balances of Deposits, on 30th of June of the undermentioned years, in the Post Office and Trustees Savings Banks respectively in Ireland; and also the total deposits for both.

| Year. | Post Office Savings Bank. | Trustees Savings Banks. | Total Deposits in Savings Banks in Ireland. |
|---|---|---|---|
| | £ | £ | £ |
| 1833, . | — | 1,380,718 | 1,380,718 |
| 1844, . | — | 2,749,107 | 2,749,107 |
| 1860, . | — | 2,143,082 | 2,143,082 |
| 1870, . | 633,000 | 2,062,758 | 2,695,758 |
| 1880, . | 1,481,000 | 2,063,000 | 3,544,000 |
| 1885, . | 2,325,000 | 2,022,000 | 4,347,000 |
| 1890, . | 3,585,000 | 2,035,000 | 5,620,000 |
| 1895, . | 5,337,000 | 2,034,000 | 7,371,000 |
| 1900, . | 7,791,000 | 2,295,000 | 10,086,000 |
| 1905, . | 10,037,000 | 2,459,000 | 12,496,000 |
| 1906, . | 10,459,000 | 2,490,000 | 12,949,000 |
| 1907, . | 10,637,000 | 2,496,000 | 13,133,000 |
| 1908, . | 10,627,000 | 2,446,000 | 13,073,000 |
| 1909, . | 11,187,000 | 2,466,000 | 13,653,000 |
| 1910, . | 11,660,000 | 2,501,000 | 14,161,000 |
| 1911, . | 12,253,000 | 2,557,000 | 14,810,000 |
| 1912, . | 12,731,000 | 2,599,000 | 15,330,000 |

**Table IV.** (C)—Showing the Number of Accounts remaining open in Post Office and Trustees Savings Banks in Ireland, at the end of each year of the period, 1892–1911. (*a.*)

| Year. | Post Office Savings Bank. | Trustees Savings Banks. | Total for Ireland. |
|---|---|---|---|
| | No. | No. | No. |
| 1892, . . . | 225,823 | 49,005 | 274,828 |
| 1893, . . . | 235,944 | 46,505 | 282,449 |
| 1894, . . . | 259,870 | 47,510 | 307,380 |
| 1895, . . . | 280,499 | 48,123 | 328,622 |
| 1896, . . . | 301,976 | 48,911 | 350,887 |
| 1897, . . . | 322,486 | 49,518 | 372,004 |
| 1898, . . . | 342,070 | 49,725 | 391,795 |
| 1899, . . . | 362,716 | 50,324 | 413,040 |
| 1900, . . . | 381,865 | 50,318 | 432,183 |
| 1901, . . . | 399,839 | 51,191 | 451,030 |
| 1902, . . . | 423,902 | 52,296 | 476,198 |
| 1903, . . . | 446,880 | 53,346 | 500,226 |
| 1904, . . . | 465,095 | 53,481 | 518,576 |
| 1905, . . . | 484,310 | 53,670 | 537,980 |
| 1906, . . . | 506,426 | 54,632 | 561,058 |
| 1907, . . . | 525,441 | 54,782 | 580,223 |
| 1908, . . . | 546,560 | 54,163 | 600,723 |
| 1909, . . . | 576,498 | 55,218 | 631,716 |
| 1910, . . . | 606,397 | 56,192 | 662,589 |
| 1911, . . . | 636,003 | 56,495 | 692,498 |

(*a.*) Statistical Abstract for the United Kingdom.

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*III. Government Funds, India Stocks, 2¾ per cent. Guaranteed Stock (Land Purchase Act,* 1891), *2¾ per cent. Guaranteed Stock (Land Purchase Act,* 1903), *and* 3 *per cent. Guaranteed Stock (Land Purchase Act,* 1909).

It will be seen from Table V. that on the 30th June last the total amount of the Government Funds, India Stocks, 2¾ per cent. Guaranteed Land Stock (1891), 2¾ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) on which dividends are payable at the Bank of Ireland, was £42,429,000* or £1,066,000 (Guaranteed Land Stock (1891) decreased by £341,000) over the amount for the close of June, 1911. It is to be noted that the amount of 2¾ per cent. Guaranteed Land Stock (1891) for 30th June last was £11,281,000† against £11,622,000 for the corresponding day of the preceding year, and £11,976,000 for the last day of June, 1910.

* This figure includes Stocks held by Government Departments.

† This is a net total including Mature and Immature Stock, but excluding the amount (£2,304,000) cancelled.

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**Table V.**—Showing the Amount of the Government Funds, India Stocks, 2¾ per cent. Guaranteed Land Stock (1891), 2¾ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909), held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

| DATE. | Amount. | Yearly Increase. | Yearly Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1892, 30th June, . . | 26,042,000 | – | 567,000 |
| 1893, ,, . . | 25,283,000 | – | 759,000 |
| 1894, ,, . . | 25,375,000 | 92,000 | – |
| 1895, ,, . . | 25,824,000 | 449,000 | – |
| 1896, ,, . . | 24,776,000 | – | 1,048,000 |
| 1897, ,, . . | 24,216,000 | – | 560,000 |
| 1898, ,, . . | 24,554,000 | 338,000 | – |
| 1899, ,, . . | 26,072,000 | 1,518,000 | – |
| 1900, ,, . . | 27,684,000 | 1,612,000 | – |
| 1901, ,, . . | 30,395,000 | 2,711,000 | – |
| 1902, ,, . . | 32,903,000 | 2,508,000 | – |
| 1903, ,, . . | 34,958,000 | 2,055,000 | – |
| 1904, ,, . . | 35,497,000 | 539,000 | – |
| 1905, ,, . . | 36,416,000 | 919,000 | – |
| 1906, ,, . . | 36,953,000 | 536,000 | – |
| 1907, ,, . . | 39,191,000 | 2,239,000 | – |
| 1908, ,, . . | 38,210,000 | – | 981,000 |
| 1909, ,, . . | 39,428,000 | 1,218,000 | – |
| 1910, ,, . . | 38,732,000 | – | 696,000 |
| 1911, ,, . . | 41,363,000 | 2,631,000 | – |
| 1912, ,, . . | 42,429,000 | 1,066,000 | – |

The following statement shows in round numbers the amount of each of the several descriptions of Stock included in the total amount shown for June, 1912:—

| | |
|---|---|
| 2½ per cent. Consols (1903), . . | £15,763,000 |
| 2¾ ,, Stock (1905), . . | 43,000 |
| 2½ ,, ,, . . . | 314,000 |
| Local Loans, 3 per cent., . . | 1,773,000 |
| India 3½ per cent. Stock, . . | 3,992,000 |
| ,, 3 ,, ,, . . | 2,012,000 |
| ,, 2½ ,, ,, . . | 274,000 |
| 2¾ per cent. Guaranteed Land Stock, (1891), . . . . | 11,281,000 |
| 2¾ per cent. Guaranteed Land Stock (1903), . . . . | 5,945,000 |
| 3 per cent. Guaranteed Land Stock (1909), . . . . | 1,032,000 |
| Total, . . | £42,429,000 |



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Table V. (A), made up by half-years, shows that there has been an increase of £1,247,000 in June, 1912, as compared with the amount at the close of the year 1911, which showed a decrease of £181,000 when compared with the June half-yearly period of that year.

**Table V.** (A)—Showing the Amounts of Government Funds, India Stocks, 2¾ per cent. Guaranteed Land Stock (1891), 2¾ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

| DATE. | Amount. | Increase. | Decrease. |
|---|---|---|---|
| | £ | £ | £ |
| 1902, 30th June, . . | 32,903,000 | 915,000 | – |
| „ 31st December, . . | 33,350,000 | 447,000 | – |
| 1903, 30th June, . . | 34,958,000 | 1,608,000 | – |
| „ 31st December, . . | 34,329,000 | – | 629,000 |
| 1904, 30th June, . . | 35,497,000 | 1,168,000 | – |
| „ 31st December, . . | 35,602,000 | 105,000 | – |
| 1905, 30th June, . . | 36,416,000 | 814,000 | – |
| „ 31st December, . . | 36,436,000 | 20,000 | – |
| 1906, 30th June, . . | 36,952,000 | 516,000 | – |
| „ 31st December, . . | 37,095,000 | 143,000 | – |
| 1907, 30th June, . . | 39,191,000 | 2,096,000 | – |
| „ 31st December, . . | 38,974,000 | – | 217,000 |
| 1908, 30th June, . . | 38,210,000 | – | 764,000 |
| „ 31st December, . . | 38,498,000 | 288,000 | – |
| 1909, 30th June, . . | 39,428,000 | 930,000 | – |
| „ 31st December, . . | 38,810,000 | – | 618,000 |
| 1910, 30th June, . . | 38,732,000 | – | 78,000 |
| „ 31st December, . . | 39,367,000 | 635,000 | – |
| 1911, 30th June, . . | 41,363,000 | 1,996,000 | – |
| „ 31st December, . . | 41,182,000 | – | 181,000 |
| 1912, 30th June, . . | 42,429,000 | 1,247,000 | – |

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## *IV. Bank Note Circulation and Coin Held.*

The Average Bank Note circulation of the Six Banks of Issue in Ireland for the June period, 1912, was £7,599,000 as against £7,544,000 for 1911, showing an increase of £55,000. For the same periods, the average amounts of Coin held by these Banks were, respectively, £4,087,000 and £4,121,000, showing a decrease of £34,000. Table VI. presents the June returns for the years 1902 to 1912.

**Table VI.**—Showing the average amounts of Bank Notes in circulation, and of Coin held during each of the four-weekly periods ended on the undermentioned dates; compiled from accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

| Four Weeks ended | Bank Notes. | | | Coin. | | |
|---|---|---|---|---|---|---|
| | Amount. | Yearly Increase. | Yearly Decrease. | Amount. | Yearly Increase. | Yearly Decrease. |
| | £ | £ | £ | £ | £ | £ |
| 1902, June 7 | 6,552,000 | – | 213,000 | 3,218,000 | – | 197,000 |
| 1903, ,, 6 | 7,354,000 | 802,000 | – | 3,698,000 | 480,000 | – |
| 1904, ,, 4 | 6,731,000 | – | 623,000 | 3,373,000 | – | 325,000 |
| 1905, ,, 3 | 6,469,000 | – | 262,000 | 3,209,000 | – | 164,000 |
| 1906, ,, 30 | 6,124,000 | – | 345,000 | 3,012,000 | – | 197,000 |
| 1907, ,, 29 | 6,486,000 | 362,000 | – | 3,433,000 | 421,000 | – |
| 1908, ,, 27 | 6,419,000 | – | 67,000 | 3,489,000 | 56,000 | – |
| 1909, ,, 26 | 6,553,000 | 134,000 | – | 3,548,000 | 59,000 | – |
| 1910, ,, 25 | 7,095,000 | 542,000 | – | 3,753,000 | 205,000 | – |
| 1911, ,, 24 | 7,544,000 | 449,000 | – | 4,121,000 | 368,000 | – |
| 1912, ,, 22 | 7,599,000 | 55,000 | – | 4,087,000 | – | 34,000 |

* There are six Banks in Ireland authorised to issue Notes, the statistics of which are included in this Table. The total authorised issue of Notes for these Banks is £6,354,494, distributed as in the following Table:—

| | Amount of Authorised Circulation. |
|---|---|
| | £ |
| Bank of Ireland, . . . . | 3,738,428 |
| Provincial Bank of Ireland, . . | 927,667 |
| National Bank, . . . . . | 852,269 |
| Ulster Bank, . . . . | 311,079 |
| Belfast Banking Company, . . | 281,611 |
| Northern Banking Company, . | 243,440 |
| Total, . . | 6,354,494 |

These Banks may exceed their authorised average Note circulation for a period of four weeks by an amount not greater than the average amount of Gold and Silver Coin held by such Banks during the same period of four weeks (See Act 8 and 9 Vict., Cap. 37, Sec, 14).



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It will be observed from Table VI. (A) that the usual decrease of Note circulation and of the amount of Coin held in June, as compared with the preceding December, took place in 1912. The decreases on this occasion were respectively £160,000 and £91,000. The Note circulation of Irish Banks of Issue for June, 1912 (£7,599,000) is 0·7 per cent. more than the circulation (£7,544,000) in June, 1911, and 2·1 per cent. less than the circulation (£7,759,000) in December, 1911. The amount of Coin held in June, 1912 (£4,087,000), is 0·8 per cent. less than the amount (£4,121,000) in June, 1911.

**Table VI.** (A.)—Showing the Average amount of Bank Notes in Circulation and of Coin held during each of the four-weekly periods ended on the undermentioned dates; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

| Four Weeks ended | Bank Notes. | | | Coin. | | |
|---|---|---|---|---|---|---|
| | Amount. | Half-yearly Increase. | Half-yearly Decrease. | Amount. | Half-yearly Increase. | Half-yearly Decrease. |
| | £ | £ | £ | £ | £ | £ |
| 1902, June 7 | 6,552,000 | – | 263,000 | 3,218,000 | – | 121,000 |
| Dec. 20 | 7,468,000 | 916,000 | – | 3,770,000 | 552,000 | – |
| 1903, June 6 | 7,354,000 | – | 114,000 | 3,698,000 | – | 72,000 |
| Dec. 19 | 7,425,000 | 71,000 | – | 3,749,000 | 51,000 | – |
| 1904, June 4 | 6,731,000 | – | 694,000 | 3,373,000 | – | 376,000 |
| Dec. 17 | 6,781,000 | 50,000 | – | 3,419,000 | 46,000 | – |
| 1905, June 3 | 6,469,000 | – | 312,000 | 3,209,000 | – | 210,000 |
| Dec. 16 | 6,537,000 | 68,000 | – | 3,339,000 | 130,000 | – |
| 1906, June 30 | 6,124,000 | – | 413,000 | 3,012,000 | – | 327,000 |
| Dec. 15 | 6,989,000 | 865,000 | – | 3,551,000 | 539,000 | – |
| 1907, June 29 | 6,486,000 | – | 503,000 | 3,433,000 | – | 118,000 |
| Dec. 14 | 7,154,000 | 668,000 | – | 3,827,000 | 394,000 | – |
| 1908, June 27 | 6,419,000 | – | 735,000 | 3,489,000 | – | 338,000 |
| Dec. 12 | 7,141,000 | 722,000 | – | 3,851,000 | 362,000 | – |
| 1909, June 26 | 6,553,000 | – | 588,000 | 3,548,000 | – | 303,000 |
| Dec. 11 | 7,354,000 | 801,000 | – | 3,906,000 | 358,000 | – |
| 1910, June 25 | 7,095,000 | – | 259,000 | 3,753,000 | – | 153,000 |
| Dec. 10 | 8,074,000 | 979,000 | – | 4,365,000 | 612,000 | – |
| 1911, June 24 | 7,544,000 | – | 530,000 | 4,121,000 | – | 244,000 |
| Dec. 9 | 7,759,000 | 215,000 | – | 4,178,000 | 57,000 | – |
| 1912, June 22 | 7,599,000 | – | 160,000 | 4,087,000 | – | 91,000 |

* See note (*), p. 19.

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The results of an analysis of the foregoing tables are :—

1st. In June, 1912, as compared with June, 1911, there was an increase of £1,741,000 in the Deposits and Cash Balances in the Irish Joint Stock Banks, and the amount of such Deposits and Cash Balances was the highest yet recorded.

2nd. There was an increase of £657,000 in Deposits and Cash Balances in the Irish Joint Stock Banks in June, 1912, as compared with December, 1911.

3rd. There was an increase of £520,000 in the Deposits in Savings Banks in Ireland in June, 1912, as compared with June, 1911, there having been an increase of £478,000 in the sum in the Post Office Savings Banks, and an increase of £42,000 in the amount in the Trustees Banks.

4th. There was an increase of £285,000 in the Deposits in Savings Banks in June, 1912, as compared with December, 1911, there having been an increase of £252,000 in the sum in the Post Office Savings Banks, and an increase of £33,000 in the amount in the Trustees Banks.

5th. There was an increase of 29,909 in the number of accounts remaining open in the Post Office and Trustees Savings Banks in Ireland in 1911, as compared with 1910.

6th. In June, 1912, as compared with June, 1911, there was an increase of £1,066,000 in the amount of Government Funds, India Stocks, 2¾ per cent. Guaranteed Land Stock (1891), 2¾ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) on which dividends are payable at the Bank of Ireland.

7th. In June, 1911, there was an increase of £1,247,000 in the amount of Government Funds, India Stocks, 2¾ per cent. Guaranteed Land Stock (1891), 2¾ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) on which dividends are payable at the Bank of Ireland, as compared with the amount in December, 1911.

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8th. In June, 1912, there was an increase of £55,000 in the amount of Bank Note circulation, and a decrease of £34,000 in the amount of Coin held, as compared with the corresponding period of 1911.

9th. There was a diminution of Bank Note circulation to the amount of £160,000 in June, 1912, and of the Coin held to the amount of £91,000, as compared with the December period of the previous year.

## RAILWAYS.

The receipts of Irish Railways, week by week, for the first half of the year 1912, have been supplied to this Department by the authorities of the several Companies, and will be found tabulated in Table VII., and compared with the receipts for the corresponding period of the year 1911. This Table does not include the returns of the Light Railways of Ireland.

A review of the weekly traffic returns shows that in 17 weeks the receipts exceeded those for the corresponding weeks of the year 1911, and in 9 weeks the receipts fell below those for the corresponding periods, with the net result that the total receipts for the first 26 weeks of the year 1912 amounted to £2,089,742, an increase of £14,297, or 0·7 per cent., as compared with the amount received in the first six months of the preceding year. It should be stated that the weekly receipts published in this table only approximate to completeness. The complete figures for each year are published annually by the Board of Trade.

