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H182.

Midland Railway (England) Co

REPORTED ON BY COMMITTEE.

Original Received 15th Nov 16
Suppl 1

27 FEB. 1917

Commercial Union 4812082 96.1.

In returned to Solicitors.

10/3/17

SHERIDAN & KENNY,

SOLICITORS.

WM T. SHERIDAN.

EDWARD J. KENNY.

TELEPHONE NO. 472.

24, Eustace Street,

Dublin. 31st March 1917

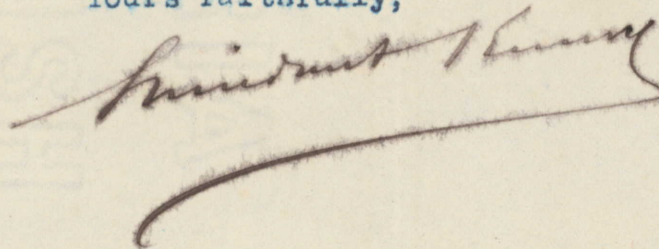
J.J. Healy Esq.,
Secretary Property Losses (Ireland) Committee,
51 St. Stephens Green, N. Dublin.

MIDLAND RAILWAY'S CLAIM
re No. 6 Eden Quay, Dublin

Dear Sir,

Referring to our letter of the 15th February last in which we pointed out that a mistake must have been made with regard to the amount awarded for the destruction of the above premises and suggesting a meeting between the Assessor and the Company's Architect, for a further examination of the premises, we are aware that the Assessor and the Architect did visit the premises some time ago, and we would be glad to know what final decision, your Committee has come to with regard to the compensation.

Yours faithfully,



^A
(£350) supplemental recommended

on 37th list. B

Messrs Sheridan & Kenny
advised accordingly AB

L
2/4/17

GOVERNMENT COMPENSATION CLAIMS.

15/11/16
W^M. MONTGOMERY & SON,
INSURANCE ASSESSORS,
VALUERS AND SURVEYORS, &C.

Telegraphic Addresses: "ASSESSORS," DUBLIN.
"ASSESSORS," BELFAST.

Dublin Telephone: N^o 734.
Belfast " N^o 409.

Supplement £350 *WM*
Dublin 21st Feb 1917 19
(AND AT BELFAST.)
~~£400~~ *WM*

J.J. Healy Esq, Secy,
Property Losses (Ireland) Committee, Dublin.

Dear Sir, re Claim No 4182, Midland Rly Coy:
Premises 6 Eden Quay, Dublin.

In reply to your enquiries of the 16th inst relative to the above claim, and as to whether the statement in Messrs Sheridan & Kenny's letter to you of 15th inst warrants any further consideration of the case, we find that apparently the action of rain and frost on the back buildings has had a bad effect as they were very old. In view of the fact that we only made a nominal allowance for repairs amounting to £50, we think a reconsideration of the matter would be fair.

The back premises ~~and the~~ basement ~~is~~ covered over with a brick arched vaulting and portion of this now shows signs of collapse owing to the weakness of the walls which bear the thrust of the arching.

The Architect for the owners of No 7 have pointed out that they cannot agree to rebuild on the party wall. These walls are built of limestone and have been badly burnt; and of course if this wall has to come down, the whole brick arching will give way as it cannot be saved.

We are afraid the whole premises will have to be gutted in order to carry out the new building work, but they were very old. We find also that the drainage was carried out on the top of this arch to the lane in the rear and of course will have to be reinstated if the arching goes.

The estimate of the Surveyors amounts to £73 0 and proportion of the party walls which was not originally estimated for as they thought they might stand, but they did estimate for the brick vaulting. We think it would require about £600 to carry out all the work which will be necessary now but in view of the age of the building, we are disposed to recommend a further £350 towards the work. We pointed this out to Mr Sheridan, the Architect of the Midland Railway Company, and he is not disposed to cavil with the principle of the deduction for wear and tear, which is visible.

The arched vaulting over the area in front has also collapsed and we think it would require £50 to rebuild this portion. If the Committee see their way to make a total extra grant of £400, it would then bring the award into line with the amount allowed for No 7 adjoining, which was gutted. No 7 had an intermediate building instead of an open yard which would account for the difference.

£50 }
350 }

When we saw the place before making our award for the area in front and the vaulting at the back, they

3.

re 6 Eden Quay.

seemed capable of remaining in statu quo, but we think a fair case has been made out for further consideration, no allowance having been made by us for the work now under consideration.

In addition to the above the amount claimed for the lettering and advertising boards was estimated without regard to the sum which had been expended upon them originally.

The Engineer of the Midland Great Western Railway was over here with regard to the matter and he pointed out to the Surveyor that they would cost a great deal more than what was allowed. However, we think that a portion may remain and the total extra allowance of £400 should be considered as fair to cover all deficiencies.

Yours faithfully,

W. J. Mansfield

*I think this
letter may be
put off
400 being
further
recommended
RP
WJ*

SHERIDAN & KENNY,

SOLICITORS.

WM T. SHERIDAN.

EDWD J. KENNY.

TELEPHONE NO. 472.

4182
24, Eustace Street,

Dublin. 15th February 1917

urgent
J. J. Healy Esq.,
Sectry Property Losses (Ireland) Committee,
51 St. Stephens Green, E. Dublin.

I Calc. rectr.

II Messrs Montgomery,

MIDLAND RAILWAY CLAIM
Premises No. 6 Eden Quay, Dublin

Dear Sir,

I have anything in the

Statement or A under that

would warrant the re-opening

of this case?

1917

1917

We informed our clients, the Midland Railway Co., that the sum of £1826 has been awarded in respect of the destruction of the above building and they are not at all satisfied with the amount. It appears to us that some mistake must have been made with reference to the assessment in this case, especially, having regard to the fact, as we have been informed, that the sum of £2418 has been awarded in respect of the house next door to our client's premises, viz:- No. 7 Eden Quay. The latter house was the same age and the same size and, if anything, not in as good a state of preservation as No. 6 Eden Quay. Therefore, our clients are at a loss to understand how there comes to be a difference of £600 between the amounts awarded.

If the reduction was made in respect of the premises at the rear, which are partly standing, we

1705
5384
5856

7 Eden Quay
5384 Global Insurance Co

(Montgomery)

17 Feb 17 (a)

DATE.....15th February 1917

The Secretary, Property Losses Committee

A would respectfully suggest that the matter be referred again to the Assessor, for further examination, as the Company's Architect informs us that owing to the action of the fire, the walls of the Stables and Yard must be taken down, and, as a consequence, the vaults underneath will collapse, as soon as the vertical pressure is removed.

If the Assessor made an appointment to meet the Architect, on the premises, we think he would be satisfied on these points.

Yours faithfully,

Sheridan Kenny

Read Swedish History for
only business in + collect this
ship to file
(only for re. consideration
of case as well of promises
or the more to take down)

gms 1/12/17

Done ^{rec} 1/14/17.

Assessors Report.

349.

Claim No. 4182 Name of Claimant Midland Railway (England) Company.

Situation of Property 6 & 6A, Eden Quay, Dublin.

Description	Amended Claim	Insurance (if any)	Commissioners Valuation of Buildings	Assessors Valuation of full Damage	Loss Payable on basis of Insurance	Excess of Loss over and above amount payable under the Policies
Bldg. of Shop and Dwelling House No. 6, Eden Quay.	£2446-3-1	Mid. Rly. Co. } £425 Mrs M. J. Kennedy } £700	£ 795	£1776	£1125	£ 651
Bldg. of Store at rear of No. 6A, Eden Quay.	730-15-10	Mid. Rly. Co. } £ 75 Mrs M. J. Kennedy } £100	102	50	50	-
Office Furniture &c.	26-0-0	-		20	Nil	20
TOTALS, £	3202-18-11	£1300	£897	£1846	£1175	£671

Insurances.

See Memo attached hereto.

Interests in the buildings	The Trustees of the Howletts Estate.	-	1st Part.
	Mrs Margaret Fitzgerald.	-	2nd Part.
	Mrs M. J. Kennedy.	-	3rd Part.
	Midland Railway (England) Co.	-	4th Part.
	Harriet M. Wells (trading as Wells & Holohan.)	-	5th Part.

Latter holds a section of the premises from the Midland Railway Company for a term of 15 years from 30th June 1907 at a yearly rental of £ 30.

£1846 P A *Wm Montgomery*
25th October 1916.

Award of Committee: Contents

do. Buildings

REPORTED

COM

MEMORANDUM.THE MIDLAND RAILWAY (ENGLAND) COMPANY.Insurances.

The Midland Railway (England) Company insured the premises for £ 500 with the "Commercial Union", so as to comply with a Covenant in the Lease of the premises dated in 1844. The Claimants however have their own Fire Insurance Fund amounting to £ 497,997 - 10 - 3. as shown on page 10 of the Statement of Accounts for the year 1915 attached hereto.