Tables VIII. to XIII. present information relative to the financial position, traffic receipts, working expenditure, &c., of each Railway in Ireland. This information is compiled and published by the Board of Trade from returns supplied by the Railway Companies themselves, pursuant to the requirements of the Regulations of Railways Act, 1871.

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# IRISH RAILWAYS.

## TABLES VII.–XIII.

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**Table VII.**—Comparative Return of Weekly Railway Receipts

| No. of Week in Annual Series. | Date. Week ending (1912) | Receipts for Week. Total 1911. | Total 1912. | Increase in 1912 as compared with 1911. Total. | Per Cent. | Decrease in 1912 as compared with 1911. Total. | Per Cent. | Miles open. 1911. | 1912. |
|---|---|---|---|---|---|---|---|---|---|
| | *Friday.* | £ | £ | £ | | £ | | | |
| 1* | January 5, | 74,527 | 77,178 | 2,651 | 3·6 | – | – | 3,214 | 3,214 |
| 2* | " 12, | 69,757 | 70,598 | 841 | 1·2 | – | – | " | " |
| 3 | " 19, | 71,895 | 71,777 | – | – | 118 | 0·2 | " | " |
| 4 | " 26, | 70,799 | 72,526 | 1,727 | 2·4 | – | – | " | " |
| 5 | February 2, | 73,374 | 76,653 | 3,279 | 4·5 | – | – | " | " |
| 6 | " 9, | 71,116 | 69,297 | – | – | 1,819 | 2·6 | " | " |
| 7 | " 16, | 71,553 | 74,334 | 2,781 | 3·9 | – | – | " | " |
| 8 | " 23, | 72,664 | 76,025 | 3,361 | 4·6 | – | – | " | " |
| 9 | March 1, | 75,233 | 78,836 | 3,603 | 4·8 | – | – | " | " |
| 10 | " 8, | 76,652 | 72,899 | – | – | 3,753 | 4·9 | " | " |
| 11 | " 15, | 78,676 | 74,604 | – | – | 4,072 | 5·2 | " | " |
| 12 | " 22, | 76,150 | 72,410 | – | – | 3,740 | 4·9 | " | " |
| 13 | " 29, | 83,926 | 75,905 | – | – | 8,021 | 9·6 | " | " |
| 14 | April 5, | 77,600 | 80,240 | 2,640 | 3·4 | – | – | " | " |
| 15 | " 12, | 80,446 | 80,615† | 169 | 0·2 | – | – | " | " |
| 16 | " 19, | 92,753† | 84,488 | – | – | 8,265 | 8·9 | " | " |
| 17 | " 26, | 85,840 | 86,284 | 444 | 0·5 | – | – | " | " |
| 18 | May 3, | 85,747 | 88,221 | 2,474 | 2·9 | – | – | " | " |
| 19 | " 10, | 83,009 | 85,342 | 2,333 | 2·8 | – | – | " | " |
| 20 | " 17, | 79,924 | 83,443 | 3,519 | 4·4 | – | – | " | " |
| 21 | " 24, | 83,657 | 83,400 | – | – | 257 | 0·3 | " | " |
| 22 | " 31, | 85,203 | 92,889‡ | 7,686 | 9·0 | – | – | " | " |
| 23 | June 7, | 86,181‡ | 83,839 | – | – | 2,342 | 2·7 | " | " |
| 24 | " 14, | 88,025 | 89,653 | 1,628 | 1·8 | – | – | " | " |
| 25 | " 21, | 86,372 | 91,932 | 5,560 | 6·4 | – | – | " | " |
| 26* | " 28, | 94,366 | 96,354 | 1,988 | 2·1 | – | – | " | " |

* Owing to the closing of accounts at the end of the calendar half-year, the amounts do not in all cases represent

† Easter week. ‡ Whit week.

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RAILWAYS.

in Ireland for the first twenty-six weeks of the Years 1911–1912.

| Receipts per Mile. | | Aggregate Receipts to date from beginning of year. | | | | | | Date. Week ending (1912). | No. of Week in Annual Series. |
|---|---|---|---|---|---|---|---|---|---|
| | | Total. | | Increase in 1912 as compared with 1911. | | Decrease in 1912 as compared with 1911. | | | |
| 1911. | 1912. | 1911. | 1912. | Total. | Per Cent. | Total. | Per Cent. | | |
| £ | £ | £ | £ | £ | | £ | | *Friday.* | |
| 23·2 | 24·0 | 74,527 | 77,178 | 2,651 | 3·6 | – | – | January 5, | 1* |
| 21·7 | 22·0 | 144,284 | 147,776 | 3,492 | 2·4 | – | – | „ 12, | 2* |
| 22·4 | 22·3 | 216,179 | 219,553 | 3,374 | 1·6 | – | – | „ 19, | 3 |
| 22·0 | 22·6 | 286,978 | 292,079 | 5,101 | 1·8 | – | – | „ 26 | 4 |
| 22·8 | 23·8 | 360,352 | 368,732 | 8,380 | 2·3 | – | – | February 2, | 5 |
| 22·1 | 21·6 | 431,468 | 438,029 | 6,561 | 1·5 | – | – | „ 9, | 6 |
| 22·3 | 23·1 | 503,021 | 512,363 | 9,342 | 1·9 | – | – | „ 16, | 7 |
| 22·6 | 23·7 | 575,685 | 588,388 | 12,703 | 2·2 | – | – | „ 23, | 8 |
| 23·4 | 24·5 | 650,918 | 667,224 | 16,306 | 2·5 | – | – | March 1, | 9 |
| 23·8 | 22·7 | 727,570 | 740,123 | 12,553 | 1·7 | – | – | „ 8, | 10 |
| 24·5 | 23·2 | 806,246 | 814,727 | 8,481 | 1·1 | – | – | „ 15, | 11 |
| 23·7 | 22·5 | 882,396 | 887,137 | 4,741 | 0·5 | – | – | „ 22, | 12 |
| 26·1 | 23·6 | 966,322 | 963,042 | – | – | 3,280 | 0·3 | „ 29, | 13 |
| 24·1 | 25·0 | 1,043,922 | 1,043,282 | – | – | 640 | 0·1 | April 5, | 14 |
| 25·0 | 25·1 | 1,124,368 | 1,123,897 | – | – | 471 | 0·0 | „ 12, | 15 |
| 28·9 | 26·3 | 1,217,121 | 1,208,385 | – | – | 8,736 | 0·7 | „ 19, | 16 |
| 26·7 | 26·8 | 1,302,961 | 1,294,669 | – | – | 8,292 | 0·6 | „ 26, | 17 |
| 26·7 | 27·4 | 1,388,708 | 1,382,890 | – | – | 5,818 | 0·4 | May 3, | 18 |
| 25·8 | 26·6 | 1,471,717 | 1,468,232 | – | – | 3,485 | 0·2 | „ 10, | 19 |
| 24·9 | 26·0 | 1,551,641 | 1,551,675 | 34 | 0·0 | – | – | „ 17, | 20 |
| 26·0 | 25·9 | 1,635,298 | 1,635,075 | – | – | 223 | 0·0 | „ 24, | 21 |
| 26·5 | 28·9 | 1,720,501 | 1,727,964 | 7,463 | 0·4 | – | – | „ 31, | 22 |
| 26·8 | 26·1 | 1,806,682 | 1,811,803 | 5,121 | 0·3 | – | – | June 7, | 23 |
| 27·4 | 27·9 | 1,894,707 | 1,901,456 | 6,749 | 0·4 | – | – | „ 14, | 24 |
| 26·9 | 28·6 | 1,981,079 | 1,993,388 | 12,309 | 0·6 | – | – | „ 21, | 25 |
| 29·4 | 30·0 | 2,075,445 | 2,089,742 | 14,297 | 0·7 | – | – | „ 28, | 26* |

returned for the 1st, 2nd, and 26th weeks, respectively, by some of the Railways the receipts for *seven* days.

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TABLES VIII. to XIII., which follow, show in detail the
diture in the year 1911, of each Railway in Ireland,
published by the Board of Trade from information
to requirements of the Regulation

**Table VIII.**—Showing Amount of ORDINARY, PREFERENTIAL and
in IRELAND classed according to the Rate per Cent. of Dividend

| RATE PER CENT. OF DIVIDEND PAID, OR INTEREST PAYABLE. | 1907. | 1908. |
|---|---|---|
| | | ORDINARY |
| | £ | £ |
| Nil .. .. .. .. | 1,968,019 | 1,968,019 |
| Not exceeding 1 per Cent. .. .. | — | — |
| Exceeding 1 and not exceeding 2 per Cent. | 52,480 | 52,480 |
| „ 2 and not exceeding 3 per Cent. | 148,974 | 2,548,324 |
| „ 3 and not exceeding 4 per Cent. | 2,702,050 | 332,050 |
| „ 4 and not exceeding 5 per Cent. | 5,373,520 | 5,373,520 |
| „ 5 and not exceeding 6 per Cent. | — | 3,975,473 |
| „ 6 and not exceeding 7 per Cent. | 4,435,387 | 474,179 |
| „ 7 and not exceeding 8 per Cent. | 350,000 | 350,000 |
| | | PREFERENTIAL AND |
| Nil .. .. .. .. | 325,650 | 325,250 |
| Not exceeding 1 per Cent. .. .. | — | — |
| Exceeding 1 and not exceeding 2 per Cent. | — | — |
| „ 2 and not exceeding 3 per Cent. | 4,407,091 | 4,443,356 |
| „ 3 and not exceeding 4 per Cent. | 9,681,171 | 9,944,551 |
| „ 4 and not exceeding 5 per Cent. | 1,516,296 | 1,516,296 |
| „ 5 and not exceeding 6 per Cent. | 48,000 | 48,000 |
| „ 6 per Cent .. .. .. | — | — |
| | | LOANS AND |
| Nil .. .. .. .. | 68,100 | 300 |
| Not exceeding 1 per Cent. .. .. | — | — |
| Exceeding 1 and not exceeding 2 per Cent. | 78,981 | — |
| „ 2 and not exceeding 3 per Cent. | 1,901,402 | 1,904,254 |
| „ 3 and not exceeding 4 per Cent. | 9,997,607 | 10,184,729 |
| „ 4 and not exceeding 5 per Cent. | 1,041,377 | 1,041,377 |
| „ 5 and not exceeding 6 per Cent. | — | — |
| „ 6 per Cent. .. .. .. | — | — |

**Table VIII.** (A).—Showing the average Rate of Dividend or Interest
1907 to

| Year. | Ordinary. | Preferential. | Guaranteed. | Preferential and Guaranteed. |
|---|---|---|---|---|
| 1907 | 4·14 | 3·32 | 4·06 | 3·60 |
| 1908 | 3·87 | 3·34 | 4·06 | 3·61 |
| 1909 | 3·96 | 3·34 | 4·09 | 3·61 |
| 1910 | 4·15 | 3·34 | 4·09 | 3·61 |
| 1911 | 4·18 | 3·34 | 4·08 | 3·61 |

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Financial Position, Traffic Receipts, and Working Expen-
including Light Railways. They have been compiled and
supplied by the Railway Companies themselves pursuant
of Railways Act, 1871.

GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES paid or Interest payable in each Year from 1907 to 1911.

| 1909. | 1910. | 1911. | RATE PER CENT. OF DIVIDEND PAID, OR INTEREST PAYABLE. |
|---|---|---|---|
| STOCK. | | | |
| £ | £ | £ | |
| 2,411,315 | 1,444,325 | 1,207,225 | Nil. |
| — | 966,990 | 966,990 | Not exceeding 1 per Cent. |
| 52,480 | 27,480 | 27,480 | Exceeding 1 and not exceeding 2 per Cent. |
| 2,558,938 | 2,509,154 | 2,512,769 | ,, 2 and not exceeding 3 per Cent. |
| 332,050 | 414,717 | 323,775 | ,, 3 and not exceeding 4 per Cent. |
| 5,373,520 | 5,373,520 | 5,465,570 | ,, 4 and not exceeding 5 per Cent. |
| 4,012,163 | 4,043,778 | 4,046,889 | ,, 5 and not exceeding 6 per Cent. |
| 474,179 | 474,179 | 477,279 | ,, 6 and not exceeding 7 per Cent. |
| 350,000 | 350,000 | 350,000 | ,, 7 and not exceeding 8 per Cent. |
| GUARANTEED STOCK. | | | |
| 290,620 | 290,620 | 290,620 | Nil. |
| — | — | — | Not exceeding 1 per Cent. |
| — | — | — | Exceeding 1 and not exceeding 2 per Cent. |
| 4,443,793 | 4,445,558 | 4,445,946 | ,, 2 and not exceeding 3 per Cent. |
| 10,030,492 | 10,031,002 | 10,034,046 | ,, 3 and not exceeding 4 per Cent. |
| 1,464,296 | 1,465,796 | 1,402,896 | ,, 4 and not exceeding 5 per Cent. |
| 48,000 | 48,000 | 48,000 | ,, 5 and not exceeding 6 per Cent. |
| — | — | — | ,, 6 per Cent. |
| DEBENTURE STOCK. | | | |
| 300 | 300 | 300 | Nil. |
| — | — | — | Not exceeding 1 per Cent. |
| — | — | — | Exceeding 1 and not exceeding 2 per Cent. |
| 1,912,629 | 1,914,953 | 1,923,804 | ,, 2 and not exceeding 3 per Cent. |
| 10,308,152 | 10,344,052 | 10,296,152 | ,, 3 and not exceeding 4 per Cent. |
| 1,041,377 | 1,041,377 | 1,041,377 | ,, 4 and not exceeding 5 per Cent. |
| — | — | — | ,, 5 and not exceeding 6 per Cent. |
| — | — | — | ,, 6 per Cent. |

on each Description of Capital of the Irish Railways in each year from 1911.

| Loans. | Debenture Stock. | Loans and Debenture Stock. | All Classes. | Year. |
|---|---|---|---|---|
| 4·08 | 3·76 | 3·77 | 3·84 | 1907 |
| 4·08 | 3·80 | 3·81 | 3·76 | 1908 |
| 4·08 | 3·80 | 3·81 | 3·79 | 1909 |
| 4·08 | 3·80 | 3·81 | 3·86 | 1910 |
| 4·08 | 3·80 | 3·81 | 3·86 | 1911 |

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## Table IX.—Showing Amount of Capital, &c., of

NOTE.—The heavy figures show the amounts by which the Capitals of the various
These amounts are in all cases included

| Name of Company. | Authorised Capital. By Shares and Stock. | Authorised Capital. By Loans and Debenture Stock. | Authorised Capital. Total. | Paid-up Stock and Ordinary. Amount. | Paid-up Stock and Ordinary. Rate of Dividend paid. | Paid-up Stock and Preferential. Amount. | Paid-up Stock and Preferential. Preferential Rate of Dividend. | Paid-up Stock and Preferential. Rate of Dividend paid. |
|---|---|---|---|---|---|---|---|---|
| | £ | £ | £ | £ | Per cent. | £ | Per cent. | Per cent. |
| Ards, | 240,000 | 120,000 | 360,000 | — | — | — | — | — |
| Ballycastle, | 90,000 | 45,000 | 135,000 | 61,634 | Nil | — | — | — |
| *Bantry Extension,* | *Worked by the "Cork Bandon, and South Coast."* | | | | | | | |
| Belfast and County Down, (*See also* Downpatrick, Killough, and Ardglass, p. 61.) | 1,081,091 | 408,666 | 1,489,757 | 425,960 | 6½ | 233,330<br>50,000<br>248,141 | 4<br>4½<br>5 | 4<br>4½<br>5 |
| Castleblayney, Keady, and Armagh. | Undertaking vested in the "Great Northern (Ireland)" as from 1st | | | | | | | |
| *Central Ireland Railways,* | *See under "Great Southern and Western."* | | | | | | | |
| *City of Dublin Junction,* | *See under "Dublin and South Eastern."* | | | | | | | |
| *Clonakilty Extension.* | *Worked by the "Cork, Bandon, and South Coast."* | | | | | | | |
| Collooney, Ballina, and Belmullet Railways and Piers. | 1,500,000 | 750,000 | 2,250,000 | 300 | Nil | — | — | — |
| Cork and Macroom Direct, | 136,200 | 99,168 | 235,368 | 92,050 | 4½ | 44,150 | 5 | 5 |
| Cork, Bandon, and South Coast, (*See also* Baltimore and Skibbereen, and Bantry Bay Extension, p. 61.) | 713,008 | 287,957 | 1,000,965 | 240,000<br>— | 3½<br>— | 333,199<br>48,000<br>15,370† | 4<br>5½<br>Nil | 4<br>5½<br>Nil |
| Worked by the Cork Bandon, and South Coast. Bantry Extension, | 70,000 | 35,000 | 105,000 | 30,000 | Nil | — | — | — |
| Worked by the Cork Bandon, and South Coast. Clonakilty Extension, | 40,000 | 20,000 | 60,000 | 25,000 | 2¼ | — | — | — |
| Cork, Blackrock, and Passage, | 225,940 | 205,330 | 431,270 | 53,600*<br>32,370†<br>32,370‡ | Nil<br>Nil<br>Nil | 26,000<br>80,000<br>1,600 | 4<br>4<br>5 | Nil<br>Nil<br>Nil |
| Cork City Railways, | 100,000 | 50,000 | 150,000 | 100,000 | Nil | — | — | — |
| County Donegal Railways Joint Committee. | *See* under Midland (Irish Sections), pp. 32–3.) | | | | | | | |

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IRISH RAILWAYS upon the 31st December, 1911.

Companies have been nominally increased by conversion, consolidation, or division of their stocks. in the figures given in Roman type.

| Share Capital. | | | | Capital raised by Loans and Debenture Stock. | | | | | Paid-up Capital, including Loans and Debenture Stock. | | Subscriptions to other Companies. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guaranteed. | | | Total Paid-up Stock and Share Capital. | Loans. | | Debenture Stock. | | Total raised by Loans and Debenture Stock. | | | | |
| Amount. | Guaranteed Rate of Dividend. | Rate of Dividend paid. | | Amount. | Rate of Interest. | Amount. | Rate of Interest. | | Total on 31st Dec., 1911. | Total on 31st Dec., 1910. | | |
| £ | Per cent. | Per cent. | £ | £ | Per cent. | £ | Per cent. | £ | £ | £ | £ | |
| — | — | — | — | — | - | — | - | — | — | — | — | No Capital had been raised at 31st Dec., 1911. |
| — | — | — | 61,634 | — | - | 28,199 | 4 | 28,199 | 89,833 | 89,833 | — | |
| 17,000 | 3 | 3 | 974,431 | 3,788* | 5 | 138,000<br>220,666 | 3<br>4 | 362,454 | 1,336,885 | 1,333,785 | — | * Capitalised value of Land Rent-charges. |
| July, 1911, under Act of 1 Geo. V, chap. vi. | | | | | | | | | | | | |
| — | — | — | 300 | — | - | — | - | — | 300 | 300 | — | Line not open for public traffic on 31st Dec., 1911. |
| — | — | — | 136,200 | — | - | 75,630 | 4 | 75,630 | 211,830 | 211,830 | — | In addition to the sums raised by the issue of Stocks and Shares, the Company has received a free grant of £15,000 from the Government towards the construction of the Bantry Bay Extension Line. |
| — | — | — | 636,569 | — | - | 247,957 | 4 | 247,957 | 884,526 | 884,526 | 25875* | * Including a subscription of £3,375 to the Bantry Bay Steamship Company. |
| — | — | — | — | — | - | 8,957 | 4 | 8,957 | 8,957 | 8,957 | — | † Does not rank for dividend until the debt due to the Baronies, taken over from the Ilen Valley Company, has been paid off. |
| 40,000 | 5 | 5 | 70,000 | — | - | 35,000 | 5 | 35,000 | 105,000 | 105,000 | — | |
| 15,000* | 5 | 5 | 40,000 | — | - | 20,000 | 4 | 20,000 | 60,000 | 60,000 | — | * Baronial Guaranteed Shares. |
| — | — | — | 225,940 | 65,000 | 4 | 132,530<br>300<br>2,500 | 4<br>4½<br>4½ | 200,330 | 426,270 | 426,270 | — | * Undivided Shares.<br>† Preferred Shares.<br>‡ Deferred Shares. |
| — | — | — | 100,000 | — | - | — | - | — | 100,000 | 83,050 | — | Line not open for public traffic on 31st Dec., 1911. |

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## Table IX.—(*continued*)—Showing Amount of Capital &c.,

NOTE.—The heavy figures show the amounts by which the Capitals of the various
These amounts are, in all cases, included

| Name of Company. | Authorised Capital. | | | Paid-up Stock and | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Ordinary. | | Preferential. | | |
| | By Shares and Stock. | By Loans and Debenture Stock. | Total. | Amount. | Rate of Dividend paid. | Amount. | Preferential Rate of Dividend. | Rate of Dividend paid. |
| | £ | £ | £ | £ | Per cent. | £ | Per cent. | Per cent. |
| *Dublin and Kingstown,* | *Leased to the "Dublin and South Eastern."* | | | | | | | |
| Dublin and South Eastern, | 1,430,557 | 1,381,225 | 2,811,782 | 966,990<br>**139,810*** | 1<br>— | 463,567<br>**217** | 4<br>**4** | 4<br>**4** |
| City of Dublin Junction, | 300,000 | 150,000 | 450,000 | 25,000 | Nil | 50,000 | 4 | Nil |
| New Ross and Waterford Extension. | 200,000 | 100,000 | 300,000 | — | — | — | - | - |
| Leased to the Dublin and South Eastern. Dublin and Kingstown, | 350,000 | 110,000 | 460,000 | 350,000 | 7½ | — | - | - |
| Dundalk, Newry, and Greenore, | 451,000 | —* | 451,000 | 387,500 | Nil | — | - | - |
| Great Northern of Ireland, | 7,152,514 | 2,603,188 | 9,755,702 | 4,046,889<br>— | 5⅝<br>— | 1,510,885<br>**6,310** | 4<br>**4** | 4<br>**4** |
| Great Southern and Western, | 10,316,510 | 4,233,010 | 14,549,520 | 5,325,520 | 4⅞ | 1,396,765 | 4 | 4 |
| Central Ireland Separate Undertaking. | 207,480 | 90,000 | 297,480 | 27,480 | 2 | — | - | - |
| Worked by the Great Southern and Western. Southern, | 201,000 | 181,900 | 382,900 | 134,220* | Nil | 67,650 | 5 | Nil |
| Worked by the Great Southern and Western. Tralee and Fenit, | 45,000 | 15,000 | 60,000 | 13,850 | Nil | — | - | - |

(*See also* Athenry and Tuam Extension to Claremorris, pp. 34-35; Collooney and Swineford, Claremorris and Swineford, Headford and Kenmare, and Killorglin and Valentia, p. 61.)

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of IRISH RAILWAYS upon the 31st December, 1911.

Companies have been nominally increased by conversion, consolidation, or division of their stocks. in the figures given in Roman type.

| SHARE CAPITAL. | | | | CAPITAL RAISED BY LOANS AND DEBENTURE STOCK. | | | | | PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK. | | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guaranteed. | | | Total Paid-up Stock and Share Capital. | Loans. | | Debenture Stock. | | Total raised by Loans and Debenture Stock. | Total on 31st Dec., 1911. | Total on 31st Dec., 1910. | Subscriptions to other Companies. | |
| Amount. | Guaranteed Rate of Dividend. | Rate of Dividend paid. | | Amount. | Rate of Interest. | Amount. | Rate of Interest. | | | | | |
| £ | Per cent. | Per cent | £ | £ | Per cent. | £ | Per cent. | £ | £ | £ | £ | |
| — | - | - | 1,430,557 | — | - | 1,031,225 | 4 | 1,031,225 | 2,461,782 | 2,461,782 | — | * Nominal reduction of Capital. |
| — | - | - | 139,593* | — | - | 77,998 | 4 | 77,998 | 61,595* | 61,595* | — | |
| 225,000 | 4 | 4 | 300,000 | — | - | 130,230 | 4 | 130,230 | 430,230 | 430,230 | — | |
| 100,000 | 4 | 4 | 100,000 | — | - | — | - | — | 100,000 | 100,000 | — | |
| — | - | - | 350,000 | 300 | Nil | 61,000 | 3½ | 61,300 | 411,300 | 411,300 | — | |
| — | - | - | 387,500 | — | - | — | - | — | 387,500 | 387,500 | — | * Borrowing powers (£150,000)) transferred to the London and North-Western Company. |
| 869,270 | 4 | 4 | 6,427,044 | — | - | 2,299,776 | 4 | 2,299,776 | 8,726,820 | 8,720,409 | 2,000<br>152,040† | |
| 141,854 | 4 | 4 | 148,164 | — | - | 120,300 | 4 | 120,300 | 268,464 | 268,464 | — | |
| 2,896,184 | 4 | 4 | 9,618,469 | — | - | 3,974,834 | 4 | 3,974,834 | 13,593,303* | 13,593,303 | 600,000 | * A sum of £150,000 was received by this Company from the Government in respect of the Collooney and Claremorris lines. |
| — | - | - | 27,480 | — | - | — | - | — | 27,480 | 27,480 | — | |
| — | - | - | 201,870 | 69,594 | 4 | 34,803 | 4 | 104,397 | 306,267 | 306,267 | — | * Includes £62,900 of capital on which dividend at the rate of 5 per cent. per annum was formerly guaranteed. The guarantee expired on 30th June, 1910. |
| 30,000 | 5 | 5 | 43,850 | 15,000 | 5 | — | - | 15,000 | 58,850 | 58,850 | — | |

† Subscription to Joint Committees.

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## Table IX. (*continued*)—Showing Amount of Capital, &c.,

NOTE.—The heavy figures show the amounts by which the Capitals of the various
These amounts are, in all cases, included

| Name of Company. | Authorised Capital. | | | Paid-up Stock and | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Ordinary. | | Preferential. | | |
| | By Shares and Stock. | By Loans and Debenture Stock. | Total. | Amount. | Rate of Dividend paid. | Amount. | Preferential Rate of Dividend. | Rate of Dividend paid. |
| | £ | £ | £ | £ | Per cent. | £ | Per cent. | Per cent. |
| *Letterkenny,* | *Worked by the "Londonderry and Lough Swilly."* | | | | | | | |
| Listowel and Ballybunion (Monorail). | 22,000 | 11,000 | 33,000 | 22,000 | Nil | — | - | - |
| Londonderry and Lough Swilly, | 170,000 | 44,385 | 214,385 | 51,319 | 7 | 49,625 | 5 | 5 |
| Worked by the Londonderry and Lough Swilly. Letterkenny, | 150,000 | 123,000 | 273,000 | 57,155 | Nil | — | - | - |
| Midland Great Western of Ireland. (*See also* Ballinrobe and Claremorris, and Loughrea and Attymon, pp 34–35; and Achill Extension; Ballina and Killala; Galway and Clifden; and Westport and Mallaranny, p. 61.) | 4,761,980 | 2,422,966 | 7,184,946 | 2,370,000 | 3 | 1,074,600<br>300,000 | 4<br>5 | 4<br>5 |
| Midland (Irish Sections). County Donegal Railways Joint Committee.* | 452,000 | 263,000 | 715,000 | 51,601†<br>40,811‡ | 2½<br>3⅞ | 248,263 | 2½ | 2½ |
| Worked by the County Donegal Railways Joint Committee. Strabane and Letterkenny. | 140,000 | 120,000 | 260,000 | 120,296 | Nil. | — | - | - |
| Northern Counties Committee*, | 4,183,000 | 1,525,000 | 5,708,000 | 66,168†<br>42,964‡ | 2½<br>3⅞ | 4,035,843 | 2½ | 2½ |
| *New Ross and Waterford Extension.* | *See under "Dublin and South Eastern."* | | | | | | | |
| Parsonstown and Portumna Bridge. | 85,000 | 21,600 | 106,600 | — | — | — | - | - |
| Sligo and Arigna, | 180,000 | 90,000 | 270,000 | — | — | — | - | - |
| Sligo, Leitrim, and Northern Counties. | 200,000 | 290,000 | 490,000 | 150,000 | Nil. | 50,000 | 5 | Nil. |
| *Southern,* | *Worked by the "Great Southern and Western."* | | | | | | | |
| *Strabane and Letterkenny,* | *Worked by the "County Donegal Railways Joint Committee"* | | | | | | | |
| *Tralee and Fenit,* | *Worked by the "Great Southern and Western."* | | | | | | | |
| Waterford and Tramore, | 58,000 | 19,350 | 77,350 | 48,000 | 5 | 10,00 | 5 | 5 |
| Total, | 35,252,280 | 15,815,745 | 51,068,025 | 15,391,04/<br>139,810¶ | —<br>— | 10,336,988<br>6,527 | -<br>- | —<br>— |

¶ Nominal *reduction* of Capital.

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of IRISH RAILWAYS upon the 31st December, 1911.

Companies have been nominally increased by conversion, consolidation, or division of their Stocks. in the figures given in Roman type.

| Share Capital. | | | | Capital raised by Loans and Debenture Stock. | | | | | Paid-up Capital, including Loans and Debenture Stock. | | Subscriptions to other Companies. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guaranteed. | | | Total Paid-up Stock and Share Capital. | Loans. | | Debenture Stock. | | Total raised by Loans and Debenture Stock. | Total on 31st Dec., 1911. | Total on 31st Dec., 1910. | | |
| Amount. | Guaranteed Rate of Dividend. | Rate of Dividend paid. | | Amount. | Rate of Interest. | Amount. | Rate of Interest. | | | | | |
| £ | Per cent. | Per cent. | £ | £ | Per cent. | £ | Per cent. | £ | £ | £ | £ | |
| — | - | - | 22,000 | 11,000 | 5 | — | - | 11,000 | 33,000 | **33,000** | — | |
| 10,000 | 4 | 4 | 110,944 | 18,400 | 3½ | 17,750<br>6,400 | 3½<br>4 | 42,550 | 153,494 | **153,494** | — | |
| — | - | - | 57,155 | 85,000<br>2,750 | 4<br>5 | — | - | 87,750 | 144,905 | **144,905** | — | |
| 452,236 | 4 | 4 | 4,196,836 | — | - | 1,376,927<br>769,339<br>201,700 | 4<br>4½<br>4½ | 2,347,966 | 6,544,802 | **6,541,758** | — | |
| 110,372 | 2½ | 2½ | 451,047 | — | - | 262,284 | 2½ | 262,284 | 713,331 | **709,932** | — | *Estimated Capital. †Preferred Stock. ‡Deferred Stock. |
| 17,510* | 4 | 4 | 137,806 | — | - | 100,300 | 4 | 100,300 | 238,106 | **238,106** | — | *Baronial Guaranteed Shares. |
| 34,468 | 2½ | 2½ | 4,179,443 | — | - | 1,523,520 | 2½ | 1,523,520 | 5,702,963 | **5,692,400** | — | *Estimated Capital. †Preferred Stock. ‡Deferred Stock. |
| — | - | - | — | — | - | — | - | — | — | — | — | The line was taken possession of by a creditor in January, 1879, and has been closed for traffic since that date. |
| — | - | - | — | — | - | — | - | — | — | — | — | No Capital had been raised at 31st Dec., 1911. |
| — | - | - | 200,000 | — | - | 100,000<br>40,000<br>78,981*<br>67,800* | 3½<br>4<br>4<br>4 | 286,781 | 486,781 | **486,781** | — | *The interest to which these amounts are entitled is non-cumulative. For the year ending 31st December, 1911, interest at the rate of 2 per cent. was paid on £78,981. |
| | - | - | 58,000 | 13,150 | 4 | — | - | 13,150 | 71,150 | **72,350** | — | |
| 4,817,040 | - | - | 30,545,075 | 283,982 | - | 12,977,651 | - | 13,261,633 | 43,806,708 | **44,114,441** | 779,915§ | TOTAL. |
| **141,854** | - | - | **8,571** | — | - | **207,255** | - | **207,255** | **215,826** | **215,826** | — | |

§ Including £152,000 subscription to Joint Committees. See (†) p. 31.

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## Table IX. (*continued*)—Amount of Capital, &c., of

NOTE.—The heavy figures show the amounts by which the Capitals of the various stock. These amounts are, in all cases, included

| Name of Company. | Authorised Capital. By Shares and Stock. | Authorised Capital. By Loans and Debenture Stock. | Authorised Capital. Total. | Paid-up Stock and Ordinary. Amount. | Paid-up Stock and Ordinary. Rate of Dividend paid. | Paid-up Stock and Preferential. Amount. | Paid-up Stock and Preferential. Preferential Rate of Dividend. | Paid-up Stock and Preferential. Rate of Dividend paid. |
|---|---|---|---|---|---|---|---|---|
| | Light Railways Authorised Under the | | | | | | | |
| | £ | £ | £ | £ | Per cent. | £ | Per cent. | Per cent. |
| Athenry and Tuam Extension to Claremorris. | 100,000 | — | 100,000 | 2,000 | Nil | — | — | — |
| Ballinscarthy and Timoleague Junction. | *See under* Timoleague and Courtmacsherry Extension. | | | | | | | |
| Ballinrobe and Claremorris, | 90,000 | — | 90,000 | — | — | — | — | — |
| Bessbrook and Newry Tramway, | 20,000 | 6,500 | 26,500 | 15,000 | Nil | — | — | — |
| Bray and Enniskerry, | 71,000 | 35,000 | 106,000 | 25,000 | Nil | — | — | — |
| Carrickfergus Harbour Junction, | 7,500 | 5,000 | 12,500 | 730 | Nil | — | — | — |
| Cavan and Leitrim (Limited), | 300,000 | — | 300,000 | — | — | — | — | — |
| Clogher Valley, | 150,000 | — | 150,000 | — | — | — | — | — |
| Cork and Muskerry, | 75,000 | — | 75,000 | — | — | — | — | — |
| Donoughmore Extension, | 35,000 | — | 35,000 | 3,000 | — | — | — | — |
| Loughrea and Attymon, | 70,000 | — | 70,000 | — | — | — | — | — |
| Newry, Keady and Tynan, | 200,000 | 75,000 | 275,000 | — | — | — | — | — |
| Schull and Skibbereen Tramway and Light Railway. | 57,000 | — | 57,000 | — | — | — | — | — |
| Schull and Skibbereen Tramway and Light Railway Extension. | 1,500 | — | 1,500 | — | — | — | — | — |
| *South Clare (Limited),* | *Worked by the "West Clare (Limited)."* | | | | | | | |
| Timoleague and Courtmacsherry Extension and Ballinscarthy and Timoleague Junction. | 35,000 | — | 35,000 | — | — | — | — | — |
| Tralee and Dingle, | 70,000 | — | 70,000 | 30,000 | Nil | — | — | — |
| West Clare (Limited), | 180,000 | — | 180,000 | 16,500 | Nil | — | — | — |
| Worked by the West Clare, Ltd. } South Clare (Ltd.) | 140,000 | — | 140,000 | 20,000 | Nil | — | — | — |
| Wicklow Tramway, | Private undertaking. | | | | | | | |
| Total, | 1,602,000 | 121,500 | 1,723,500 | 112,230 | — | — | — | — |
| Grand Total, Ireland, | 36,854,280 | 15,937,245 | 52,791,525 | 15,503,277 | — | 10,336,988 | — | — |
| | | | | 139,810† | — | 6,527 | — | — |

§ Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely, "Street and Road Tramways and Light Railways." A subsidiary list of Light

† See ¶ note on page 32.