Wm Montgomery-Lor
Assessor

Property Losses (Ireland) Committee, 1916.

51 ST. STEPHEN'S GREEN, EAST, DUBLIN.



Claim for Damages caused during the Disturbances on the 24th April, 1916, and following days.

Red
I *Arthur* *Adshard* now residing
We at *9 North Wall* in the City of *Dublin* General Agent of
the Midland Railway Company (England) between the County
do hereby solemnly and sincerely declare that on or about the *24th & 30th* days of *April*
1916, damage was done to the undermentioned Property, namely:— * *No. 6 Eden*
Quay Dublin and Furniture and Fittings etc. therein
and such damage was occasioned to the best of *my* belief by ** *fire* during
the recent insurrection

* State situation of property damaged.

** Here state cause of damage.

And I further declare that the Property and Articles specified on the other side were so destroyed or damaged; that the Cost Price of same was as shown in each case; that at the time of the destruction or damage they were respectively of the Values specified under the head "Value of Property at time of Destruction or Damage"; and that, in consequence of such destruction or damage, claim is hereby made for the sums specified under the head "Amount Claimed"; that the Claim is made by me as *General Agent in Dublin for the Midland Railway Company who are Lessees of*

the said property except *the said Company and Mrs. Kennedy the Company's immediate Lessor and the Trustees of Howlett's Estate who are entitled to the fee and Mrs. Harriett M. Wells who was tenant of portion of the shop for a term of which about six years was unexpired* and that it is not insured by *said Company* or any other person, § except as follows, namely:—

† Insert "Lessee," or "Mortgagee," as the case may be.

‡ Insert "myself," or "ourselves," and the names of Mortgagees, Lessors, Lessees, or joint owners (if any).

§ Strike out the words following if the property is not insured.

Commercial Union Insurance Company, Policy No *781 2082*, Amount £ *500*

Liverpool Lancashire & Globe " " *101394 91*, " £ *800*

And I make this solemn Declaration conscientiously believing the same to be true, and by virtue of the provisions of the Statutory Declarations Act, 1835.

Made and subscribed the *Seventh* day of

July 1916, at *31*

Dame M. Dublin in the said City, County,

before me, a Justice of the Peace for the said

City

County

Edmund Keenan

Signature of Claimant } *Arthur Adshard*
of Claimants } *for Midland Railway (England) Co*
Sheridan & Kenny Solicitors
24 Grafton Street Dublin

NOTE—This Claim is to be furnished in duplicate, and should be accompanied by the Policies of Fire Insurance and the last receipt, in each case, or certified copies of same. When completed it is to be forwarded to the Secretary of the Committee, 51 St. Stephen's Green, East, Dublin.

4182
2/6
Abto—The Policy for £500 effected by the Midland Railway Co. was to comply with a covenant in the lease of the premises dated in 1844. The Company have their own Fire Insurance fund and the value about £500 is covered by that fund. The Company do not make any assessments off their property for the purpose of the fund but merely pay out whatever damage has been incurred.

PARTICULARS OF THE CLAIM.

(TO BE GIVEN IN DETAIL.)

DESCRIPTION OF PROPERTY DESTROYED OR DAMAGED.	Cost Price.			Value of Property at time of Destruction or Damage.			Value of Salvage.			Amount Claimed		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
The House and premises with offices at were situate at Number 6 Eden Quay in the City of Dublin held under Lease for 960 years from the 29 th September 1844 subject to the rent of £57 Repairs to were premises Furniture at 6 Eden Quay-									Nil	3260	0	0
										100	"	"
1 mahogany desk	7	10	"	5	"	"				5	"	"
1 Armchair	2	"	"	10	"	"				10	"	"
2 Ordinary chairs		7	6	5	"	"				5	"	"
2 office stools		7	6	5	"	"				5	"	"
2 Desks	3	"	"	1	"	"				1	"	"
1 Copying press	5	"	"	3	"	"				3	"	"
10 Framed pictures	5	"	"	4	"	"				4	"	"
1 Chest of drawers	2	"	"	1	"	"				1	"	"
1 Ticket press	1	"	"	10	"	"				10	"	"
1 Counter	7	10	"	5	"	"				5	"	"
shelves fitted	1	10	"	1	"	"				1	"	"
scales (postal)		15	"	10	"	"				10	"	"
do large	1	10	"	1	"	"				1	"	"
1 Glass press	4	"	"	2	5	"				2	5	"
1 lavatory bowl		10	"	5	"	"				5	"	"
sundry articles, such as buckets, brushes etc.	1	"	"	10	"	"				10	"	"
Carried forward,										3386	"	"

PARTICULARS OF THE CLAIM. (continued).

(TO BE GIVEN IN DETAIL.)

See page 10.
MIDLAND RAILWAY.

DIRECTORS.

CHAIRMAN.—GEORGE MURRAY SMITH, GUMLEY HALL, MARKET HARBOUROUGH.

DEPUTY-CHAIRMAN.—H. TYLSTON HODGSON, HARPENDEN, HERTS.

MAJOR JOHN WALLER HILLS, M.P., HIGHHEAD CASTLE, CARLISLE.
HUGH WYNDHAM LUTTRELL HARFORD, HORTON, CHIPPING
SODBURY.
MAJOR-GENERAL THE HONOURABLE HERBERT ALEXANDER
LAWRENCE, 67, LOMBARD STREET, LONDON, E.C.
SIR ERNEST PAGET, BART., SUTTON BONINGTON, LOUGHBORO'.
COLONEL HERBERT MERTON JESSEL, M.P., 24, SOUTH STREET,
PARK LANE, LONDON, W.

GUSTAV BEHRENS, 36, PRINCESS STREET, MANCHESTER.
ALFRED HAROLD WIGGIN, BORDESLEY HALL, ALVECHURCH,
WORCESTERSHIRE.
SIR ROBERT ANDREW ALLISON, SCALEBY HALL, CARLISLE.
CHARLES BOOTH, ELMHURST, AIGBURTH, LIVERPOOL.
ALAN GARRETT ANDERSON, 5, FENCHURCH AVENUE, LONDON.
JAMES WALKER OXLEY, SPENFIELD, WEETWOOD, NEAR LEEDS.
DOUGLAS VICKERS, SHEFFIELD.

AUDIT COMMITTEE.

GEORGE HERBERT STRUTT, MAKENEY HOUSE, NEAR DERBY.
WILLIAM BYERLEY PAGET, SOUTHFIELD, LOUGHBORO'.
THE RIGHT HONOURABLE THE EARL OF DERBY, K.G., G.C.V.O.,
C.B., KNOWSLEY, PRESCOT, LANCASHIRE.

SIR ARTHUR ADLINGTON HAWORTH, BART., NORMANBY,
ALTRINCHAM.
LIEUT.-COLONEL ROBERT EDMUND MARTIN, C.M.G., THE BRAND,
NEAR LOUGHBORO'.

AUDITORS.

GEORGE WALTER KNOX, SPENCER HOUSE, SOUTH PLACE, LONDON, E.C. | GERALD MARSH, DERBY.

REPORT OF THE BOARD OF DIRECTORS

Of the Midland Railway Company to the Annual General Meeting of the Proprietors,
to be held at the Railway Station, Derby, on Thursday, the 17th day of February, 1916.

The War.

1.—The Railways of the Company have remained throughout the year 1915 under Government control under the provisions of Section 16 of the Regulation of the Forces Act, 1871.

Revenue Accounts.

2.—Under these circumstances the Accounts and Statistical Returns are again submitted to the Shareholders in the modified form adopted last year.

The following is a summary of the net receipts of the Company and the charges thereon:—

	1915.	1914.
	£	£
The Net Receipts of the Railway and of other separate businesses carried on by the Company amount to.....	5,659,283	5,671,104
Miscellaneous Receipts (Net)	601,159	567,820
Total Net Income	6,260,442	6,238,924
<i>Deduct—</i>		
Interest, Rentals, and other Fixed Charges	1,458,053	1,457,342
	4,802,389	4,781,582
Appropriation to General Reserve	200,000	200,000
	4,602,389	4,581,582
<i>Add—</i>		
Balance from last Account	131,443	141,329
Leaving a Balance available for Dividends on the Guaranteed, Preference, and Ordinary Stocks of the Company (see Statement No. 9) of	4,733,832	4,722,911

Dividend.

3.—The Directors recommend the declaration of the following Dividends (less Income Tax) upon the Stocks of the Company for the year 1915:—

Full dividends at the rate of £2 : 10 : 0 per cent. on the Consolidated Perpetual Guaranteed Preferential Stock and the Consolidated Perpetual Preference Stock.

£6 : 10 : 0 per cent. on the Ordinary Stock, which will give:—

£2 : 10 : 0 per cent. on the Preferred Converted Ordinary Stock;

£4 : 0 : 0 per cent. on the Deferred Converted Ordinary Stock.

Interim Dividends.

4.—In accordance with the powers conferred upon the Company by the Railway Companies' (Accounts and Returns) Act, 1911, the following interim dividends were paid on the 14th August, 1915:—

£1 : 5 : 0 on each £100 Consolidated Perpetual Guaranteed Preferential Stock.
 £1 : 5 : 0 on each £100 Consolidated Perpetual Preference Stock.
 £1 : 5 : 0 on each £100 Preferred Converted Ordinary Stock.
 £1 : 10 : 0 on each £100 Deferred Converted Ordinary Stock,

leaving for distribution final dividends for the year 1915 as under:—

	£	s.	d.
On each £100 Consolidated Perpetual Guaranteed Preferential Stock ...	1	5	0
On each £100 Consolidated Perpetual Preference Stock ...	1	5	0
On each £100 Preferred Converted Ordinary Stock ...	1	5	0
On each £100 Deferred Converted Ordinary Stock ...	2	10	0

and carrying forward a balance of £142,339 to the account of the current year.

Employees serving with the Colours.

5.—Down to the 31st December last 11,834 employees of the Company had joined the Forces, and, in addition, a large number of the employees attested under Lord Derby's Scheme.

Roll of Honour.

6.—The Directors record with regret that the total casualties among employees of the Company number 1,696, including no less than 498 employees who have lost their lives or are reported missing.

Directors.

7.—The Directors regret to report the retirement, through ill health, of Mr. Arthur Gorell Barnes, who was elected a Director in the year 1903, and represented the Company on various Joint Committees in the Yorkshire District. In view of the circumstances arising out of the War it is not proposed to fill the vacancy on the Board at the present time.

The Directors retiring by rotation at this Meeting are Mr. Hugh Wyndham Luttrell Harford, Major John Waller Hills, M.P., and Major-General the Honourable Herbert Alexander Lawrence, all of whom are eligible for re-election.

Retiring Auditor.

8.—The Auditor retiring by rotation is Mr. Gerald Marsh, who is eligible for re-election.

Audit Committee.

9.—It is necessary for the Proprietors at this meeting to appoint Five persons, each holding not less than £2,000 of Preferred Converted Ordinary Stock, and £2,000 of Deferred Converted Ordinary Stock of the Company, to meet in January, 1917, to select and recommend to the next Annual General Meeting a suitable person to be appointed in the place of the Auditor then retiring by rotation.

G. MURRAY SMITH,
 CHAIRMAN.

REPORT OF THE PROCEEDINGS OF THE AUDIT COMMITTEE.

At a Meeting of the Audit Committee of the Midland Railway Company held at Derby on the 13th of January, 1916,

PRESENT :—

MR. G. HERBERT STRUTT, in the Chair.
MR. WILLIAM BYERLEY PAGET.
SIR ARTHUR ADLINGTON HAWORTH, BART.

It was resolved—

That MR. GERALD MARSH be recommended to the Shareholders for re-election as Auditor.

(Signed) G. HERBERT STRUTT, CHAIRMAN.

(By Order) ALEXIS L. CHARLES,
SECRETARY.

Derby, February 10th, 1916.

The Dividend Warrants will be payable on the 26th of February, and will be posted to the Proprietors on the previous day.

Proprietors are requested to give IMMEDIATE NOTICE of any change of address, so that their Dividend Warrants may not be mis-sent.

Only those holding Preferred or Deferred Ordinary Stock can obtain a free ticket to the Meeting.

Proprietors holding £100 or upwards of Preferred or Deferred Ordinary Stock are entitled to travel to and from the Meeting free of charge. PROPRIETORS SO QUALIFIED, BUT NO OTHERS,

will, on presenting this Report and Statement of Accounts at any Railway Station on the Midland Line, and entering their Names, Addresses, and Professions, be furnished with a FREE TICKET to the Meeting, available to return TO THE SAME STATION ONLY, on that day. The Tickets will only be available for the return journey when duly stamped at the place of Meeting, at Derby.

AN EXTRA TRAIN will leave Leeds at 11.0 a.m., calling only at Normanton at 11.18 a.m. The Return Train will leave Derby for Leeds at 3.8 p.m., or as soon afterwards as the business of the Meeting will permit, calling at Chesterfield, Sheffield, Cudworth, Royston, Sandal and Walton, and Normanton.

AN EXTRA RESTAURANT CAR TRAIN will leave St. Pancras at 9.33 a.m., Bedford at 10.34 a.m., Kettering at 11.4 a.m., and Leicester at 11.40 a.m. The Return Train will leave Derby at 3.5 p.m., or as soon afterwards as the business of the Meeting will permit.

The Ordinary Trains leaving Bristol at 8.0 and 9.45 a.m., Birmingham at 10.25 and 11.47 a.m., Liverpool (Central) at 9.15 a.m., Manchester (Central) at 10.10 a.m., and Sheffield at 11.20 a.m., will be available for Shareholders from those districts. Shareholders from intermediate places may avail themselves of the Trains booked to call at the Stations most convenient to them.

MIDLAND RAILWAY.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED
DECEMBER 31st, 1915.

PART I.—FINANCIAL ACCOUNTS.

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

SPECIAL ACTS.	CAPITAL AUTHORISED.			CAPITAL CREATED.			BALANCE.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	£
I. Special Acts conferring Capital Powers which have been fully exercised :—									
Midland Railway, &c., Acts, 1897 to 1914	160,576,048 13	9 44,750,765 4	3 205,326,813 18	0 160,576,048 13	9 44,750,765 4	3 205,326,813 18	0	....	....

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

Not applicable to this Company.

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

SPECIAL ACTS.	CAPITAL AUTHORISED.			CAPITAL CREATED.			BALANCE.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Forth Bridge Railway Acts, 1873, 1882, 1888, and 1890..... and North British Railway Order Confirmation Act, 1908	2,325,000 100,000	774,999 33,333	3,099,999 133,333	2,325,000	774,999	3,099,999 ....	.... 100,000	.... 33,333	.... 133,333
(Jointly with the North British, the North Eastern, and the Great Northern Railway Companies). Interest or Dividend at 4 per cent. guaranteed only in respect of Capital issued—£3,048,333.									
Portpatrick & Wigtownshire Railways (Sale & Transfer) Act, 1885. (Jointly with the London & North Western, the Caledonian, and the Glasgow & South Western Railway Companies.) Portpatrick & Wigtownshire Railways Guaranteed 3½ per cent. Stock	491,980	....	491,980	491,980	....	491,980	....	....	....
Tottenham & Forest Gate Railway Act, 1890. Tottenham & Forest Gate Railway Debenture Stock at 4 per cent. ....	....	188,000	188,000	....	188,000	188,000	....	....	....
Tottenham & Forest Gate Railway Act, 1894, and Midland Railway Act, 1897. Tottenham and Forest Gate Railway 3 per cent. Guaranteed Preference Stock	150,000	....	150,000	150,000	....	150,000	....	....	....
Midland and Great Northern Railway Companies (Eastern and Midlands Railway) Act, 1893. (Jointly with the Great Northern Railway Company.) Midland & Great Northern Joint Line Rent Charge Stock at 3 per cent.	1,200,000	....	1,200,000	1,200,000	....	1,200,000	....	....	....
Whitechapel & Bow Railway Acts, 1897, 1900, 1902, and 1905, and London, Tilbury & Southend Railway Act, 1898. (Jointly with the Metropolitan District Railway Company.) Whitechapel & Bow Railway Debenture Stock at 4 per cent. ....	....	379,000	379,000	....	379,000	379,000	....	....	....
Interest guaranteed only in respect of Capital issued—£359,000.									
TOTAL.....£	4,266,980	1,375,332	5,642,312	4,166,980	1,341,999	5,508,979	100,000	33,333	133,333

MIDLAND RAILWAY.