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companies have been nominally increased by conversion, consolidation, or division of their
n the figures given in Roman type.

| Share Capital. | | | | Capital raised by Loans and Debenture Stock. | | | | | Paid-up Capital, including Loans and Debenture Stock. | | Subscriptions to other Companies. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guaranteed. | | | Total Paid-up Stock and Share Capital. | Loans. | | Debenture Stock. | | Total raised by Loans and Debenture Stock. | | | | |
| Amount. | Guaranteed Rate of Dividend. | Rate of Dividend paid. | | Amount. | Rate of Interest. | Amount. | Rate of Interest. | | Total on 31st Dec., 1911. | Total on 31st Dec., 1910. | | |
| **Tramways (Ireland) Acts, 1860 to 1883, &c.§** | | | | | | | | | | | | |
| £ | Per cent | Per cent. | £ | £ | Per cent. | £ | Per cent. | £ | £ | £ | £ | |
| 98,000 | 4 | 4 | 100,000 | — | - | — | - | — | 100,000 | 100,000 | — | Line worked by the "Great Southern & Western." Accounts to the 31st Oct., 1911. |
| 71,640 | 5 | 5 | 71,640 | — | - | — | - | — | 71,640 | 71,640 | — | Accounts to the 31st Oct., 1911. Line worked by the "Midland Great Western." |
| — | - | - | 15,000 | — | - | — | - | — | 15,000 | 15,000 | — | |
| — | - | - | 25,000 | — | - | — | - | — | 25,000 | 25,000 | — | Line authorised by the Bray and Enniskerry Light Railway Act, 1886. The Railway is partly constructed, but has not been opened for public traffic. |
| 6,500 | 5 | 5 | 7,230 | — | - | — | - | — | 7,230 | 7,230 | — | |
| 193,085 | 5 | 5 | 193,085 | — | - | — | - | - | 193,085 | 193,085 | — | Accounts to the 31st October, 1911. |
| 123,310 | 5 | 5 | 123,310 | — | - | — | - | — | 123,310 | 123,310 | — | Accounts to the 30th September, 1911. |
| 75,000 | 5 | 5 | 75,000 | — | - | — | - | — | 75,000 | 75,000 | — | |
| 30,000 | 4 | 4 | 33,000 | — | - | — | - | — | 33,000 | 33,000 | — | |
| 54,445 | 5 | 5 | 54,445 | — | - | — | - | — | 54,445 | 54,445 | — | Accounts to the 31st Oct., 1911. Line worked by the "Midland Great Western." |
| — | - | - | — | — | - | — | - | — | — | — | — | Line authorised by the Newry, Keady, and Tynan Light Railway Act, 1900. No capital had been raised at 31st December, 1911. |
| 57,000 | 5 | 5 | 57,000 | — | - | — | - | — | 57,000 | 57,000 | — | |
| — | - | - | — | — | - | — | - | — | — | — | — | This capital was authorised in connection with an extension of the Schull and Skibbereen Tramway and Light Railway, but the cost of the extension was met out of the "Irish Distress Fund," which was raised by voluntary subscriptions, and no portion of the £1,500, for which there is authority, has been raised. |
| 35,000 | 5 | 5 | 35,000 | — | - | — | - | — | 35,000 | 35,000 | — | |
| 40,000 | 4 | 4 | 70,000 | — | - | — | - | — | 70,000 | 70,000 | — | By Order in Council, 18th July, 1898, the Treasury redeemed their liability in respect of the dividend on the Guaranteed Capital by the payment of £80,000. The Guaranteed Capital of the Company was reduced by a like amount. Should the railway be closed for traffic at any time, the baronies which, jointly with the Treasury, guaranteed the dividend will be liable to pay to the Crown an annual sum equal to 8 per cent. on the £80,000, as long as the line remains closed. |
| 163,500 | 4 | 4 | 180,000 | — | - | — | - | — | 180,000 | 180,000 | — | Accounts to the 31st October, 1911. |
| 120,000 | 4 | 4 | 140,000 | — | - | — | - | — | 140,000 | 140,000 | — | Accounts to the 31st October, 1911. |
| 1,067,480 | - | - | 1,179,710 | — | - | — | - | — | 1,179,710 | 1,179,710 | — | TOTAL. |
| 5,884,520 | - | - | 31,724,785 | 283,982 | - | 12,977,651 | - | 13,261,633 | 44,986,418 | 45,294,151 | 779,915 | GRAND TOTAL IRELAND. |
| 141,854 | - | - | 8,571 | — | - | 207,255 | - | 207,255 | 215,826 | 215,826 | — | |

almost entirely, along public roads. Particulars of the capital, etc., of such lines will be found in the Return of
ailways, which are vested in other Companies is given in Table xiii (page 61).

* Including £152,040 subscription to Joint Committees. See (†) page 31.



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## Table X.—Showing Length of Line, Traffic, Gross

Year ended 31st December, 1911.

| Name of Company. | Length of Line in Miles open on 31st December, 1911. | | | Total Length including Sidings, in equivalent of single track. | Passenger Traffic — Number of Passengers conveyed (exclusive of Season and Periodical Tickets). | | | |
|---|---|---|---|---|---|---|---|---|
| | Double or more. | Single | Total. | | 1st Class. | 2nd Class. | 3rd Class (including Parliamentary). | Total. |
| | | | | Miles. | | | | |
| Ballycastle, | – | 16 | 16 | 18 | 2,652 | 5,858 | 99,932 | 108,442 |
| *Bantry Extension,* | *Worked by the Cork, Bandon, and South Coast.* | | | | | | | |
| Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.") | 22 | 58 | 80 | 124 | 188,397 | 318,900 | 2,688,650 | 3,195,947 |
| *City of Dublin Junction,* | *Worked by the Dublin and South Eastern.* | | | | | | | |
| *Clonakilty Extension,* | *Worked by the Cork, Bandon, and South Coast.* | | | | | | | |
| Cork and Macroom Direct, | – | 25 | 25 | 27 | 6,867 | 19,348 | 158,737 | 184,952 |
| Cork, Bandon and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," and "Clonakilty Extension.") | 1 | 94 | 95 | 109 | 52,680 | — | 434,387 | 487,067 |
| Cork, Blackrock, and Passage, | 2 | 14 | 16 | 20 | 113,117 | — | 365,674 | 478,791 |
| County Donegal Railways Joint Committee, (Including the "Strabane and Letterkenny.") | 1 | 110 | 111 | 121 | 5,117 | 24,932 | 376,827 | 406,876 |
| *Dublin and Kingstown,* | *Leased to the Dublin and South Eastern.* | | | | | | | |
| Dublin and South Eastern, (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension" and "Wicklow Tramways.") | 29 | 132 | 161 | 217 | 269,753 | 1,395,711 | 3,370,395 | 5,035,859 |
| Dundalk, Newry, and Greenore, | – | 26 | 26 | 30 | 8,438 | 6,779 | 175,492 | 190,709 |
| Great Northern of Ireland, (Including the "Castleblayney, Keady and Armagh," to 30th June (*f*)) | 164 | 397 | 561 | 827 | 120,811 | 511,325 | 6,365,374 | 6,997,510 |
| Great Southern and Western of Ireland, (Including the "Athenry and Tuam Extension to Claremorris," "Claremorris and Swineford," "Collooney and Swineford," "Headford and Kenmare," "Kilorglin and Valentia," "Southern," "Tralee and Fenit," and the "Fishguard and Rosslare Railways and Harbours Company's lines in Ireland.") | 240 | 881 | 1,121 | 1,537 | 169,499 | 332,130 | 5,571,587 | 6,073,216 |

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## Receipts, &c., of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Season or Periodical Tickets—Equivalent number in Annual Tickets. | Goods Traffic. Minerals. | Goods Traffic. General Merchandise. | Number of Miles Travelled by Trains. Passenger Trains. | Number of Miles Travelled by Trains. Goods and Mineral Trains. | Number of Miles Travelled by Trains. Total. | Name of Company. |
|---|---|---|---|---|---|---|
| | Tons. | Tons. | | | | |
| 29 | 8,344 | 8,575 | Mixed. | | 45,211 | Ballycastle. |
| | | | | | | *Bantry Extension.* |
| 2,895 | 140,508 | 145,422 | (a) 714,277 | 87,826 | 802,103 | Belfast and County Down. |
| | | | | | | *City of Dublin Junction.* |
| | | | | | | *Clonakilty Extension.* |
| 72 | 12,092 | 36,449 | 46,714 | 16,812 | (b) 90,026 | Cork and Macroom Direct. |
| 182 | 97,695 | 84,534 | 214,832 | 117,227 | (c) 401,367 | Cork, Bandon, and South Coast. |
| 579 | — | 11,819 | 98,787 | 3,553 | 102,340 | Cork, Blackrock, and Passage. |
| 26 | 25,705 | 55,425 | Mixed | | 257,679 | County Donegal Railways Joint Committee. |
| | | | | | | *Dublin and Kingstown.* |
| 1,743 | 130,711 | 211,840 | 994,535 | 270,355 | 1,264,890 | Dublin and South Eastern. |
| 20 | 12,762 | 33,778 | 75,486 | 26,627 | (d) 110,737 | Dundalk, Newry, and Greenore. |
| 2,387 | 586,319 | 1,008,758 | (e) 2,841,724 | 1,221,023 | 4,062,747 | Great Northern of Ireland. |
| 1,157 | 627,181 | 1,415,432 | 3,735,292 | 2,143,068 | 5,878,360 | Great Southern and Western of Ireland. |

[continued on next page

(a) Including 84,440 miles run by Rail Motor Carriages.
(b) Including 26,500 miles run by mixed trains.
(c) Including 69,308 miles run by mixed trains.
(d) Includidg 8,624 miles run by mixed trains.
(e) Including 195,963 miles run by Steam Rail Motor Cars, and 89,131 miles run by Electric Tramway Cars.
(f) Vested in Great Northern Railway (Ireland) as from 1st July, 1911.

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**Table X.**—(*continued*).—Showing Length of Line, Traffic, Gross

Year ended 31st December, 1911

| Name of Company. | Receipts (Gross) from Passenger | | | | | |
|---|---|---|---|---|---|---|
| | Receipts from Passengers. | | | | | Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. |
| | 1st Class. | 2nd Class. | 3rd Class (including Parliamentary). | Holders of Season or Periodical Tickets. | Total from Passengers. | |
| | £ | £ | £ | £ | £ | £ |
| Ballycastle, | 158 | 261 | 2,448 | 101 | 2,968 | 498 |
| *Bantry Extension,* | *Worked by the Cork, Bandon, and South Coast.* | | | | | |
| Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.") | 8,028 | 12,487 | 67,634 | 20,512 | 108,661 | 11,557 |
| *City of Dublin Junction,* | *Worked by the Dublin and South Eastern.* | | | | | |
| *Clonakilty Extension,* | *Worked by the Cork, Bandon, and South Coast.* | | | | | |
| Cork and Macroom Direct, | 490 | 1,164 | 5,707 | 359 | 7,720 | 1,245 |
| Cork, Bandon, and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," and "Clonakilty Extension.") | 7,328 | — | 24,723 | 1,714 | 33,765 | 7,293 |
| Cork, Blackrock, and Passage, | 4,027 | — | 7,705 | 2,264 | 13,996 | 929 |
| County Donegal Railways Joint Committee, (Including the "Strabane and Letterkenny.") | 607 | 1,957 | 12,418 | 93 | 15,075 | 2,711 |
| *Dublin and Kingstown,* | *Leased to the Dublin and South Eastern.* | | | | | |
| Dublin and South Eastern, (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension," and "Wicklow Tramways." | 13,224 | 38,279 | 82,008 | 13,920 | 147,431 | 31,606 |
| Dundalk, Newry, and Greenore, | 347 | 324 | 4,148 | 79 | 4,898 | 2,190 |
| Great Northern of Ireland, (Including the "Castleblayney, Keady, and Armagh," to the 30th June*). | 26,351 | 51,995 | 332,902 | 18,516 | 429,764 | 92,313 |
| Great Southern and Western of Ireland, (Including the "Athenry and Tuam Extension to Claremorris," "Claremorris and Swineford," "Collooney and Swineford," "Headford and Kenmare," "Killorglin and Valentia," "Southern," "Tralee and Fenit," and the "Fishguard and Rosslare Railways and Harbours Company's Lines in Ireland.") | 50,010 | 47,425 | 441,204 | 12,437 | 551,076 | 129,239 |

* Vested in Great Northern Railway (Ireland) as from 1st July, 1911.

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## Receipts, &c., of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Traffic. | | Receipts (Gross) from Goods Traffic. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Mails.† | Total Receipts from Passenger Traffic. | Merchandise. | Live Stock. | Minerals. | Total Receipts from Goods Traffic. | Receipts from Steamboats, Canals, Harbours, Docks, &c. | Miscellaneous: Rents, Tolls, Hotels, &c. | Total Gross Receipts from all sources of Traffic. | Name of Company. |
| £ | £ | £ | £ | £ | £ | £ | £ | £ | |
| 300 | 3,766 | 1,495 | 147 | 631 | 2,273 | — | 29 | 6,068 | Ballycastle. |
| | | | | | | | | | *Bantry Extension.* |
| 1,400 | 121,618 | 28,696 | 2,092 | 10,572 | 41,360 | — | 16,067 | 179,045 | Belfast and County Down. |
| | | | | | | | | | *City of Dublin Junction.* |
| | | | | | | | | | *Clonakilty Extension.* |
| 124 | 9,089 | 8,843 | 1,398 | 1,601 | 11,842 | — | 169 | 21,100 | Cork and Macroom Direct |
| 5,650 | 46,708 | 32,503 | 7,748 | 13,126 | 53,377 | — | 241 | 100,326 | Cork, Bandon, and South Coast. |
| 40 | 14,965 | 1,789 | 100 | — | 1,889 | 6,934 | 147 | 23,935 | Cork, Blackrock, and Passage. |
| 890 | 18,676 | 13,990 | 1,585 | 2,217 | 17,792 | — | 468 | 36,936 | County Donegal Railways Joint Committee. |
| | | | | | | | | | *Dublin and Kingstown.* |
| 14,787 | 193,824 | 62,157 | 12,797 | 13,308 | 88,262 | — | 10,226 | 292,312 | Dublin and South Eastern. |
| 60 | 7,148 | 9,185 | 1,067 | 876 | 11,128 | — | 5,971 | 24,247 | Dundalk, Newry, and Greenore. |
| 37,367 | 559,444 | 383,757 | 52,677 | 83,709 | 520,143 | — | 36,583 | 1,116,170 | Great Northern of Ireland |
| 57,959 | 738,274 | 518,032 | 132,564 | 99,444 | 750,040 | — | 13,466 | 1,501,780 | Great Southern and Western of Ireland. |

† Including Receipts for carriage of Mails by Steamboats belonging to the Companies.

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**Table X.** (*continued*).—Showing Length of Line, Traffic, Gross

Year ended 31st December, 1911.

| Name of Company. | Length of Line in Miles open on 31st December, 1911. | | | Total Length Including Sidings in Equivalent of Single Track. | Passenger Traffic. Number of Passengers conveyed (exclusive of Season and Periodical Tickets). | | | |
|---|---|---|---|---|---|---|---|---|
| | Double or more. | Single. | Total. | | 1st Class. | 2nd Class. | 3rd Class. (including Parliamentary). | Total. |
| | Miles. | | | | | | | |
| *Letterkenny,* | *Worked by the Londonderry and Lough Swilly.* | | | | | | | |
| Listowel and Ballybunion, | – | 9 | 9 | 10 | 4,048 | — | 61,590 | 65,638 |
| Londonderry and Lough Swilly, (Including the "Burtonport Extension," "Carndonagh Extension," and "Letterkenny.") | – | 99 | 99 | 102 | 7,397 | 34,445 | 506,598 | 548,440 |
| Midland Great Western of Ireland, (Including the "Achill Extension," "Ballina and Killala," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mallaranny.") | 168 | 370 | 538 | 785 | 69,572 | 148,351 | 1,536,879 | 1,754,802 |
| Midland (Irish Sections). | 44 | 219 | 263 | 364 | 90,261 | 113,069 | 3,466,006 | 3,669,336 |
| Sligo, Leitrim and Northern Counties, | – | 43 | 43 | 46 | 1,926 | 8,479 | 152,680 | 163,085 |
| *Southern,* | *Worked by the Great Southern and Western.* | | | | | | | |
| *Strabane and Letterkenny,* | *Worked by the County Donegal Railways Joint Committee.* | | | | | | | |
| *Tralee and Fenit,* | *Worked by the Great Southern and Western.* | | | | | | | |
| Waterford and Tramore, | – | 7 | 7 | 8 | 95,789 | — | 213,857 | 309,646 |
| *Waterford and Wexford Line,* *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* | *Worked by the Great Southern and Western.* | | | | | | | *The* |
| Total, | 671 | 2,500 | 3,171 | 4,345 | 1,206,324 | 2,919,327 | 25,544,665 | 29,670,316 |

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## Receipts &c., of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Season or Periodical Tickets—Equivalent number in Annual Tickets. | Goods Traffic. Minerals. | Goods Traffic. General Merchandise. | Number of Miles Travelled by Trains. Passenger Trains. | Number of Miles Travelled by Trains. Goods and Mineral Trains. | Number of Miles Travelled by Trains. Total. | Name of Company. |
|---|---|---|---|---|---|---|
| | Tons. | Tons. | | | | |
| | | | | | | *Letterkenny.* |
| 4 | 4,689 | 1,771 | Mixed. | | 26,242 | Listowel and Ballybunion. |
| 177 | 24,218 | 86,203 | Mixed. | | 279,244 | Londonderry and Lough Swilly. |
| 340 | 133,255 | 535,384 | 1,602,061 | 928,084 | 2,530,145 | Midland Great Western of Ireland. |
| 1,439 | 414,761 | 486,753 | (a) 1,298,191 | 488,247 | 1,786,438 | Midland (Irish Sections). |
| 65 | 5,230 | 61,736 | 90,927 | 47,039 | (b) 168,433 | Sligo, Leitrim and Northern Counties. |
| | | | | | | *Southern.* |
| | | | | | | *Strabane and Letterkenny.* |
| | | | | | | *Tralee and Fenit.* |
| 93 | 3,107 | 2,993 | Mixed. | | 49,175 | Waterford and Tramore. |
| | | | | | | *Waterford and Wexford Line.* |
| | | | | | | *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* |
| *railways are part of the "Fishguard and Rosslare" Railways and Harbours Company's undertakings.* | | | | | | |
| 11,208 | 2,226,577 | 4,186,872 | 11,712,826 | 5,349,861 | (c) 17,855,137 | Total. |

[continued on next page.