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

DESCRIPTION.	Amount created.	Additional Stock issued to provide Authorised Money.	Amount issued.	Nominal additions to Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	£	£ s. d.
TWO AND A HALF PER CENT. CONSOLIDATED PERPETUAL GUARANTEED PREFERENTIAL STOCK	18,089,560 12 0	....	10,501,394 6 1	7,588,166 5 11	18,089,560 12 0	....	....	....	....
TWO AND A HALF PER CENT. CONSOLIDATED PERPETUAL PREFERENCE STOCK, with Dividend contingent on profit of each separate year ending 31st December	63,286,593 5 9	1,386,224 4 3	44,224,052 11 1	19,765,891 8 3	63,989,943 19 4	....	....	....	682,873 10 8
PREFERRED CONVERTED ORDINARY STOCK, with Dividend contingent on profits of any half-year and the succeeding half-year	39,599,947 8 0	841,107 4 4	43,538,923 17 9	34,664,740 14 2	39,242,779 11 4	....	....	....	1,198,275 1 0
DEFERRED CONVERTED ORDINARY STOCK	39,599,947 8 0	737,404 9 8			38,960,885 0 7	....	....	....	1,376,466 17 1
	160,576,048 13 9	2,964,735 18 3							
TOTAL.....£	163,540,784 12 0		98,264,370 14 11	62,018,798 8 4	160,283,169 3 3	....	....	....	3,257,615 8 9

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

	RAISED BY LOANS.		RAISED BY ISSUE OF DEBENTURE STOCK.			TOTAL RAISED BY LOANS AND DEBENTURE STOCK.
	Total Loans.	Amount of Stock.	Nominal Additions on Conversion.	Existing amount of Stock.	Total Debenture Stock, at 2½ per cent.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Existing at December 31st, 1915	Nil.	31,826,730 18 6	11,769,421 17 6	43,596,152 16 0		43,596,152 16 0
Existing at December 31st, 1914	Nil.	31,823,747 19 3	11,769,421 17 6	43,593,169 16 9		43,593,169 16 9
Increase .....	....	2,982 19 3	....	2,982 19 3		2,982 19 3
Decrease .....	....	....	....	....		....
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a)						44,750,765 4 3
Additional Stock issued, and to be issued, to provide authorised money						1,346,861 11 9
						46,097,626 16 0
Less—Amount created but not yet available					£ s. d. 1,556,663 0 0	
Capitalised value of Rentcharges, Annuities, or Feu Duties, in accordance with Section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860					191,716 3 4	
Total deductions						1,748,379 3 4
						44,349,247 12 8
Total amount raised by Loans and Debenture Stock as above						43,596,152 16 0
Balance being available borrowing powers at December 31st, 1915.....					£	753,094 16 8

(1915.)

6

MIDLAND RAILWAY.

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

Dr.

Cr.

TO EXPENDITURE.	Amount expended to December 31st, 1914.	Amount expended during Year, as per No. 5.	TOTAL.
	<small>£ s. d.</small>	<small>£ s. d.</small>	<small>£ s. d.</small>
Lines open for Traffic.....	79,845,119 11 8	59,370 2 2	79,404,489 13 10
Lines not open for Traffic—			
New Lines	367,498 7 0	5,050 3 6	372,548 10 6
Widenings of and additions to existing Lines.....	41,598 17 3	4,126 15 8	45,725 12 11
Lines in Ireland	5,774,204 6 4	5,323 0 5	5,779,527 6 9
Lines Jointly Owned.....	6,828,094 19 2	<i>Cr. 38½ 0 0</i>	6,827,710 19 2
Lines Jointly Leased.....	587,265 14 7		587,265 14 7
Rolling Stock	17,927,563 4 1	23,437 15 3	17,951,000 19 4
Manufacturing and Repairing Works and Plant—			
Land and Buildings.....	1,777,503 4 7	2,656 17 7	1,780,160 2 2
Plant and Machinery	802,216 11 8	5,917 8 3	808,133 19 11
Total Capital expended upon Railway	113,451,064 16 4	105,498 2 10	113,556,562 19 2
Steamboats	469,716 5 2	.....	469,716 5 2
Marine Shops and Plant.....	7,136 12 4	.....	7,136 12 4
Canals	245,749 4 4	<i>Cr. 830 14 6</i>	244,918 9 10
Docks, Harbours, and Wharves	1,229,453 18 1	.....	1,229,453 18 1
Hotels.....	2,494,267 2 2	5,712 18 10	2,499,980 1 0
Electric Power Stations, &c. .	393,882 10 3	7,085 4 10	400,967 15 1
Land, Property, &c., not forming part of the Railway or Stations—			
Used in connection with Railway working	433,466 1 4	1,306 7 6	434,772 8 10
Not used in connection with Railway working	4,843,188 5 6	64,757 4 1	4,907,945 9 7
Subscriptions to other Companies (for details see Table No. 4 (<i>a</i>)).....	6,232,880 14 10	52,982 19 3	6,285,863 14 1
TOTAL EXPENDITURE	129,800,805 10 4	236,512 2 10	130,037,317 13 2
TOTAL	£ 130,037,317 13 2		

BY RECEIPTS.	Amount received to December 31st, 1914.	Amount received during Year.	TOTAL.
	<small>£ s. d.</small>	<small>£ s. d.</small>	<small>£ s. d.</small>
Shares and Stocks (No. 2).....	98,264,370 13 3	.. 1 8	98,264,370 14 11
Debenture Stock (No. 3).....	31,823,747 19 3	2,982 19 3	31,826,730 18 6
	130,088,118 12 6	2,983 0 11	130,091,101 13 5
	Amount to December 31st, 1915. <small>£ s. d.</small>		
Premiums on Shares and Stocks	4,103,890 1 3		
Premiums on Debenture Stocks	593,952 0 5		
Total Premiums..	4,697,842 1 8		
Discounts on Shares and Stocks	6,794,449 15 2		
Discounts on Debenture Stocks	1,674,251 4 2		
Total Discounts ..	8,468,670 19 4		
Balance of Premiums and Discounts	Dr. 3,770,528 17 8	.....	Dr. 3,770,528 17 8
TOTAL RECEIPTS	126,317,289 14 10	2,983 0 11	126,320,272 15 9
By Balance.....			3,717,044 17 5
TOTAL.....	£ 130,037,317 13 2		

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

NAME.	AMOUNT.	NATURE OF SECURITY OR INVESTMENT.
RAILWAY COMPANIES :—		
	£ s. d.	
Hull & Barnsley Railway Company	250,000 0 0	Loan authorised by Midland Railway Act 1910.
Midland & South Western Junction Railway Company.....	237,500 0 0	Loan authorised by Midland Railway Acts 1899 and 1902.
Tottenham & Forest Gate Railway Company.....	225,000 0 0	22,500 Preferred Shares of £10 each.
Do.	224,250 0 0	22,500 Deferred Shares of £10 each.
Whitechapel & Bow Railway Company	600,000 0 0	60,000 Shares of £10 each.
Yorkshire Dales Railway Company	18,000 0 0	Mortgage Deed.
Do.	5,000 0 0	500 Ordinary Shares of £10 each.
JOINT COMMITTEES :—		
County Donegal Railways Joint Committee.....	491,090 12 0	Capital provided in accordance with Great Northern (Ireland) and Midland Railways Act 1906.
Midland & Great Northern Railways Joint Committee.....	884,268 10 0	Capital provided for Western Section in accordance with Midland Railway Act 1889.
Somerset Joint Committee	2,031,767 12 1	Capital provided in accordance with Midland Railway Acts 1889 and 1891.
Tottenham & Hampstead Joint Committee	1,191,804 0 0	Capital provided in accordance with Midland Railway Act 1902.
Do.	127,183 0 0	Loan authorised by Midland Railway (Additional Powers) Act 1874.
TOTAL.....£	6,285,863 14 1	

MIDLAND RAILWAY.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED DECEMBER 31st, 1915.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTALS.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—				
Land at East Ham and Barking, Leeds, Hunslet, Mill Hill, South Tottenham, Wilnecote, etc., less Lands, etc., sold.....	21,179 14 0	.....	2,453 7 9	23,633 1 9
Land transferred from "Land, Property, etc., not forming part of the Railway or Stations. Not used in connection with Railway Working".....	13,144 0 0	.....	.....	13,144 0 0
Land transferred to "Land, Property, etc., not forming part of the Railway or Stations. Not used in connection with Railway Working".....	Cr. 7,138 0 0	.....	.....	Cr. 7,138 0 0
Midland Railway Act, 1914, Parliamentary Expenses.....	.....	.....	Cr. 90 16 6	Cr. 90 16 6
Stamp Duty on Additional Capital.....	.....	.....	1,755 10 0	1,755 10 0
Redemption of Capital Expenditure on Leasehold Land—Expiration of Lease....	Cr. 790 0 0	.....	.....	Cr. 790 0 0
Additional Station and Siding Accommodation, etc.:—				
Brent, Crippled Wagon Sidings, etc. ....	.....	4,920 5 8	.....	4,920 5 8
Keighley, Additional Stabling Accommodation, etc.....	.....	1,152 4 9	.....	1,152 4 9
Luton, Auxiliary Goods and Coal Wharf .....	.....	5,683 13 1	.....	5,683 13 1
Rowsley, New Engine Shed, etc.....	.....	2,128 12 1	.....	2,128 12 1
Washwood Heath, Additional Siding Accommodation .....	.....	1,537 14 8	.....	1,537 14 8
Wellington, Additional Down Empty Wagon Sidings .....	.....	4,410 1 9	.....	4,410 1 9
Minor Works .....	.....	14,449 14 11	.....	14,449 14 11
Works, etc., demolished .....	.....	Cr. 1,349 0 0	.....	Cr. 1,349 0 0
Redemption of Capital Expenditure in respect of Works not on Company's land .....	.....	Cr. 4,077 0 0	.....	Cr. 4,077 0 0
				59,370 2 2
LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC, VIZ.:—				
New Lines:—				
Staveley North Curve	3 1 6	.....	.....	3 1 6
Swansea, King's Dock Lines	3,771 14 9	1,593 0 7	454 5 8	5,819 1 0
Bradford Through Lines	52,169 2 7	1,784 16 4	5,836 18 1	59,790 17 0
Stepney and Bromley Railway	8 653 1 11	143 1 1	1,006 1 0	9,802 4 0
Land transferred to "Land, Property, etc., not forming part of the Railway or Stations. Not used in connection with Railway Working"	Cr. 70,365 0 0	.....	.....	Cr. 70,365 0 0
				5,050 3 6
Widenings of and Additions to Existing Lines:—				
Chesterfield Widening.....	10 7 8	1,713 8 2	.....	1,723 15 10
Sheffield and Attercliffe Widening	275 18 3	.....	385 16 9	661 15 0
Barking and Upminster Widening.....	9,260 10 0	591 6 6	668 8 4	10,520 4 10
Land transferred to "Land, Property, etc., not forming part of the Railway or Stations. Not used in connection with Railway Working".....	Cr. 8,779 0 0	.....	.....	Cr. 8,779 0 0
				4,126 15 8
LINES IN IRELAND:—Belfast & Northern Counties Railway.....				
				5,323 0 5
LINES JOINTLY OWNED:—				
Otley & Ilkley .....	.....	.....	Cr. 160 0 0	Cr. 160 0 0
Tottenham & Hampstead .....	.....	.....	Cr. 224 0 0	Cr. 224 0 0
				Cr. 384 0 0
ROLLING STOCK:—				
Coaching Vehicles—Additional seating capacity in Vehicles completely renewed .....	.....	.....	14,618 0 10	14,618 0 10
Wagons—Additional capacity of Goods Brake Vans and Wagons completely renewed .....	.....	.....	9,064 0 0	9,064 0 0
Service Vehicles—1 Crane Jib and Tail Wagon for Steam Break-down Crane .....	.....	127 9 6	.....	127 9 6
1 Break-down Crane sold .....	.....	Cr. 371 15 1	.....	Cr. 371 15 1
				Cr. 244 5 7
				23,437 15 3
MANUFACTURING AND REPAIRING WORKS AND PLANT:—				
Land and Buildings .....	.....	.....	2,829 17 7	2,829 17 7
Derby Loco. Works—Removal of Turn-table .....	.....	.....	Cr. 173 0 0	Cr. 173 0 0
				2,656 17 7
Plant and Machinery .....	.....	.....	6,285 5 4	6,285 5 4
Steam Plant, etc., displaced, Plaistow .....	.....	.....	Cr. 367 17 1	Cr. 367 17 1
				5,917 8 3
TOTAL CAPITAL EXPENDED UPON RAILWAY				
				105,498 2 10
CANALS:—				
Ashby Canal—Site of Ticknall Tramway sold .....	.....	.....	Cr. 1,208 10 0	Cr. 1,208 10 0
Pinxton Canal—Land .....	.....	.....	377 15 6	377 15 6
				Cr. 830 14 6
HOTELS:—				
Liverpool, Midland Adelphi Hotel .....	.....	.....	.....	5,712 18 10
ELECTRIC POWER STATIONS, ETC.:—				
Derby, Heysham, Nottingham, Plaistow .....	.....	.....	.....	7,085 4 10
LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS:—				
Used in connection with Railway Working.....	.....	.....	.....	1,306 7 6
Not used in connection with Railway Working:—				
Land purchased, etc. ....	.....	.....	1,985 15 3	1,985 15 3
Land transferred from "Lines belonging to the Company open for Traffic" .....	.....	.....	7,138 0 0	7,138 0 0
Land transferred from "Lines belonging to the Company not open for Traffic":—	.....	.....	.....	.....
New Lines .....	.....	.....	70,365 0 0	70,365 0 0
Widenings of and Additions to Existing Lines .....	.....	.....	8,779 0 0	8,779 0 0
Land utilised during 1915 for Railway Purposes:—	.....	.....	.....	.....
Transferred to "Lines belonging to the Company open for Traffic" .....	.....	.....	Cr. 13,144 0 0	Cr. 13,144 0 0
Land sold and Works demolished, etc. ....	.....	.....	Cr. 10,366 11 2	Cr. 10,366 11 2
				64,757 4 1
SUBSCRIPTIONS TO OTHER COMPANIES:—				
Hull and Barnsley Railway Company—Loan .....	.....	.....	50,000 0 0	50,000 0 0
Somerset Joint Committee—Exchange of Stocks .....	.....	.....	2,982 19 3	2,982 19 3
				52,982 19 3
TOTAL CAPITAL EXPENDITURE FOR THE YEAR.....				
				£ 236,512 2 10

MIDLAND RAILWAY.

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

EXPENDITURE TO DATE ON PRINCIPAL WORKS IN PROGRESS.		ESTIMATED FURTHER EXPENDITURE.		
		DURING THE YEAR ENDING DECEMBER 31ST, 1916.	SUBSEQUENTLY UNTIL COMPLETION.	TOTAL.
£		£	£	£
	LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC :—			
	Land at Bristol, Elstree, Leeds, Luton, Mill Hill, Sutton-in-Ashfield, Swansea, Thrapston, Woodlesford, &c.	41,700	.....	41,700
	Additional Station and Siding Accommodation, etc. :—			
1,600	Butterley	1,200	400	1,600
	Birmingham	5,800	.....	5,800
	Castle Bromwich	2,000	.....	2,000
400	London, St. Pancras	1,700	.....	1,700
	Luffenham	1,000	400	1,400
4,200	Rowsley	4,200	12,900	17,100
1,500	Shoeburyness	1,700	.....	1,700
	Upper Holloway	1,600	.....	1,600
1,500	Washwood Heath	4,200	.....	4,200
	Minor Works	4,900	.....	4,900
	LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC :—			
	New Lines :—			
17,200	Swansea, King's Dock Lines	34,900	121,900	156,800
473,100	Bradford Through Lines	20,700	401,800	422,500
	Widenings of and additions to existing Lines :—			
16,600	Barking and Upminster	6,000	217,000	223,000
	LINES IN IRELAND :—			
	Belfast and Northern Counties Railway	2,500	.....	2,500
	LINES JOINTLY OWNED :—			
	Cheshire Lines .....	.....	6,000	6,000
	Great Central, Hull & Barnsley, and Midland	500	.....	500
	Midland and Great Northern .....	.....	500	500
	Halesowen Railway	800	.....	800
	Otley and Ilkley	200	.....	200
	ROLLING STOCK :—			
	Coaching Vehicles	18,400	.....	18,400
	Wagons	13,600	.....	13,600
	Service Vehicles	4,500	.....	4,500
	MANUFACTURING AND REPAIRING WORKS AND PLANT :—			
500	Land and Buildings	500	1,100	1,600
2,000	Plant and Machinery	400	400	800
	HOTELS :—			
553,800	Liverpool, Midland Adelphi Hotel	1,100	.....	1,100
300	ELECTRIC POWER STATIONS, &c.	100	.....	100
	SUBSCRIPTIONS TO OTHER COMPANIES :—			
	Somerset Joint Committee—Exchange of Stocks	7,500	213,200	220,700
	TOTAL	£ 181,700	975,600	1,157,300
	WORKS NOT YET COMMENCED AND IN ABEYANCE		£	1,131,000

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

	£	£
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) .....	.....
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Amount unissued	3,257,615	3,257,615
Loan Capital created but not yet available (as per Statement No. 3)	1,556,663	
Available borrowing powers (as per Statement No. 3)	753,095	2,309,758
		5,567,373
Deduct balance at Debit (as per Capital Account No. 4)		3,717,045
TOTAL	£	1,850,328

MIDLAND RAILWAY.

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

	£	s.	d.	Year 1914.
RECEIPTS IN RESPECT OF RAILWAY WORKING, AND OF SEPARATE BUSINESSES CARRIED ON BY THE COMPANY, UNDER THE TERMS OF THE AGREEMENT WITH THE GOVERNMENT IN RESPECT OF THE CONTROL OF RAILWAYS	16,100,462	19	1	
EXPENDITURE	10,441,179	13	2	£
NET	5,659,283	5	11	5,671,104
MISCELLANEOUS RECEIPTS (NET)—				
Rents from Houses and Lands	135,066	3	4	124,418
Other Rents, including Lump-sum Tolls	64,081	13	7	63,789
Interest and Dividends from Investments in other Companies:—	£	s.	d.	
Hull & Barnsley Railway Company	9,687	10	0	7,097
Midland and South Western Junction Railway Company	3,410	10	5	3,544
Tottenham & Forest Gate Railway Company				5,812
Yorkshire Dales Railway Company	753	6	5	718
County Donegal Railways Joint Committee	12,277	5	2	12,277
Midland & Great Northern Railways Joint Committee (Moiety payable by Great Northern Railway Company)	16,020	7	8	16,020
Somerset Joint Committee	60,177	18	7	60,071
Tottenham & Hampstead Joint Committee	35,200	7	6	35,200
	137,527	5	9	140,739
Transfer Fees	2,388	17	6	2,959
General Interest	87,045	6	6	62,228
Joint Lines—Abstract J.—Company's Proportion of Receipts other than in respect of Railway working	28,221	9	1	27,417
Northern Counties Committee (Ireland)—Profit on Working	140,560	18	7	140,063
Metropolitan District Railway—Proportion of Receipts of Richmond Extension	6,267	11	7	6,207
TOTAL NET INCOME	£ 6,260,442	11	10	6,238,924