(a) Including 47,038 miles run by Steam Rail Motor Carriages.
(b) Including 30,467 miles run by mixed trains.
(c) Including 792,450 miles run by mixed trains.

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**Table X.**—(*continued*).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1911

| NAME OF COMPANY. | RECEIPTS (GROSS) FROM PASSENGER | | | | | |
|---|---|---|---|---|---|---|
| | RECEIPTS FROM PASSENGERS. | | | | | Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. |
| | 1st Class. | 2nd Class | 3rd Class (Including Parliamentary). | Holders of Season or Periodical Tickets. | Total from Passengers. | |
| | £ | £ | £ | £ | £ | £ |
| *Letterkenny,* | *Worked by the Londonderry and Lough Swilly.* | | | | | |
| Listowel and Ballybunion, | 205 | — | 1,705 | 40 | 1,950 | 133 |
| Londonderry and Lough Swilly, (Including the "Burtonport Extension," "Carndonagh Extension," and "Letterkenny.") | 704 | 2,031 | 14,894 | 665 | 18,294 | 5,829 |
| Midland Great Western of Ireland, (Including the "Achill Extension," "Ballina and Killala," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mallaranny.") | 20,897 | 35,818 | 145,552 | 3,839 | 206,106 | 47,362 |
| Midland (Irish Sections), | 9,173 | 10,030 | 127,444 | 12,076 | 158,723 | 28,550 |
| Sligo, Leitrim, and Northern Counties, | 325 | 989 | 8,647 | 150 | 10,111 | 1,444 |
| *Southern,* | *Worked by the Great Southern and Western.* | | | | | |
| *Strabane and Letterkenny,* | *Worked by the County Donegal Railways Joint Committee.* | | | | | |
| *Tralee and Fenit,* | *Worked by the Great Southern and Western.* | | | | | |
| Waterford and Tramore, | 2,678 | — | 3,994 | 688 | 7,360 | 463 |
| *Waterford and Wexford Lines* | *Worked by the Great Southern and Western.* | | | | | *The* |
| *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* | | | | | | |
| TOTAL, | 144,552 | 202,760 | 1,283,133 | 87,453 | 1,717,898 | 363,362 |

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## Receipts, &c., of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Traffic. | | Receipts (Gross) from Goods Traffic. | | | | Receipts from Steamboats, Canals, Harbours, Docks, &c. | Miscellaneous: Rents, Tolls, Hotels, &c. | Total Gross Receipts from all Sources of Traffic. | Name of Company. |
|---|---|---|---|---|---|---|---|---|---|
| Mails.* | Total Receipts from Passenger Traffic. | Merchandise. | Live Stock. | Minerals. | Total Receipts from Goods Traffic. | | | | |
| £ | £ | £ | £ | £ | £ | £ | £ | £ | |
| | | | | | | | | | *Letterkenny.* |
| 136 | 2,219 | 337 | 9 | 451 | 797 | — | 63 | 3,079 | Listowel & Ballybunion. |
| 1,223 | 25,346 | 15,167 | 1,048 | 1,403 | 17,618 | — | 635 | 43,599 | Londonderry and Lough Swilly. |
| 30,260 | 283,728 | 228,071 | 78,400 | 24,365 | 330,836 | 5,829 | 12,461 | 632,851 | Midland Great Western of Ireland. |
| 12,281 | 199,554 | 128,254 | 6,466 | 48,350 | 183,070 | — | 34,751 | 417,375 | Midland (Irish Sections). |
| 450 | 12,005 | 13,088 | 3,087 | 773 | 16,948 | — | 141 | 29,094 | Sligo, Leitrim, & Northern Counties. |
| | | | | | | | | | *Southern.* |
| | | | | | | | | | *Strabane and Letterkenny* |
| | | | | | | | | | *Tralee and Fenit.* |
| 14 | 7,837 | 267 | 6 | 163 | 436 | — | 143 | 8,416 | Waterford and Tramore. |
| *railways are part of the "Fishguard and Rosslare" Railways and Harbours Company's undertakings.* | | | | | | | | | *Waterford and Wexford Line.* *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* |
| 162,941 | 2,244,201 | 1,445,631 | 301,191 | 300,989 | 2,047,811 | 12,763 | 131,561 | 4,436,336 | Total. |

* Including Receipts for carriage of Mails by steamboats belonging to the Companies.

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**Table X.** (*continued*).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1911,

| NAME OF COMPANY. | LENGTH OF LINE IN MILES open on 31st December, 1911. | | | TOTAL LENGTH, INCLUDING SIDINGS, IN EQUIVALENT OF SINGLE TRACK. | PASSENGER TRAFFIC. Number of Passengers Conveyed (exclusive of Season and Periodical Tickets). | | | |
|---|---|---|---|---|---|---|---|---|
| | Double or more. | Single. | TOTAL. | | 1st Class. | 2nd Class. | 3rd Class (including Parliamentary.) | TOTAL. |
| | LIGHT RAILWAYS AUTHORISED UNDER THE | | | | | | | |
| | Miles. | | | | | | | |
| *Athenry and Tuam Extension to Claremorris,* | *Worked by the Great Southern and Western.* | | | | | | | |
| *Ballinlscarthy and Timoleague Junction,* | *See Timoleague and Courtmacsherry Extension, &c.* | | | | | | | |
| *Ballinrobe and Claremorris,* | *Worked by the Midland Great Western of Ireland.* | | | | | | | |
| Bessbrook and Newry Tramway (Electric), | *See below under Electric Railways.* | | | | | | | |
| Carrickfergus Harbour Junction, | – | 1 | 1 | 1 | — | — | — | — |
| Cavan and Leitrim, Limited. Return for the year ending 31st October, 1911. | – | 49 | 49 | 53 | 6,730 | — | 98,865 | 105,595 |
| Clogher Valley Railway. Return for the year ending 30th September, 1911. | – | 37 | 37 | 40 | 9,146 | — | 113,303 | 122,449 |
| Cork and Muskerry, | – | 18 | 18 | 19 | 68,266 | — | 248,875 | 317,141 |
| Donoughmore Extension, | – | 9 | 9 | 9 | 1,408 | — | 41,505 | 42,913 |
| *Loughrea and Attymon,* | *Worked by the Midland Great Western of Ireland.* | | | | | | | |
| Schull and Skibbereen Tramway and Light Railway (including Skibbereen Extension). | – | 15 | 15 | 16 | 1,897 | — | 54,086 | 55,983 |
| *South Clare, Limited,* | *Worked by the West Clare, Limited.* | | | | | | | |
| Timoleague and Courtmacsherry Extension, and Ballinlscarthy and Timoleague Junction. | – | 9 | 9 | 10 | 3,704 (*a*) | — | 37,361 | 41,065 |
| Tralee and Dingle, | – | 37 | 37 | 38 | 6,585 | — | 72,513 | 79,098 |
| West Clare, Limited. Return for the year ending 31st October, 1911. (Including the "South Clare," Limited). | 1 | 52 | 53 | 57 | 21,477 | — | 194,846 | 216,323 |
| TOTAL, | 1 | 227 | 228 | 243 | 119,213 | — | 861,354 | 980,567 |
| | LIGHT RAILWAY WORKED | | | | | | | |
| Bessbrook and Newry Tramway, | – | 3 | 3 | 3 | 3,105 | 72,293 | 88,556 | 163,954 |
| TOTAL, Light Railways, Ireland, | 1 | 230 | 231 | 246 | 122,318 | 72,293 | 949,910 | 1,144,521 |
| GRAND TOTAL IRELAND, | 672 | 2,730 | 3,402 | 4,591 | 1,328,642 | 2,991,620 | 26,494,575 | 30,814,837 |

* Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely, or Return of "Street and Road Tramways and Light Railways." A subsidiary list of Light Railways

(*a*) The number of first class passengers shown in this Company's return for 1910 was for six months only.

(*b*) Including 15,000 miles run by mixed trains. (*c*) Including 540,094 miles run by mixed trains.

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## Receipts, &c., of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Season or Periodical Tickets—equivalent Number in Annual Tickets. | Goods Traffic. Minerals. | Goods Traffic. General Merchandise. | Number of Miles Travelled by Trains. Passenger Trains. | Number of Miles Travelled by Trains. Goods and Mineral Trains. | Number of Miles Travelled by Trains. Total. | Name of Company. |
|---|---|---|---|---|---|---|
| **Tramways (Ireland) Acts, 1860 to 1883, &c.*** | | | | | | |
| | Tons. | Tons. | | | | |
| | | | | | | *Athenry and Tuam Extension to Claremorris.* |
| | | | | | | *Ballinlscarthy and Timoleague Junction.* |
| | | | | | | *Ballinrobe and Claremorris.* |
| | | | | | | Bessbrook and Newry Tramway (Electric). |
| — | 13,135 | — | — | 588 | 588 | Carrickfergus Harbour Junction. |
| 33 | 13,919 | 27,677 | Mixed. | | 99,606 | Cavan and Leitrim Limited. |
| 5 | 8,886 | 19,518 | Mixed. | | 95,707 | Clogher Valley Railway. |
| 69 | 6,172 | 16,415 | Mixed. | | 75,070 | Cork and Muskerry. |
| 9 | 1,266 | 6,049 | Mixed. | | 17,947 | Donoughmore Extension. |
| | | | | | | *Loughrea and Attymon.* |
| 9 | — | 7,274 | 25,364 | 2,817 | 28,181 | Schull and Skibbereen Tramway and Light Railway. |
| | | | | | | *South Clare, Limited.* |
| — | 13,282 | 4,164 | 3,000 | 3,472 | 21,472 (b) | Timoleague and Courtmacsherry Extension and Ballinlscarthy and Timoleague Junction. |
| 34 | 560 | 12,113 | Mixed. | | 69,899 | Tralee and Dingle. |
| 22 | 19,110 | 25,483 | Mixed. | | 166,865 | West Clare, Limited. |
| 181 | 76,330 | 118,693 | 28,364 | 6,877 | (c) 575,335 | Total. |
| **by Electrical Power.** | | | | | | |
| 10 | 9,041 | — | 4,850 | — | 22,708 (d) | Bessbrook and Newry Tramway. |
| 191 | 85,371 | 118,693 | 33,214 | 6,877 | (e) 598,043 | Total, Light Railways, Ireland. |
| 11,399 | 2,311,948 | 4,305,565 | 11,746,040 | 5,356,738 | (f) 18,453,180 | Grand Total, Ireland. |

[continued on next page.

almost entirely, along public roads. Particulars of the Capital, &c., of such lines will be found in the which are vested in other Companies is given in Table xiii. (p. 61).

(d) Including 17,858 miles run by mixed trains. (e) Including 557,952 miles run by mixed trains.

(f) Including 1,350,402 miles run by mixed trains.

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**Table X.** (*continued*).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1911,

| NAME OF COMPANY. | RECEIPTS (GROSS) FROM PASSENGER | | | | | |
|---|---|---|---|---|---|---|
| | RECEIPTS FROM PASSENGERS. | | | | | Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. |
| | 1st Class. | 2nd Class. | 3rd Class (including Parliamentary.) | Holders of Season or Periodical Tickets. | Total from Passengers. | |
| | LIGHT RAILWAYS AUTHORISED UNDER THE | | | | | |
| | £ | £ | £ | £ | £ | £ |
| *Athenry and Tuam Extension to Claremorris,* | *Worked by the Great Southern and Western.* | | | | | |
| *Ballinlscarthy and Timoleague Junction,* | *See Timoleague and Courtmacsherry Extension, &c.* | | | | | |
| *Ballinrobe and Claremorris,* | *Worked by the Midland Great Western of Ireland.* | | | | | |
| Bessbrook and Newry Tramway (Electric), | *See below under Electric Railways.* | | | | | |
| Carrickfergus Harbour Junction, | — | — | — | — | — | — |
| Cavan and Leitrim, Limited. (Return for the year ending 31st October, 1911). | 488 | | 3,296 | 106 | 3,890 | 663 |
| Clogher Valley Railway. (Return for the year ending 30th September, 1911). | 467 | — | 2,989 | 26 | 3,482 | 575 |
| Cork and Muskerry, | 1,790 | — | 4,748 | 283 | 6,821 | 823 |
| Donoughmore Extension, | 35 | — | 678 | 16 | 729 | 93 |
| *Loughrea and Attymon,* | *Worked by the Midland Great Western of Ireland.* | | | | | |
| Schull and Skibbereen Tramway and Light Railway. (Including Skibbereen Extension). | 161 | — | 1,272 | 31 | 1,464 | 122 |
| *South Clare, Limited,* | *Worked by the West Clare, Limited.* | | | | | |
| Timoleague and Courtmacsherry Extension, and Ballinlscarthy and Timoleague Junction. | 116 | — | 604 | — | 720 | 121 |
| Tralee and Dingle, | 614 | — | 3,722 | 63 | 4,399 | 485 |
| West Clare, Limited. Return for the year ending 31st October, 1911. (Including the "South Clare," Limited). | 2,292 | — | 9,592 | 147 | 12,031 | 1,043 |
| TOTAL, | 5,963 | — | 26,901 | 672 | 33,536 | 3,928 |
| | LIGHT RAILWAY WORKED | | | | | |
| Bessbrook and Newry Tramway, | 39 | 555 | 153 | 15 | 762 | — |
| TOTAL, Light Railways, Ireland, | 6,002 | 555 | 27,054 | 687 | 34,298 | 3,928 |
| GRAND TOTAL, IRELAND, | 150,554 | 203,315 | 1,310,187 | 88,140 | 1,752,196 | 367,290 |

† Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely
the Return of "Street and Road Tramways and Light Railways" A subsidiary list of Light

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## Receipts, &c., of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Traffic. | | Receipts (Gross) from Goods Traffic. | | | | Receipts from Steamboats, Canals, Harbours, Docks, &c. | Miscellaneous; Rents, Tolls, Hotels, &c. | Total Gross Receipts from all sources of Traffic. | Name of Company. |
|---|---|---|---|---|---|---|---|---|---|
| Mails*. | Total Receipts from Passenger Traffic. | Merchandise | Live Stock. | Minerals. | Total Receipts from Goods Traffic. | | | | |
| **Tramways (Ireland) Acts, 1860 to 1883, &c.†** | | | | | | | | | |
| £ | £ | £ | £ | £ | £ | £ | £ | £ | |
| | | | | | | | | | *Athenry and Tuam Extension to Claremorris.* *Ballinlscarthy and Timoleague Junction.* *Ballinrobe and Claremorris.* |
| — | — | — | — | 180 | 180 | 22 | 6 | 208 | Bessbrook and Newry Tramway (Electric). Carrickfergus Harbour Junction. |
| 40 | 4,596 | 5,500 | 1,694 | 1 417 | 8,611 | — | 199 | 13,406 | Cavan and Leitrim, Ltd. |
| 100 | 4,157 | 3,850 | 243 | 937 | 5,030 | — | 103 | 9,290 | Clogher Valley Railway. |
| — | 7,644 | 2,238 | 406 | 459 | 3,103 | — | 145 | 10,892 | Cork and Muskerry. |
| — | 822 | 525 | 81 | 84 | 690 | — | 22 | 1,534 | Donoughmore Extension. |
| | | | | | | | | | *Loughrea and Attymon.* |
| — | 1,586 | 1,377 | 415 | — | 1,792 | — | 3 | 3,381 | Schull and Skibbereen Tramway and Light Railway. |
| 20 | 861 | 469 | 86 | 350 | 905 | — | 18 | 1,784 | *South Clare Limited.* Timoleague and Courtmacsherry Extension and Ballinlscarthy and Timoleague Junction. |
| 504 | 5,388 | 3,225 | 752 | 75 | 4,052 | — | 50 | 9,490 | Tralee and Dingle. |
| 1,000 | 14,074 | 6,007 | 1,756 | 1,310 | 9,073 | — | 181 | 23,328 | West Clare, Limited. |
| 1,664 | 39,128 | 23,191 | 5,433 | 4,812 | 33,436 | 22 | 727 | 73,313 | Total. |
| **By Electrical Power.** | | | | | | | | | |
| 8 | 770 | — | — | 761 | 761 | — | 47 | 1,578 | Bessbrook and Newry Tramway. |
| 1,672 | 39,898 | 23,191 | 5,433 | 5,573 | 34,197 | 22 | 774 | 74,891 | Total, Light Railways, Ireland. |
| 164,613 | 2,284,099 | 1,468,822 | 306,624 | 306,562 | 2,082,008 | 12,785 | 132,335 | 4,511,227 | Grand Total, Ireland. |

* Including receipts for carriage of mails by steamboats belonging to the Companies.

or almost entirely, along public roads. Particulars of the Capital, &c., of such lines will be found in Railways which are vested in other Companies is given in Table xiii. (p. 61).