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	£	s.	d.	Year 1914.
BALANCE BROUGHT FORWARD FROM LAST YEAR'S ACCOUNT	131,442	14	7	141,329
NET INCOME (AS PER STATEMENT No. 8)	6,260,442	11	10	6,238,924
TOTAL	6,391,885	6	5	6,380,253
DEDUCT—INTEREST, RENTALS, AND OTHER FIXED CHARGES:—	£	s.	d.	
Interest on Superannuation and other Funds	83,452	9	7	77,279
Rent Charges (or feu duties) and Annuities	8,433	4	11	8,994
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	105,999	9	7	105,946
Interest on Debenture Stock at 2½ per cent. per annum	1,089,897	14	11	1,089,790
Rent of and Guaranteed Interest on Leased and Worked Lines:—	£	s.	d.	
Great Central & Midland Railway	35,000	0	0	35,000
Metropolitan District Railway—Richmond Extension	14,000	0	0	14,000
North & South Western Junction Railway	3,167	6	8	3,167
Tottenham & Forest Gate Railway Company	12,020	0	0	16,453
Yorkshire Dales Railway Company	3,459	11	8	3,694
	67,646	18	4	72,314
Joint Lines—Abstract J.—Company's Proportion	64,911	1	1	65,307
Midland & Great Northern Railways Joint Committee—Dividend on Rent Charge Stock (Moiety)	18,000	0	0	18,000
Company's Proportion of Dividend payable by Tottenham & Hampstead Joint Committee on Midland Railway Stock exchanged for Stocks of the Tottenham & Hampstead Railway Company, &c.	19,712	4	1	16,712
TOTAL	1,458,053	2	6	1,457,342
BALANCE AFTER PAYMENT OF FIXED CHARGES	4,933,832	3	11	4,922,911
APPROPRIATION TO GENERAL RESERVE FUND	200,000	0	0	200,000
	4,733,832	3	11	4,722,911
DIVIDENDS ON GUARANTEED AND PREFERENCE STOCKS—	£	s.	d.	
Consolidated Perpetual Guaranteed Preferential Stock at 2½ per cent. per annum	452,239	0	4	452,239
Consolidated Perpetual Preference Stock at 2½ per cent. per annum	1,599,748	12	0	1,599,745
TOTAL	2,051,987	12	4	2,051,984
BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK	£ 2,681,844	11	7	2,670,927
Dividend on Preferred Converted Ordinary Stock at 2½ per cent. per annum	981,069	9	9	981,049
Dividend on Deferred Converted Ordinary Stock at 4 per cent. per annum	1,558,435	8	0	1,558,435
being equal to a dividend of 6½ per cent. per annum on the Ordinary Stock.	2,539,504	17	9	2,539,484
BALANCE CARRIED FORWARD TO NEXT YEAR'S ACCOUNT	142,339	13	10	131,443
	2,681,844	11	7	2,670,927

MIDLAND RAILWAY.

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

	Year 1914.		
	£	s. d.	£
BALANCE AVAILABLE FOR DIVIDENDS AND RESERVE, AFTER PAYMENT OF FIXED CHARGES, YEAR 1915 (AS PER ACCOUNT NO. 9)	4,933,832	3 11	4,922,911
DEDUCT—INTERIM DIVIDENDS PAID:—	£	s. d.	
On two and a half per cent. Consolidated Perpetual Guaranteed Preferential Stock at 1¼ per cent.....	226,119	10 2	226,119
On two and a half per cent. Consolidated Perpetual Preference Stock.....	799,874	6 0	799,871
On Preferred Converted Ordinary Stock	490,534	14 11	490,515
On Deferred Converted Ordinary Stock	584,413	5 6	584,413
	2,100,941	16 7	2,100,918
UNDIVIDED BALANCE AT 31ST DECEMBER, CARRIED TO BALANCE SHEET.....	£ 2,832,890	7 4	2,821,993

ACCOUNTS Nos. 10, 11, 12, 13, 14, 15, 16, 17,

and

ABSTRACTS A, B, C, D, E, F, G, H, J.

Omitted under Authority of Board of Trade.

No. 18.—GENERAL BALANCE SHEET.

Dr.

Cr.

Year 1914.			Year 1914.		
	£	s. d.		£	s. d.
To Unpaid Interest and Dividends	32,161	1 7	28,137	By Capital Account, Balance at Debit thereof, as per Account No. 4	3,717,044 17 5
Interest and Dividends payable or accruing and provided for.....	461,454	12 5	500,423	Cash at Bankers and in hand ..	1,924,155 17 8
Amount due to Railway Companies and Committees	195,694	9 2	278,991	Treasury Bills	500,000 0 0
Midland Railway Savings Bank	239,897	10 5	161,173	Investments in Government Securities	1,270,333 6 8
Superannuation and other Provident Funds	2,212,714	9 0	2,062,002	Investments in Stocks and Shares held by the Company, and Advances to other Companies, not charged as Capital Expenditure.....	11,009 3 0
Accounts Payable	1,062,482	6 0	887,016	Investments in Company's Own Stocks received in exchange for Investments in Stocks and Shares of other Railway Companies	418,057 8 11
Liabilities Accrued	85,204	19 6	68,862	Stock of Stores and Materials	2,233,476 9 11
Miscellaneous Accounts	237,586	13 10	147,629	Outstanding Traffic Accounts.....	1,731,184 3 6
Signalling Equipment Improvement Account	18,933	1 0	26,793	Amount due by Railway Companies and Committees	278,642 12 3
Leasehold Redemption Fund	100,155	3 4	97,230	Amount due by Railway Clearing Houses.....	50,248 5 3
Fire Insurance Fund	497,997	10 3	490,984	Amount due by Postmaster-General	38,315 1 8
Depreciation Funds:—				Accounts Receivable.....	168,988 11 5
Railway.....	3,247,758	18 4	2,877,636	Miscellaneous Accounts	575,027 4 9
Steamboats (including Insurance Fund).....	374,976	15 6	338,715	Suspense Account:—	
Other Businesses.....	110,696	1 9	97,584	Expenditure on Works on land not the property of the Company	38,283 9 11
General Reserve Fund	1,244,162	12 11	1,044,163		
Balance available for Dividends and Reserve as per Account No. 9:—	£	s. d.			
Dividends ..	4,733,832	3 11	4,722,911		
Reserve ..	200,000	0 0	200,000		
	4,933,832	3 11	4,922,911		
Less Interim Dividends paid as per Statement No. 9 (a) ..	2,100,941	16 7	2,100,918		
	2,832,890	7 4	2,821,993		
	£ 12,954,766	12 4	11,929,331		
				£ 12,954,766	12 4
					11,929,331

MIDLAND RAILWAY.

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

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

	RUNNING LINES.						Siding reduced to Single Track.	Total of Single Track, including Siding.	Year 1914. Total of Single Track, including Siding.
	Length of Road, First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
LINES OWNED BY COMPANY:—									
GREAT BRITAIN—									
Main and Principal Lines—									
London and Carlisle by all routes	428 55	428 55	201 53	195 42	61 30	1,315 75	693 48	2,009 43	2,005 61
London and Shoburness by all routes	63 70	63 70	6 55	5 36	3 25	143 16	48 36	191 52	191 15
Ambergate and Manchester	47 62	47 62	6 44	5 51	1 65	109 44	47 40	157 4	156 60
Dore and Chinley	20 25	20 25	0 8	0 8	....	40 66	6 66	47 52	47 52
Derby and Bristol by all routes	169 16	148 48	21 6	17 75	5 31	362 16	206 51	568 67	568 52
South Wales	48 61	4 74	0 5	....	....	53 60	43 59	97 39	97 39
Various	223 23	208 10	8 79	4 72	3 23	448 47	196 55	645 22	645 46
TOTAL OF MAIN AND PRINCIPAL LINES ..	1,001 72	922 24	245 10	229 44	75 14	2,474 4	1,243 35	3,717 39	3,715 5
Minor and Branch Lines (summarised by districts)—									
London and Nottingham	128 54	52 75	0 33	0 9	0 1	182 12	91 30	273 42	273 43
London and Shoburness	18 33	3 75	0 29	0 22	0 9	23 8	14 13	37 21	37 7
Nottingham and Sheffield	124 16	32 65	0 73	0 24	....	158 18	117 58	275 76	274 63
Sheffield and Carlisle	77 67	49 3	1 59	0 66	0 49	130 4	48 48	178 52	178 43
Nottingham and Manchester, and at Liverpool	40 65	17 78	2 53	0 38	0 7	62 1	72 63	134 64	134 59
Derby and Bristol, and South Wales	128 28	54 75	0 51	0 18	....	184 12	79 52	263 64	263 26
TOTAL	1,520 15	1,133 75	251 68	231 61	76 0	3,213 59	1,667 59	4,881 38	4,875 6
IRELAND—									
Northern Counties Committee	265 26	44 34	1 52	0 41	0 21	312 14	57 26	369 40	369 21
TOTAL—GREAT BRITAIN AND IRELAND ..	1,785 41	1,178 29	253 40	232 22	76 21	3,525 73	1,725 5	5,250 78	5,244
LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP):—									
As enumerated in Abstract J—									
GREAT BRITAIN—									
Cheshire Lines Committee	43 5	36 62	3 21	2 29	0 46	86 3	47 46	133 49	132 63
Great Central, Hull and Barnsley, and Midland Committee	1 51	1 44	....	....	....	3 15	0 16	3 31	3 31
Great Western and Midland Railways Joint Committee (Severn and Wye and Severn Bridge Railway)	20 44	4 66	0 48	0 20	....	26 18	12 35	38 53	38 66
Midland and Great Northern Railways Joint Committee	97 15	39 62	1 21	0 33	0 8	138 59	30 34	169 13	169 13
Portpatrick and Wigtownshire Joint Committee	20 46	0 73	0 7	....	....	21 46	2 78	24 44	24 42
South Yorkshire Joint Line Committee	4 7	1 24	0 2	....	....	5 33	1 62	7 15	6 68
TOTAL	187 8	85 11	5 19	3 2	0 54	281 14	95 31	376 45	375 43
IRELAND—									
County Donegal Railways Joint Committee	45 35	0 44	0 3	0 1	....	46 3	3 78	50 1	50 1
Other Joint Lines	46 18	36 35	1 19	0 79	0 69	85 60	40 35	126 15	125 70
TOTAL LINES JOINTLY OWNED	278 61	122 10	6 41	4 2	1 43	412 77	139 64	552 61	551 34
TOTAL MILES OF LINES OWNED AND COMPANY'S SHARE OF LINES JOINTLY OWNED									
	2,064 22	1,300 39	260 1	236 24	77 64	3,938 70	1,864 69	5,803 59	5,795 64
Ditto Ditto Year 1914	2,064 19	1,300 21	259 53	236 6	77 10	3,937 29	1,858 35	5,795 64	....
LINES LEASED OR WORKED:—									
By the Company—									
GREAT BRITAIN—									
Tottenham and Forest Gate Railway	6 4	6 4	....	....	....	12 8	1 24	13 32	13 32
Yorkshire Dales Railway	8 53	0 21	....	....	....	8 74	1 19	10 13	10 13
Burton and Ashby Light Railways—Portion of	0 75	0 31	....	....	....	1 26	....	1 26	1 26
TOTAL	15 52	6 56	....	....	....	22 28	2 43	24 71	24 71
Jointly with other Companies (Company's share)—									
As enumerated in Abstract J—									
GREAT BRITAIN—									
Cheshire Lines Committee—Southport Extension Railway	4 55	4 54	0 6	0 5	0 3	9 43	1 37	11 0	11 0
Great Central and Midland Joint Committee	19 32	17 8	0 18	0 9	....	36 67	10 75	47 62	47 63
Somerset Joint Committee	52 65	22 25	0 7	0 2	....	75 19	14 3	89 22	89 14
Whitechapel and Bow Railway Joint Committee	1 2	1 2	0 7	....	....	2 11	0 15	2 26	2 26
TOTAL	77 74	45 9	0 38	0 16	0 3	123 60	26 50	150 30	150 23
IRELAND—									
County Donegal Railways Joint Committee—Strabane and Letterkenny Railway	9 49	0 12	....	....	....	9 61	0 71	10 52	10 52
Other jointly leased or worked Lines	2 18	1 54	....	....	....	3 72	2 35	6 27	6 27
TOTAL MILES OF LINES LEASED OR WORKED AND COMPANY'S SHARE OF LINES JOINTLY LEASED OR WORKED	105 33	53 51	0 38	0 16	0 3	159 61	32 39	192 20	192 13
GRAND TOTAL	2,169 55	1,354 10	260 39	236 40	77 67	4,098 51	1,897 28	5,995 79	5,987 77
Ditto Year 1914	2,169 52	1,353 72	260 11	236 22	77 13	4,097 10	1,890 67	5,987 77	....

MIDLAND RAILWAY.

I.—MILEAGE OF LINES—continued.

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

	Miles Authorised.	Miles constructed and not Open for Traffic.		Miles under Construction.	Miles not commenced, or in Abeysance.
	Length of Road.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.
LINES OWNED BY THE COMPANY:—					
New Lines—					
Great Britain—					
Staveley North Curve	0 42	.. ..	.. ..	.. ..	0 42
Swansea, King's Dock Lines	4 53	.. ..	.. ..	.. ..	4 53
Bradford Through Lines.....	5 18	.. ..	.. ..	.. ..	5 18
Clydach Railways	2 6	.. ..	.. ..	.. ..	2 6
Stepney and Bromley.....	1 40	.. ..	.. ..	.. ..	1 40
Hornchurch Curve	0 33	.. ..	.. ..	.. ..	0 33
Ireland—					
Coleraine Deviation.....	0 54	.. ..	.. ..	.. ..	0 54
TOTAL	15 6	.. ..	.. ..	.. ..	15 6
Ditto Year 1914	15 6	.. ..	.. ..	.. ..	15 6
Widenings and Additions—					
Sheffield and Attercliffe	1 38	.. ..	.. ..	.. ..	1 38
Holbeck	0 6	.. ..	.. ..	.. ..	0 6
Glais and Ynisygeinon	4 49	.. ..	.. ..	.. ..	4 49
Melton and Saxby	2 52	.. ..	.. ..	.. ..	2 52
Chesterfield	0 51	.. ..	.. ..	.. ..	0 51
Barking and Upminster	7 65	.. ..	.. ..	.. ..	7 65
TOTAL	17 21	.. ..	.. ..	.. ..	17 21
Ditto Year 1914	17 21	.. ..	.. ..	.. ..	17 21
JOINT LINES (COMPANY'S SHARE OF OWNERSHIP):—					
New Lines.....	2 18	0 28	0 46	.. ..	1 70
Ditto Year 1914	2 18	0 28	0 46	.. ..	1 70

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

Omitted under Authority of Board of Trade.

MIDLAND RAILWAY.

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

Description.	Number.	Year 1914.
		Number.
TENDER ENGINES:—		
Wheel Type:—		
2 — 4 — 0	275	275
4 — 2 — 2	95	95
4 — 4 — 0	393	393
2 — 6 — 0 .....	...	1
2 — 6 — 2	1	1
0 — 6 — 0	1,495	1,495
	2,259	2,260
TANK ENGINES:—		
Wheel Type:—		
0 — 4 — 4	231	231
4 — 4 — 2	70	70
4 — 6 — 4	8	8
0 — 4 — 0	33	33
0 — 6 — 0	358	358
0 — 6 — 2	14	14
0 — 6 — 4	40	40
	754	754
TOTAL.....	3,013	3,014
TENDERS	2,283	2,283

(B.)—RAIL MOTOR VEHICLES.

Not applicable to this Company.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

	Number.	Carrying Capacity.			Year 1914.	
		Number of Seats.			Number.	Carrying Capacity.
		1st Class.	3rd Class.	Total.		
Electric Locomotives	1	....	....	....	1	....
Electric motor vehicles	48	....	2,352	2,352	48	2,352
Ditto Burton and Ashby Light Railways	20	....	1,140	1,140	20	1,140
Non-motor vehicles	49	984	1,400	2,384	49	2,384
TOTAL.....	118	984	4,892	5,876	118	5,876

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

	Number.	Seats or Berths.			Year 1914.	
		1st Class.	3rd Class.	Total.	Number.	Seats or Berths. Total.
PASSENGER CARRIAGES.						
Carriages of uniform class	3,448	10,750	164,470	175,220	3,419	172,705
Composite Carriages	1,258	17,749	32,487	50,236	1,257	49,982
Restaurant Cars	84	596	1,907	2,503	86	2,527
TOTAL	4,790	29,095	198,864	227,959	4,762	225,214
Sleeping	23	211	75	286	23	286
TOTAL PASSENGER CARRIAGES	4,813			228,245	4,785	225,500
OTHER COACHING VEHICLES.						
Post Office Vans	16				16	
Luggage, Parcel and Brake Vans.....	687				688	
Carriage Trucks	344				343	
Horse Boxes	485				489	
Miscellaneous	397				398	
TOTAL OTHER COACHING VEHICLES	1,929				1,934	
TOTAL COACHING VEHICLES	6,742				6,719	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

	Number.	Year 1914.
		Number.
Open Wagons—		
8 and up to 12 tons.....	79,090	80,597
Covered Wagons—		
8 and up to 12 tons.....	12,515	12,499
Mineral Wagons—		
8 and up to 12 tons	21,312	19,990
Special Wagons (for loads of exceptional dimensions and weight) ..	434	426
Cattle Trucks	1,910	1,926
Rail and Timber Trucks (including Twin Trucks)	2,219	2,219
Brake Vans	1,719	1,719
TOTAL	119,199	119,376

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

	Number.	Year 1914.
		Number.
Gasholder Trucks	10	10
Locomotive Coal and Sand Wagons.....	2,297	2,404
Steamer Coal Wagons.....	126	126
Ballast Wagons and Ballast Brake Vans	2,712	2,712
Mess and Tool Vans	69	69
Rail and Sleeper Wagons	627	627
Crane Jib and Tail Wagons	207	204
Breakdown Cranes	21	23
Travelling Cranes	135	136
Miscellaneous	209	209
TOTAL.....	6,413	6,520
Horses for Shunting.....	120	140

MIDLAND RAILWAY.