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**Table XI.**—Showing Working Expenditure, Net Receipts,

Year ended 31st December, 1911.

| Name of Company. | Gauge of Line. | Length of Line in Miles open on 31st December, 1911. | Working | | | |
|---|---|---|---|---|---|---|
| | | | Maintenance of Way, Works, &c. | Locomotive Power (including Stationary Engines). | Repairs and Renewals of Carriages and Waggons. | Traffic Expenses (Coaching and Merchandise). |
| | Ft. in. | Miles. | £ | £ | £ | £ |
| Ballycastle, | 3 0 | 16 | 1,065 | 1,947 | 327 | 920 |
| *Bantry Extension* | *Worked by the Cork, Bandon, and South Coast.* | | | | | |
| Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.") | 5 3 | 80 | 21,714 | 24,992 | 10,273 | 25,600 |
| *City of Dublin Junction,* | *Worked by the Dublin and South Eastern.* | | | | | |
| *Clonakilty Extension,* | *Worked by the Cork, Bandon, and South Coast.* | | | | | |
| Cork and Macroom Direct, | 5 3 | 25 | 2,410 | 2,630 | 760 | 3,653 |
| Cork, Bandon, and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," and "Clonakilty Extension.") | 5 3 | 95 | 14,007 | 18,114 | 4,460 | 13,357 |
| Cork, Blackrock, and Passage, | 3 0 | 16 | 1,368 | 3,497 | 1,339 | 2,532 |
| County Donegal Railways Joint Committee, (Including the "Strabane and Letterkenny.") | 3 0 | 111 | 7,130 | 8,546 | 1,188 | 7,057 |
| *Dublin and Kingstown,* | *Leased to the Dublin and South Eastern.* | | | | | |
| Dublin and South Eastern, (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension" and "Wicklow Tramways.") | 5 3 | 161 | 38,173 | 47,506 | 13,580 | 44,463 |
| Dundalk, Newry, and Greenore, | 5 3 | 26 | 5,483 | 3,613 | 866 | 8,478 |
| Great Northern of Ireland, (Including the "Castleblayney, Keady and Armagh.") to 30th June, 1911 (*b*). | 5 3 | 561 | 188,395 | 201,810 | 45,263 | 162,775 |
| Great Southern and Western of Ireland, (Including the "Athenry and Tuam Extension to Claremorris," "Claremorris and Swineford," "Collooney and Swineford," "Headford and Kenmare," "Killorglin and Valentia," "Southern," "Tralee and Fenit," and the "Fishguard and Rosslare Railways and Harbours Company's lines in Ireland.") | 5 3 | 1,121 | 202,991 | 263,423 | 74,868 | 208,462 |

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AND ROLLING STOCK OF IRISH RAILWAYS IN 1911.

EXCEPT WHERE OTHERWISE STATED.

| EXPENDITURE. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| General Charges. | Rates and Taxes. | Government Passenger Duty. | Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants | Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906. | Compensation for Personal Injuries, &c. | Compensation for Damage and Loss of Goods. | Legal and Parliamentary Expenses. | Steamboat, Canal, and Harbour Expenses. | Miscellaneous Working Expenditure (not included in the foregoing). | NAME OF COMPANY |
| £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | |
| 378 | 50 | — | — | 23 | 27 | 3 | — | — | 42 | Ballycastle. |
| | | | | | | | | | | *Bantry Extension.* |
| 6,529 | 3,442 | — | 29 | 631 | 16 | 95 | 982 | 4,569 | 12,798 | Belfast and County Down. |
| | | | | | | | | | | *City of Dublin Junction.* |
| | | | | | | | | | | *Clonakilty Extension.* |
| 1,091 | 751 | — | — | 63 | — | 8 | 12 | — | — | Cork and Macroom Direct. |
| 3,555 | 2,455 | — | 26 | 300 | 152 | 34 | 221 | — | 1,048 | Cork, Bandon, and South Coast. |
| 1,346 | 490 | — | 4 | 46 | — | 2 | — | (a) 6,657 | 89 | Cork, Blackrock, and Passage. |
| 2,293 | 762 | — | — | 139 | 109 | 4 | 10 | — | 205 | County Donegal Railways Joint Committee. |
| | | | | | | | | | | *Dublin and Kingstown.* |
| 13,361 | 9,563 | — | 41 | 341 | 468 | 252 | 674 | — | 1,033 | Dublin and South Eastern. |
| 533 | 330 | — | 10 | 347 | — | 312 | 376 | — | 4,791 | Dundalk, Newry, and Greenore. |
| 33,642 | 37,434 | — | 179 | 2,201 | 956 | 2,329 | 3,517 | — | (c) 34,767 | Great Northern of Ireland. |
| 41,774 | 51,702 | — | 651 | 4,235 | 17,600 | 4,157 | 5,447 | (d) 2,274 | 1,004 | Great Southern and Western of Ireland. |

[*continued on next page.*

(a) Including £874 for Hire of Steamers. (b) Vested in Great Northern Railway (Ireland) as from 1st July, 1911.
(c) Including £8,872 special expenditure due to strikes. (d) Cost of Queenstown Tenders.



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**Table XI.**—(*continued*).—Showing WORKING EXPENDITURE,

YEAR ENDED 31ST DECEMBER, 1911.

| NAME OF COMPANY. | TOTAL WORKING EXPENDITURE. | TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X. | NET RECEIPTS. | Percentage Proportion of Expenditure to Total Receipts. |
|---|---|---|---|---|
| | £ | £ | £ | |
| Ballycastle, | 4,782 | 6,068 | 1,286 | 79 |
| *Bantry Extension*, | *Worked by the "Cork, Bandon, and South Coast."* | | | |
| Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.") | 111,670 | 179,045 | 67,375 | 62 |
| *City of Dublin Junction*, | *Worked by the Dublin and South Eastern.* | | | |
| *Clonakilty Extension*, | *Worked by the Cork, Bandon, and South Coast.* | | | |
| Cork and Macroom Direct, | 11,378 | 21,100 | 9,722 | 54 |
| Cork, Bandon, and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," and "Clonakilty Extension.") | 57,729 | 100,326 | 42,597 | 58 |
| Cork, Blackrock, and Passage, | 17,370 | 23,935 | 6,565 | 73 |
| County Donegal Railways Joint Committee, (Including the "Strabane and Letterkenny.") | 27,443 | 36,936 | 9,493 | 74 |
| *Dublin and Kingstown*, | *Leased to the Dublin and South Eastern.* | | | |
| Dublin and South Eastern, (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension," and "Wicklow Tramways.") | 169,455 | 292,312 | 122,857 | 58 |
| Dundalk, Newry, and Greenore, | 25,139 | 24,247 | 892 Deficiency | — |
| Great Northern of Ireland, (Including the "Castleblayney, Keady, and Armagh" to 30th June, 1911). | 713,268 | 1,116,170 | 402,902 | 64 |
| Great Southern and Western of Ireland, (Including the "Athenry and Tuam Extension to Claremorris," "Claremorris and Swineford," "Collooney and Swineford," "Headford and Kenmare," "Killorglin and Valentia," "Southern," "Tralee and Fenit," and the "Fishguard and Rosslare Railways and Harbours Company's lines in Ireland.") | 878,567 | 1,501,780 | 623,213 | 59 |

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# Net Receipts, and Rolling Stock of Irish Railways in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Rolling Stock on 31st December, 1911. | | | | | | | | Name of Company. |
|---|---|---|---|---|---|---|---|---|
| | Carriages, Waggons, Trucks, &c. | | | | | | | |
| | Rail Motor Carriages. | | | | | | | |
| Locomotives. | Steam. | Electric. | Carriages used for the Conveyance of Passengers only. | Other Vehicles attached to Passenger Trains. | Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise. | Other Carriages or Waggons used on the Railway, not included in the preceding columns. | Total Number of Vehicles of all descriptions, exclusive of Locomotives. | |
| No. | No. | No. | No. | No. | No. | No. | No. | |
| 4 | — | — | 10 | 5 | 59 | — | 74 | Ballycastle. |
| | | | | | | | | *Bantry Extension.* |
| 30 | 3 | — | 153 | 21 | 651 | 36 | 864 | Belfast and County Down. |
| | | | | | | | | *City of Dublin Junction.* |
| | | | | | | | | *Clonakilty Extension.* |
| 4 | — | — | 25 | 2 | 105 | 3 | 135 | Cork and Macroom Direct. |
| 20 | — | — | 46 | 22 | 440 | 15 | 523 | Cork, Bandon, and South Coast. |
| 4 | — | — | 28 | — | 29 | — | 57 | Cork, Blackrock, and Passage. |
| 18 | — | — | 56 | 11 | 286 | 18 | 371 | County Donegal Railways Joint Committee. |
| | | | | | | | | *Dublin and Kingstown.* |
| 60 | — | — | 221 | 72 | 988 | 17 | 1,298 | Dublin and South Eastern. |
| 6 | — | — | 12 | 11 | 199 | 7 | 229 | Dundalk, Newry, and Greenore. |
| 169 | 7 | — | (a) 360 | 303 | 5,140 | 233 | 6,043 | Great Northern of Ireland. |
| 288 | 1 | — | 518 | 362 | 6,998 | 382 | 8,261 | Great Southern and Western of Ireland. |

(a) Including 11 Electric Tram Cars



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**Table XI.**—(*continued*)—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1911,

| NAME OF COMPANY. | Gauge of Line. | Length of Line in Miles open on 31st December, 1911. | WORKING | | | |
|---|---|---|---|---|---|---|
| | | | Maintenance of Way, Works, &c. | Locomotive Power (including Stationary Engines). | Repairs and Renewals of Carriages and Waggons. | Traffic Expenses (Coaching and Merchandise). |
| | Ft. in. | Miles. | £ | £ | £ | £ |
| *Letterkenny,* | *Worked by the Londonderry and Lough Swilly.* | | | | | |
| Listowel and Ballybunion, | (*a*) | 9 | 848 | 900 | 173 | 393 |
| Londonderry and Lough Swilly, (Including the "Burtonport Extension," "Carndonagh Extension," and "Letterkenny.") | 3 0 | 99 | 5,725 | 10,461 | 1,489 | 6,884 |
| Midland Great Western of Ireland, (Including the "Achill Extension," "Ballina and Killala," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mallaranny.") | 5 3 | 538 | 88,812 | 123,922 | 32,249 | 96,009 |
| Midland (Irish Sections). Northern Counties Section, | 5 3<br>3 0 | 201<br>48 | | | | |
| Londonderry and Strabane Section, | 3 0 | 14 | 65,390 | 75,286 | 22,166 | 64,787 |
| | — | 263 | | | | |
| Sligo, Leitrim, and Northern Counties, | 5 3 | 43 | 5,559 | 6,041 | 1,234 | 3,297 |
| *Southern,* | *Worked by the Great Southern and Western.* | | | | | |
| *Strabane and Letterkenny,* | *Worked by the County Donegal Railways Joint Committee.* | | | | | |
| *Tralee and Fenit,* | *Worked by the Great Southern and Western.* | | | | | |
| Waterford and Tramore, | 5 3 | 7 | 705 | 1,216 | 373 | 797 |
| *Waterford and Wexford Line,* | *Worked by the Great Southern and Western.* | | | | | |
| *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* | | | | | | |
| TOTAL, | — | 3,171 | 649,775 | 793,904 | 210,608 | 649,464 |

(*a*) The Listowel and Ballybunion Line is constructed with a single elevated rail.

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RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1911.

EXCEPT WHERE OTHERWISE STATED.

| EXPENDITURE. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| General Charges. | Rates and Taxes. | Government Passenger Duty. | Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants. | Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906. | Compensation for Personal Injuries, &c. | Compensation for Damage and Loss of Goods. | Legal and Parliamentary Expenses. | Steamboat, Canal, and Harbour Expenses. | Miscellaneous Working Expenditure (not included in the foregoing). | NAME OF COMPANY. |
| £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | |
| | | | | | | | | | | *Letterkenny.* |
| 189 | 37 | — | — | 23 | — | 1 | 15 | — | 4 | Listowel and Ballybunion. |
| 1,991 | 271 | — | 14 | 124 | 12 | 28 | 79 | — | — | Londonderry and Lough Swilly. |
| 16,565 | 17,363 | — | 319 | 936 | 544 | 1,456 | 1,893 | 7,248 | — | Midland Great Western of Ireland. |
| 12,611 | 8,920 | — | 50 | 1,863 | 85 | 309 | 1,169 | — | 30,527 | Midland (Irish Sections). |
| 1,003 | 294 | — | 2 | 70 | — | 15 | 16 | — | 1,975 | Sligo, Leitrim, & Northern Counties. |
| | | | | | | | | | | *Southern.* |
| | | | | | | | | | | *Strabane and Letterkenny.* |
| | | | | | | | | | | *Tralee and Fenit.* |
| 620 | 190 | — | 5 | 25 | — | — | — | — | — | Waterford and Tramore. |
| *The railways are part of the "Fishguard and Rosslare" Railways and Harbours Company's Undertakings.* | | | | | | | | | | *Waterford and Wexford Line.* / *Waterford, Dungarvan and Lismore, and Fermoy and Lismore Lines.* |
| 37,451 | 134,054 | — | 1,330 | 11,367 | 19,978 | 9,005 | 14,411 | 20,748 | 88,283 | TOTAL. |

[continued on next page.

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**Table XI.**—(*continued*).—Showing Working Expenditure, Net

Year ended 31st December, 1911.

| Name of Company. | Total Working Expenditure. | Total Receipts, as given in the Traffic Return, Table X. | Net Receipts. | Percentage Proportion of Expenditure to Total Receipts. |
|---|---|---|---|---|
| | £ | £ | £ | |
| *Letterkenny.* | *Worked by the Londonderry and Lough Swilly.* | | | |
| Listowel and Ballybunion, | 2,583 | 3,079 | 496 | 84 |
| Londonderry and Lough Swilly, (Including the "Burtonport Extension" "Carndonagh Extension" and "Letterkenny.") | 27,078 | 43,599 | 16,521 | 62 |
| Midland Great Western of Ireland, (Including the "Achill Extension" "Ballina and Killala," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mallaranny.") | 387,316 | 632,854 | 245,538 | 61 |
| Midland (Irish Sections), Northern Counties Section, Londonderry and Strabane Section, | 283,163 | 417,375 | 134,212 | 68 |
| Sligo, Leitrim, and Northern Counties, | 19,506 | 29,094 | 9,588 | 67 |
| *Southern,* | *Worked by the Great Southern and Western.* | | | |
| *Strabane and Letterkenny,* | *Worked by the County Donegal Railways Joint Committee.* | | | |
| *Tralee and Fenit,* | *Worked by the Great Southern and Western.* | | | |
| Waterford and Tramore, | 3,931 | 8,416 | 4,485 | 47 |
| *Waterford and Wexford Lin* | *Worked by the Great Southern and Western.* | | | |
| *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* | | | | |
| Total, | 2,740,378 | 4,436,336 | 1 695,958 | 62 |

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RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Rolling Stock on 31st December, 1911. | | | | | | | | Name of Company. |
|---|---|---|---|---|---|---|---|---|
| | Carriages, Waggons, Trucks, &c. | | | | | | | |
| | Rail Motor Carriages. | | | | | | | |
| Locomotives. | Steam. | Electric. | Carriages used for the Conveyance of Passengers only. | Other Vehicles attached to Passenger Trains. | Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise. | Other Carriages or Waggons used on the Railway, not included in the preceding columns. | Total Number of Vehicles of all descriptions, exclusive of Locomotives. | |
| No | No. | No. | No. | No. | No. | No. | No. | |
| | | | | | | | | *Letterkenny.* |
| 3 | — | — | 13 | — | 24 | 2 | 39 | Listowel and Ballybunion |
| 15 | — | — | 37 | 12 | 274 | 8 | 331 | Londonderry and Lough Swilly. |
| 139 | — | — | 194 | 206 | 2,939 | 206 | 3,545 | Midland Great Western of Ireland. |
| 79 | 2 | — | 221 | 143 | 2,321 | 75 | 2,762 | Midland (Irish Sections). |
| (The Locomotive power and Rolling Stock for the Londonderry and Strabane Section are supplied by the County Donegal Railways Joint Committee). | | | | | | | | |
| 10 | — | — | 19 | 13 | 199 | — | 231 | Sligo, Leitrim, and Northern Counties |
| | | | | | | | | *Southern.* |
| | | | | | | | | *Strabane and Letterkenny.* |
| | | | | | | | | *Tralee and Fenit.* |
| 4 | — | — | 20 | 1 | 9 | 2 | 32 | Waterford and Tramore. |
| *The railways are part of the Fishguard and Rosslare Railways and Harbours Company's Undertakings.* | | | | | | | | *Waterford and Wexford Line.* / *Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.* |
| 848 | 13 | — | 1,933 | 1,184 | 20,661 | 1,004 | 24,795 | TOTAL. |

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**Table XI.**—(*continued*).—Showing Working Expenditure, Net

Year ended 31st December, 1911.

| Name of Company. | Gauge of Line. | Length of Line in Miles open on 31st December, 1911. | Working | | | | |
|---|---|---|---|---|---|---|---|
| | | | Maintenance of Way, Works, &c. | Locomotive Power (including Stationary Engines). | Repairs and Renewals of Carriages and Waggons. | Traffic Expenses (Coaching and Merchandise). | General Charges. |
| | | | Light Railways Authorised under | | | | |
| | Ft. in. | Miles. | £ | £ | £ | £ | £ |
| *Athenry and Tuam Extension to Claremorris.* | *Worked by the Great Southern and Western.* | | | | | | |
| *Ballinlscarthy and Timoleague Junction,* | *See Timoleague and Courtmacsherry Extension, &c.* | | | | | | |
| *Ballinrobe and Claremorris,* | *Worked by the Midland Great Western of Ireland.* | | | | | | |
| Bessbrook and Newry Tramway (Electric), | *See* below under Electric Railways. | | | | | | |
| Carrickfergus Harbour Junction, | 5 3 | 1 | 55 | 50 | — | 8 | 56 |
| Cavan and Leitrim, Ltd.—Return for the year ending 31st October, 1911. | 3 0 | 49 | 2,919 | 4,138 | 1,115 | 2,843 | 821 |
| Clogher Valley Railway—Return for the year ending 30th September, 1911. | 3 0 | 37 | 2,111 | 3,213 | 604 | 1,851 | 799 |
| Cork and Muskerry, | 3 0 | 18 | 1,723 | 2,347 | 476 | 2,021 | 707 |
| Donoughmore Extension, | 3 0 | 9 | 472 | 587 | 114 | 354 | 157 |
| *Loughrea and Attymon,* | *Worked by the Midland Great Western of Ireland.* | | | | | | |
| Schull and Skibbereen Tramway and Light Railway (Including "Skibbereen Extension"). | 3 0 | 15 | 1,177 | 1,111 | 475 | 741 | 306 |
| *South Clare, Limited,* | *Worked by the West Clare, Limited.* | | | | | | |
| Timoleague and Courtmacsherry Extension and Ballinlscarthy and Timoleague Junction. | 5 3 | 9 | 775 | 825 | 105 | 426 | 234 |
| Tralee and Dingle, | 3 0 | 37 | 4,811 | 3,712 | 690 | 2,439 | 517 |
| West Clare, Limited—Return for the year ending 31st October, 1911. (Including the "South Clare," Limited.) | 3 0 | 53 | (*a*)6,316 | (*b*)6,921 | (*c*)1,766 | 4,975 | 2,321 |
| Total, | — | 228 | 20,359 | 22,904 | 5,345 | 15,658 | 5,918 |
| | | | Light Railway worked | | | | |
| Bessbrook and Newry Tramway, | 3 0 | 3 | 352 | 153 | 159 | 582 | 430 |
| Total Light Railways—Ireland, | — | 231 | 20,711 | 23,057 | 5,504 | 16,240 | 6,348 |
| Grand Total—Ireland, | — | (*d*)3,402 | 670,486 | 816,961 | 216,112 | 665,704 | 143,799 |

(*a*) Including £484 for relaying road, £1,404 for new fastenings, £204 for new sleepers, £256 for alterations at Lahinch Station, and £327 for strike of milesmen.
(*b*) Including £411 instalment on new engine (*c*) Including £307 expenditure on new waggons.
(*d*) The following statement shows the Length of Line at each Gauge open in Ireland in the year 1911:—

| Gauge, | Ft. in. 3 0 | Ft. in. 5 3 |
|---|---|---|
| Length,* | Miles. 525 | Miles. 2,868 |

* Exclusive of the Listowel and Ballybunion Railway, nine miles in length, constructed with a single elevated rail.

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RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1911.

EXCEPT WHERE OTHERWISE STATED.

| EXPENDITURE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Rates and Taxes. | Government Passenger Duty. | Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants. | Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906. | Compensation for Personal Injuries, &c. | Compensation for Damage and Loss of Goods. | Legal and Parliamentary Expenses. | Steamboat, Canal, and Harbour Expenses. | Miscellaneous Working Expenditure (not included in the foregoing). | NAME OF COMPANY. |
| THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.* | | | | | | | | | |
| £ | £ | £ | £ | £ | £ | £ | £ | £ | |
| | | | | | | | | | *Athenry and Tuam Extension to Claremorris.* |
| | | | | | | | | | *Ballinlscarthy and Timoleague Junction.* |
| | | | | | | | | | *Ballinrobe and Claremorris.* |
| | | | | | | | | | Bessbrook and Newry Tramway (Electric). |
| 15 | — | — | — | — | — | 7 | — | — | Carrickfergus Harbour Junction. |
| 122 | — | 1 | — | — | 23 | 58 | — | 232 | Cavan and Leitrim. |
| 83 | — | — | — | — | 35 | — | — | — | Clogher Valley Railway. |
| 91 | — | — | — | — | 7 | — | — | 214 | Cork and Muskerry. |
| 21 | — | — | — | — | — | — | — | 3 | Donoughmore Extension. |
| | | | | | | | | | *Loughrea and Attymon.* |
| 27 | — | — | 18 | — | — | 7 | 16 | 13 | Schull and Skibbereen Tramway and Light Railway. |
| | | | | | | | | | *South Clare, Limited.* |
| 8 | — | — | — | — | — | 20 | — | 23 | Timoleague and Courtmacsherry Extension and Ballinlscarthy and Timoleague Junction. |
| 98 | — | — | 72 | — | 22 | 113 | — | — | Tralee and Dingle. |
| 161 | — | 46 | 167 | — | 87 | 188 | — | 50 | West Clare, Limited. |
| 626 | — | 47 | 257 | — | 164 | 393 | 16 | 535 | TOTAL. |
| BY ELECTRICAL POWER. | | | | | | | | | |
| 127 | — | — | — | — | 14 | — | — | — | Bessbrook and Newry Tramway. |
| 753 | — | 47 | 257 | — | 178 | 393 | 16 | 535 | TOTAL LIGHT RAILWAYS—IRELAND |
| 134,807 | — | 1,377 | 11,624 | 19,978 | 9,183 | 14,804 | 20,764 | 88,818 | GRAND TOTAL—IRELAND. |

* Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely, or almost entirely, along public roads. Particulars of the capital, &c., of such lines will be found in the Return of "Street and Road Tramways and Light Railways." A subsidiary list of light Railways which are vested in other Companies is given in Table XIII. (p. 61).

[*continued on next page.*

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**Table XI.**—(*continued*).—Showing Working Expenditure, Net

Year ended 31st December, 1911,

| Name of Company. | Total Working Expenditure. | Total Receipts, as given in the Traffic Return, Table X. | Net Receipts. | Percentage Proportion of Expenditure to Total Receipts. |
|---|---|---|---|---|
| | Light Railways Authorised under | | | |
| | £ | £ | £ | |
| *Athenry and Tuam Extension to Claremorris,* | *Worked by the Great Southern and Western.* | | | |
| *Ballinlscarthy and Timoleague Junction,* | *See Timoleague and Courtmacsherry Extension, &c.* | | | |
| *Ballinrobe and Claremorris,* | *Worked by the Midland Great Western of Ireland.* | | | |
| Bessbrook and Newry Tramway (Electric), | *See* below under Electric Railways. | | | |
| Carrickfergus Harbour Junction, | 191 | 208 | 17 | 92 |
| Cavan and Leitrim, Ltd.—Return for the year ending 31st October, 1911, | 12,272 | 13,406 | 1,134 | 92 |
| Clogher Valley Railway—Return for the year ending 30th September, 1911 | 8,686 | 9,290 | 604 | 93 |
| Cork and Muskerry, | 7,586 | 10,892 | 3,306 | 70 |
| Donoughmore Extension, | 1,708 | 1,534 | 174 Deficiency. | — |
| *Loughrea and Attymon,* | *Worked by the Midland Great Western of Ireland.* | | | |
| Schull and Skibbereen Tramway and Light Railway (Including "Skibbereen Extension"). | 3,891 | 3,381 | 510 Deficiency. | — |
| *South Clare, Limited,* | *Worked by the West Clare, Limited.* | | | |
| Timoleague and Courtmacsherry Extension and Ballinlscarthy and Timoleague Junction. | 2,416 | 1,784 | 632 Deficiency. | — |
| Tralee and Dingle, | 12,474 | 9,490 | 2,984 Deficiency. | — |
| West Clare, Limited—Return for the year ending 31st October, 1911 (including the "South Clare," Limited). | 22,998 | 23,328 | 330 | 99 |
| Total, | 72,222 | 73,313 | 1,091 | 99 |
| | Light Railway worked | | | |
| Bessbrook and Newry Tramway, | 1,817 | 1,578 | 239 Deficiency. | — |
| Total Light Railways—Ireland, | 74,039 | 74,891 | 852 | 99 |
| Grand Total—Ireland, | 2,814,417 | 4,511,227 | 1,696,810 | 62 |

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RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1911.

EXCEPT WHERE OTHERWISE STATED.

| Rolling Stock on 31st December, 1911. | | | | | | | | Name of Company. |
|---|---|---|---|---|---|---|---|---|
| | Carriages, Waggons, Trucks, &c. | | | | | | | |
| | Rail Motor Carriages. | | | | | | | |
| Locomotives. | Steam. | Electric. | Carriages used for the Conveyance of Passengers only. | Other Vehicles attached to Passenger Trains. | Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise. | Other Carriages or Waggons used on the Railway, not included in the preceding columns. | Total Number of Vehicles of all descriptions, exclusive of Locomotives. | |
| **THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.*** | | | | | | | | |
| No. | No. | No. | No. | No. | No. | No. | No. | |
| | | | | | | | | *Athenry and Tuam Extension to Claremorris.* |
| | | | | | | | | *Ballinascarthy and Timoleague Junction.* |
| | | | | | | | | *Ballinrobe and Claremorris.* |
| | | | | | | | | Bessbrook and Newry Tramway (Electric). |
| — | — | — | — | — | — | — | — | Carrickfergus Harbour Junction. |
| 9 | — | — | 12 | 12 | 137 | 6 | 167 | Cavan and Leitrim, Ltd. |
| 7 | — | — | 13 | 7 | 107 | — | 127 | Clogher Valley Railway. |
| 6 | — | — | 20 | 7 | 56 | 4 | 87 | Cork and Muskerry. |
| 1 | — | — | 2 | 1 | 12 | — | 15 | Donoughmore Extension. |
| | | | | | | | | *Loughrea and Attymon.* |
| 4 | — | — | 7 | 6 | 44 | 4 | 61 | Schull and Skibbereen Tramway and Light Railway. |
| | | | | | | | | *South Clare, Limited.* |
| 3 | — | — | 4 | 1 | 20 | — | 25 | Timoleague and Courtmacsherry Extension and Ballinascarthy and Timoleague Junction. |
| 8 | — | — | 20 | — | 78 | — | 98 | Tralee and Dingle. |
| 11 | — | — | 27 | 10 | 149 | 1 | 187 | West Clare, Limited. |
| 49 | — | — | 105 | 44 | 603 | 15 | 767 | TOTAL. |
| **BY ELECTRICAL POWER.** | | | | | | | | |
| — | — | 2 | 1 | 2 | 17 | — | 22 | Bessbrook and Newry Tramway. |
| 49 | — | 2 | 106 | 46 | 620 | 15 | 789 | TOTAL LIGHT RAILWAYS—IRELAND. |
| 897 | 13 | 2 | 2,039 | 1,230 | 21,281 | 1,019 | 25,584 | GRAND TOTAL—IRELAND. |

* See note (*) page 57.

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**Table XII.**—Showing the EQUIVALENT NUMBER OF ANNUAL TICKETS issued from IRISH RAILWAYS, and the RECEIPTS therefrom in 1911.

| NAME OF COMPANY. | EQUIVALENT NUMBER OF ANNUAL TICKETS. | | | | RECEIPTS | | | |
|---|---|---|---|---|---|---|---|---|
| | First Class. | Second Class. | Third Class (including Workmen's Weekly Tickets) | TOTAL. | First Class. | Second Class. | Third Class (including Workmen's Weekly Tickets.) | TOTAL. |
| | | | | | £ | £ | £ | £ |
| Ballycastle, | — | 3 | 26 | 29 | 1 | 20 | 80 | 101 |
| Belfast and County Down, | 607 | 2,288 | — | 2,895 | 5,491 | 15,021 | — | 20,512 |
| Cork and Macroom Direct, | 1 | 11 | 60 | 72 | 8 | 69 | 282 | 359 |
| Cork, Bandon, and South Coast, (Including leased and worked lines, for names of which see p. 38). | 47 | — | 135 | 182 | 530 | — | 1,184 | 1,714 |
| Cork, Blackrock, and Passage, | 198 | — | 381 | 579 | 1,004 | — | 1,260 | 2,264 |
| County Donegal Joint Committee, (Including leased and worked lines, for names of which see p. 38). | — | 7 | 19 | 26 | — | 24 | 69 | 93 |
| Dublin and South Eastern, (Including leased and worked lines, for names of which see p. 38). | 411 | 957 | 375 | 1,743 | 4,746 | 6,800 | 2,374 | 13,920 |
| Dundalk, Newry, and Greenore, | 1 | 1 | 18 | 20 | 2 | 6 | 71 | 79 |
| Great Northern of Ireland, (Including leased and worked lines, for names of which see p. 38). | 333 | 1,371 | 683 | 2,387 | 3,336 | 10,346 | 4,834 | 18,516 |
| Great Southern and Western of Ireland, (Including leased and worked lines, for names of which see p. 38). | 154 | 549 | 454 | 1,157 | 1,966 | 4,989 | 5,482 | 12,437 |
| Listowel and Ballybunion, | 1 | — | 3 | 4 | 11 | — | 29 | 40 |
| Londonderry and Lough Swilly, (Including leased and worked lines, for names of which see p. 40). | 36 | 34 | 107 | 177 | 144 | 165 | 356 | 665 |
| Midland Great Western of Ireland, (Including leased and worked lines, for names of which see p. 40). | 47 | 223 | 70 | 340 | 885 | 2,278 | 676 | 3,839 |
| Midland (Irish Sections), | 188 | 266 | 985 | 1,439 | 2,092 | 2,617 | 7,367 | 12,076 |
| Sligo, Leitrim, and Northern Counties, | 7 | 16 | 42 | 65 | 26 | 39 | 85 | 150 |
| Waterford and Tramore, | 64 | — | 29 | 93 | 499 | — | 189 | 688 |
| TOTAL, | 2,095 | 5,726 | 3,387 | 11,208 | 20,741 | 42,374 | 24,338 | 87,453 |
| **LIGHT RAILWAYS.** | | | | | | | | |
| Bessbrook and Newry Tramway, | *See* below under Railways worked by Electrical Power. | | | | | | | |
| Cavan and Leitrim, Limited, | 6 | — | 27 | 33 | 32 | — | 74 | 106 |
| Clogher Valley Railway, | 4 | — | 1 | 5 | 25 | — | 1 | 26 |
| Cork and Muskerry, | 12 | — | 57 | 69 | 60 | — | 223 | 283 |
| Donoughmore Extension, | — | — | 9 | 9 | — | — | 16 | 16 |
| Schull and Skibbereen Tramway and Light Railway. | — | — | 9 | 9 | — | — | 31 | 31 |
| Timoleague and Courtmacsherry Extension, and Balliniscarthy and Timoleague Junction. | No Season Tickets issued | | | | | | | |
| Tralee and Dingle, | 4 | — | 30 | 34 | 21 | — | 42 | 63 |
| West Clare, Limited (including the South Clare, Limited). | 7 | — | 15 | 22 | 78 | — | 69 | 147 |
| **LIGHT RAILWAY WORKED BY ELECTRICAL POWER.** | | | | | | | | |
| Bessbrook and Newry Tramway, | — | 10 | — | 10 | — | 15 | — | 15 |
| TOTAL IRELAND, | 2,128 | 5,736 | 3,535 | 11,399 | 20,957 | 42,389 | 24,794 | 88,140 |

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## Table XIII.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, THE LIGHT RAILWAYS (IRELAND) ACT, 1893, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised at 31st December, 1911, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked, or are to be worked.

| Name of Railway. | Length of Line. | Working Railway Company. |
|---|---|---|
| | Miles. | |
| Achill Extension, . . . | 8¼ | Midland Great Western of Ireland. |
| Ballina and Killala, . . | 8 | Midland Great Western of Ireland. |
| Baltimore and Skibbereen, . | 7½ | Cork, Bandon, and South Coast. |
| Bantry Bay Extension, . . | 2 | Cork, Bandon, and South Coast. |
| Buncrana and Carndonagh, . | 18½ | Londonderry and Lough Swilly. |
| Claremorris and Swineford, . | 17½ | Great Southern & Western of Ireland. |
| Collooney and Swineford, . . | 29½ | Great Southern & Western of Ireland. |
| Donegal and Killybegs, . . | 19 | County Donegal Railways Joint Committee.* |
| Downpatrick, Killough, & Ardglass, | 8 | Belfast and County Down. |
| Galway and Clifden, . . | 49 | Midland Great Western of Ireland. |
| Headford and Kenmare, . . | 19¾ | Great Southern & Western of Ireland. |
| Killorglin and Valentia, . . | 26¾ | Great Southern & Western of Ireland. |
| Letterkenny and Burtonport, . | 49½ | Londonderry and Lough Swilly. |
| Stranorlar and Glenties, . . | 24½ | County Donegal Railways Joint Committee.* |
| Westport and Mallaranny . | 18 | Midland Great Western of Ireland. |

* Joint Committee of Great Northern (Ireland) and Midland Railways.

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## SHIPPING.

It appears from the following Table (XIV.), that of vessels in foreign trade* which were *entered* in the Ports of Ireland during the ten years 1901–1910, the highest tonnage was 1,724,403 in 1910 and the lowest 1,171,827 in 1905. The average tonnage of vessels in foreign trade entered in the Ports of Ireland during the decade 1901–1910 was 1,408,017; the tonnage entered in 1911 was 1,780,731, being 56,328 over that for the year 1910, and 372,714, or 26·5 per cent. more than the yearly average for the ten years 1901–1910. The average tonnage of vessels in the coasting trade entered in the Ports of Ireland during the decade 1901–1910, was 5,831,903; the tonnage entered in 1911 was 6,035,125, being 60,418 below that for the year 1910, but 203,222, or 3·5 per cent more than the yearly average for the ten years 1901–1910.

The average tonnage of vessels in the foreign trade* *cleared* † during the ten years 1901–1910 was 621,651; the tonnage cleared† in 1911 was 973,635, being 351,984 or 56·6 per cent., over the average, and 75,325 above the tonnage for 1910. The average tonnage of vessels in the coasting trade cleared during the ten years 1901–1910 was 4,596,154; in 1911 the tonnage was 4,696,773, being 100,619 or 2·2 per cent., more than the average for the decade 1901–1910, and 61,228 below the tonnage for 1910.

Table XV., on page 64, shows, for each of the Ports in Ireland, the number and tonnage of vessels entered and cleared during the year 1911.

* Some of the vessels only partially discharged or loaded their cargoes. See Table XV

† See note (*) on page 63.

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**Table XIV.**—Showing, for each of the Years 1901–1911, the Tonnage of Vessels Entered and Cleared in the Ports of Ireland; and the Averages for the Ten Years 1901–1910.

| Years. | Entered. | | | | | | Cleared. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign Trade (with Cargoes and in Ballast). | | | Coasting Trade (with Cargoes only). | | | Foreign Trade (with Cargoes and in Ballast).* | | | Coasting Trade (with Cargoes only). | | |
| | Tonnage. | Increase. | Decrease. | Tonnage. | Increase. | Decrease. | Tonnage. | Increase. | Decrease. | Tonnage. | Increase. | Decrease |
| 1901, .. | 1,189,567 | 46,854 | – | 5,472,807 | 7,115 | – | 464,139 | – | 87,776 | 4,298,153 | – | 103,652 |
| 1902, .. | 1,312,711 | 123,144 | – | 5,584,523 | 111,716 | – | 428,772 | – | 35,367 | 4,386,030 | 87,877 | – |
| 1903, .. | 1,347,904 | 35,193 | – | 5,665,562 | 81,039 | – | 495,436 | 66,664 | – | 4,350,877 | – | 35,153 |
| 1904, .. | 1,317,265 | – | 30,639 | 5,783,961 | 118,399 | – | 402,791 | – | 92,645 | 4,496,235 | 145,358 | – |
| 1905, .. | 1,171,827 | – | 145,438 | 5,834,245 | 50,284 | – | 479,494 | 76,703 | – | 4,604,611 | 108,376 | – |
| 1906, .. | 1,241,799 | 69,972 | – | 6,021,343 | 187,098 | – | 431,021 | – | 48,473 | 4,842,107 | 237,496 | – |
| 1907, .. | 1,545,102 | 303,303 | – | 5,928,406 | – | 92,937 | 759,732 | 328,711 | – | 4,752,633 | – | 89,474 |
| 1908, .. | 1,630,269 | 85,167 | – | 5,931,216 | 2,810 | – | 930,600 | 170,868 | – | 4,734,269 | – | 18,364 |
| 1909, .. | 1,599,318 | – | 30,951 | 6,001,424 | 70,208 | – | 926,219 | – | 4,381 | 4,738,624 | 4,355 | – |
| 1910, .. | 1,724,403 | 125,085 | – | 6,095,543 | 94,119 | – | 898,310 | – | 27,909 | 4,758,001 | 19,377 | – |
| Average, 1901–1910. | 1,408,017 | – | – | 5,831,903 | – | – | 621,651 | – | – | 4,596,154 | – | – |
| | | Increase compared with Average. | | | Increase compared with Average. | | | Increase compared with Average. | | | Increase compared with Average. | |
| 1911, .. | 1,780,731 | 372,714 | – | 6,035,125 | 203,222 | – | 973,635 | 351,984 | – | 4,696,773 | 100,619 | – |

* Vessels in foreign trade leaving the Ports of Ireland in *ballast* (unless bonded stores have been taken on board) for any other Port in the United Kingdom are not *cleared*.

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**Table XV.**—A Return showing the Number and Tonnage of Vessels Entered and Cleared at the Ports of Ireland, together with the Number and Tonnage of such Vessels which only partially Discharged or Loaded their Cargoes during the Year ended 31st December, 1911.

| Name of Port. | Number and Tonnage of Vessels Entered and Cleared. | | | | | | | | Number and Tonnage of Vessels which only partially Discharged or Loaded their Cargoes. * (Foreign Trade only.) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Entered. | | | | Cleared. | | | | | | | |
| | Foreign Trade (with Cargoes and in Ballast). | | Coasting Trade (with Cargoes only). | | Foreign Trade (with Cargoes and in Ballast). | | Coasting Trade (with Cargoes only). | | Inwards. | | Outwards. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Belfast, .. .. | 467 | 531,989 | 8,829 | 2,168,651 | 214 | 354,010 | 5,987 | 1,791,326 | 238 | 225,519 | 57 | 79,996 |
| Cork, .. .. | 200 | 654,487 | 2,069 | 510,267 | 88 | 492,727 | 1,478 | 367,565 | 69 | 76,398 | – | – |
| Skibbereen, .. | 19 | 1,785 | 271 | 34,699 | 14 | 495 | 69 | 7,808 | 1 | 333 | – | – |
| Tralee, .. .. | 38 | 25,236 | 295 | 50,884 | 3 | 792 | 59 | 13,142 | 17 | 10,651 | – | – |
| Dublin, .. .. | 347 | 363,428 | 6,554 | 1,387,593 | 114 | 92,321 | 3,721 | 1,015,076 | 206 | 211,320 | 64 | 43,259 |
| Drogheda, .. | 7 | 3,836 | 278 | 43,625 | 1 | 423 | 169 | 37,996 | 1 | 747 | – | – |
| Galway, .. | 10 | 6,992 | 173 | 28,613 | 4 | 3,286 | 66 | 12,450 | 1 | 696 | – | – |
| Sligo, .. .. | 31 | 26,520 | 428 | 59 052 | 5 | 4,139 | 264 | 34,768 | 8 | 4,696 | 1 | 696 |
| Westport, .. | 3 | 561 | 349 | 34,351 | 4 | 679 | 280 | 23,212 | – | – | – | – |
| Limerick, .. .. | 81 | 80,551 | 481 | 101,998 | 13 | 10,437 | 249 | 56,567 | 17 | 12,346 | 2 | 1,075 |
| Londonderry, .. | 40 | 40,131 | 1,397 | 281,622 | 9 | 3,477 | 757 | 208,042 | 5 | 7,835 | – | – |
| Coleraine, .. | 4 | 857 | 478 | 38,011 | 13 | 2,124 | 374 | 34,791 | – | – | – | – |
| Newry, .. | 11 | 11,068 | 1,472 | 239,948 | 3 | 1,180 | 879 | 178,291 | – | – | – | – |
| Dundalk, .. | 2 | 506 | 691 | 80,745 | – | – | 327 | 45,167 | – | – | – | – |
| Waterford, .. .. | 33 | 31,811 | 1,642 | 395,314 | 35 | 3,850 | 986 | 309,819 | 10 | 7,040 | – | – |
| Wexford, .. | – | – | 1,144 | 568,647 | 8 | 1,070 | 868 | 552,797 | – | – | – | – |
| New Ross, .. | 5 | 973 | 139 | 11,105 | 15 | 2,625 | 92 | 7,956 | – | – | – | – |
| Total, .. | 1,298 | 1,780,731 | 26,690 | 6,035,125 | 543 | 973,635 | 16,625 | 4,696,773 | 573 | 557,581 | 124 | 125,026 |

* Statistics of Coasting trade not available for these columns.

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In conclusion, I beg to state that the Department are much indebted to the Authorities of the various Joint Stock Banks of Ireland, and of the Post Office Savings Banks Department, the Comptroller-General of the National Debt Office; the Governor of the Bank of Ireland; the Chairmen and Directors of the several Railway Companies, the Board of Trade, and the Board of Customs for the valuable information which they afforded in connection with the compilation of the Statistics in this Report.

I have the honour to be,

SIR,

Your obedient Servant.

THOMAS BUTLER,

*Superintendent of Statistics and Intelligence Branch.*

DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND.
UPPER MERRION STREET,
DUBLIN, 5th September, 1912.



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DUBLIN CASTLE,

*9th. September*, 1912.

SIR,

I have to acknowledge the receipt of your letter of the 7th. instant, forwarding, for submission to His Excellency the Lord Lieutenant, the Report on the Banking, Railway and Shipping Statistics, Ireland, for the half-year ended 30th. June, 1912.

I am,

Sir,

Your obedient Servant,

J. B. DOUGHERTY.

The Secretary,

Department of Agriculture

and Technical Instruction,

Dublin.

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(32953). Wt. 17594—S. 56. 3, 3, 9, 1000. 9. 12.

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Diagram A.—Showing Deposits and Cash Balances in Joint Stock Banks and Amounts of Deposits in Post Office and Trustees Savings Banks in Ireland in June of each year for the period 1893-1912

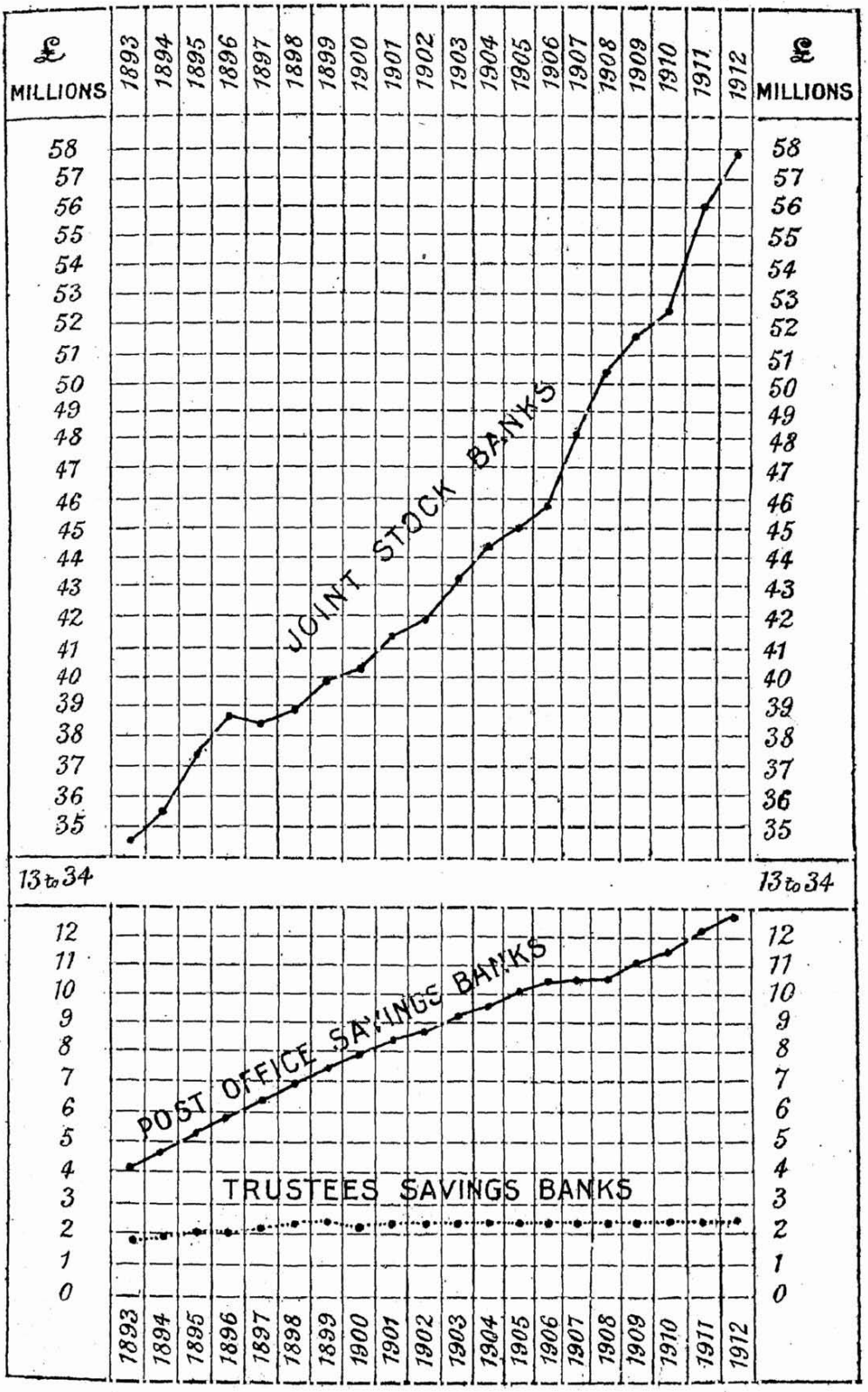


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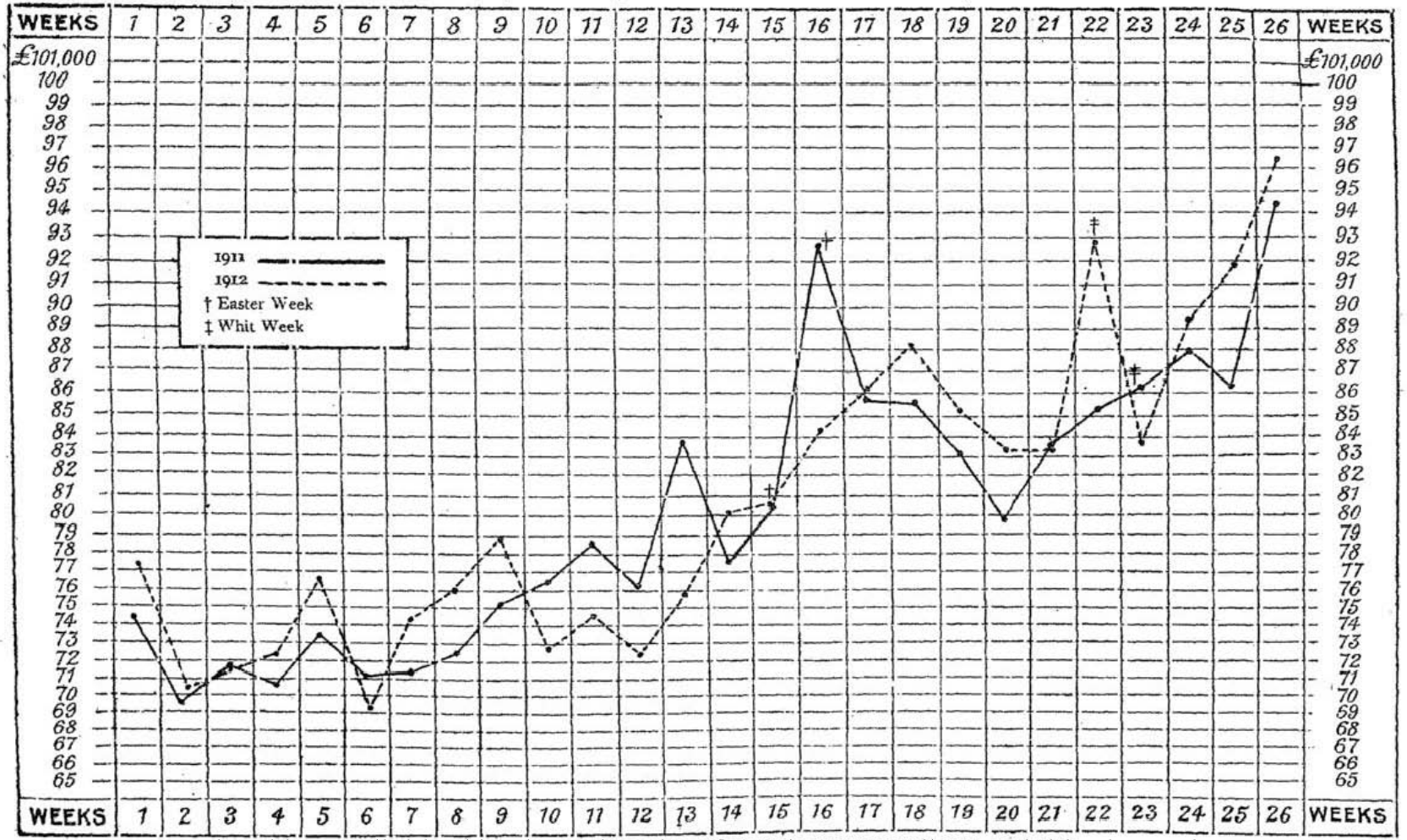
Diagram B.—Showing the Weekly Railway Receipts in Ireland for each of the first 26 weeks of 1911 and 1912 in Thousands of Pounds.

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