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

	Number.	Year 1914.
		Number.
GOODS AND PARCELS ROAD VEHICLES—		
Road Motors for Goods and Parcels.....	38	19
Horse Wagons and Carts.....	7,038	6,987
Miscellaneous	26	25
TOTAL	7,102	7,031
PASSENGER ROAD VEHICLES—		
Road Motors	2	2
Omnibuses	24	24
TOTAL	26	26
HORSES FOR ROAD VEHICLES	4,763	4,886

IV.—STEAMBOATS.

	Date of Construction.	Indicated Horse-Power.	Registered Tonnage. Tons.
STEAMBOATS OVER 250 TONS NET—			
Antrim	1904	6,100	804
Donegal	1904	6,000	773
Londonderry	1904	6,000	811
Manxman	1904	6,700	835
Duchess of Devonshire	1897	5,000	505
City of Belfast	1893	2,500	395
TOTAL	6	32,300	4,123
<i>Ditto Year 1914</i>	<i>6</i>	<i>32,300</i>	<i>4,123</i>
STEAMBOATS OF 250 TONS NET AND UNDER:—			
TOTAL	6	1,511	1,056
GRAND TOTAL	12	33,811	5,179
<i>Ditto Year 1914....</i>	<i>12</i>	<i>33,811</i>	<i>5,179</i>

V.—CANALS.

Name.	Length in Miles.
Ashby	30
Cromford	15
Pinxton	2
TOTAL LENGTH	47

VI.—DOCKS, HARBOURS, AND WHARVES.

Name.	Length of Quay.
LONDON—	
Bow Wharf, River Lea.....	898
Bromley Wharf, River Lea	225
Poplar Docks	1,626
Tilbury—Floating Stage.....	276
Gravesend—West Street—Floating Stage.....	121
Gravesend—Town Pier—Floating Stage.....	200
Thames Haven Pier	256
BRISTOL—	
King's Wharf	375
Avonside Wharf	1,050
Heysham Harbour	4,100
Morecambe Harbour	2,110

VII.—HOTELS.

Name.	Situation.
Midland Grand	London—St. Pancras.
Midland	Derby.
Midland	Manchester.
Midland Adelphi.....	Liverpool.
Queen's	Leeds.
Midland	Bradford.
Queen's	Keighley.
Midland	Morecambe.
Heysham Towers	Heysham.

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

Land.	Acreage.	Year 1914.
		Acreage.
Agricultural Land	3,603	3,554
Urban and Suburban Land.....	264	264
Houses.	Number.	Year 1914.
		Number.
Labouring Class Dwellings	592	592
Houses and Cottages for Company's Servants	2,517	2,477
Other Houses and Cottages.....	1,999	2,010

RETURNS IX., X., XI., XII., XIII., XIV., XV. (A.), and XV. (B.).

Omitted by Authority of Board of Trade.

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

	1913.	1914.	1915.
	£	£	£
Total Expenditure on Capital Account (No. 4)	129,267,996	129,800,805	130,037,317
Gross Receipts from Businesses carried on by the Company (No. 8)	15,962,757	15,859,655	16,100,463
Revenue Expenditure on ditto (No. 8).....	10,174,037	10,188,551	10,441,180
Net Receipts of ditto (No. 8)	5,788,720	5,671,104	5,659,283
Miscellaneous Receipts, net (No. 8)	574,018	567,820	601,159
Total Net Income (No. 8)	6,362,738	6,238,924	6,260,442
Interest, Rentals, and other Fixed Charges (No. 9)	1,452,787	1,457,342	1,458,053
Dividends on Guaranteed and Preference Stocks (No. 9)	2,051,950	2,051,984	2,051,987
Balance after Payment of Preference Dividends (No. 9)	2,858,000	2,729,598	2,750,402
Dividend on Ordinary Stock (No. 9)	2,636,193	2,539,485	2,539,505
Rate, per cent.	6 $\frac{3}{4}$ %	6 $\frac{1}{2}$ %	6 $\frac{1}{2}$ %
Surplus	221,807	190,113	210,897
Appropriation to General Reserve.....	200,000	200,000	200,000
Brought forward from previous year	119,522	141,329	131,442
Carried forward to subsequent year	141,329	131,442	142,339

WALTER BAILEY,
Accountant of the Company.

MIDLAND RAILWAY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals, and other works, have, during the past year, been maintained in good working Condition and Repair, so far as has been possible, having regard to the requirements of the Government and to the effect of the War subsequent to August 4th, 1914.

February 4th, 1916.

W. B. WORTHINGTON, *Engineer.*

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Engines, Tenders, Tools, Electrical and other Machinery, and Steam Vessels and Marine Engines engaged in the Gravesend service, have, during the past year, been maintained in good working Order and Repair, so far as has been possible, having regard to the requirements of the Government and to the effect of the War subsequent to August 4th, 1914.

January 27th, 1916.

HY. FOWLER, *Chief Mechanical Engineer.*

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Carriages, Wagons, Machinery, and Tools, have, during the past year, been maintained in good working Order and Repair, so far as has been possible, having regard to the requirements of the Government and to the effect of the War subsequent to August 4th, 1914.

February 7th, 1916.

D. BAIN, *Carriage and Wagon Superintendent.*

CERTIFICATE RESPECTING THE STEAM VESSELS.

I hereby certify that the Company's Steam Vessels and Marine Engines have, during the past year, been maintained in good working Order and Repair.

January 15th, 1916.

M. BEASLEY, *Marine Superintendent.*

(Signed for the Board of Directors)

February 10th, 1916.

GEORGE MURRAY SMITH,
Chairman of the Company.

ALEXIS L. CHARLES,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks and Shares are *bonâ fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

Derby, February 10th, 1916.

G. WALTER KNOX,
GERALD MARSH, } *Auditors.*

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Midland Railway Company.

REPORT & ACCOUNTS

FOR

YEAR ENDING DECEMBER 31, 1915.

NOTICE is hereby given that the ANNUAL GENERAL MEETING of the MIDLAND RAILWAY COMPANY will be held at the Station of the said Company at Derby, on THURSDAY, the 17th day of February, 1916, at Half-past One o'clock in the Afternoon, for the transaction of the General Business of the said Company.

G. MURRAY SMITH,
Chairman.

H. TYLSTON HODGSON,
Deputy-Chairman

ALEXIS L. CHARLES,
Secretary.

Derby, February 1st, 1916.

Ask for two
policies referred
to + last rect.

Acted on (SOK)

S. J.:

8181.6

Enc

SHERIDAN & KENNY,

SOLICITORS.

WM T. SHERIDAN.

EDWARD J. KENNY.

TELEPHONE NO. 472.

24, Eustace Street,

Dublin. 14th August 1916

J. J. Healy Esq.,
Secretary,
Property Losses (Ireland) Committee,
51 St. Stephens Green East,
Dublin.

No. 4182 MIDLAND RAILWAY (ENGLAND)
per Arthur Adshead

Dear Sir,

With further reference to the Company's
claim, we now enclose you printed copy of the
Annual Report of the Midland Rly. Co., (England)
for the year ending 31st December 1915.

If you refer to page "10" thereof,
you will see that the Company has a Fire Insur-
ance Fund of £497,997. 10. 3.

Yours faithfully,

See also
5747

Sheridan & Kenny

17/2, 2276
4065
4356

encs.

SHERIDAN & KENNY,

SOLICITORS.

WM T. SHERIDAN.

EDWARD J. KENNY.

TELEPHONE NO. 472.

24, Eustace Street,

Dublin. 10th August 1916

J.J.Healy Esq.,

Secretary,

Property Losses (Ireland) Committee,

51 St. Stephens Green, East,

Dublin.

re No. 4182 MIDLAND RLY CO.(ENGLAND)

Dear Sir,

As requested by your memorandum of the 8th inst., we herewith enclose you Fire Policy No. 7812082, with the Commercial Insurance Co., and receipt for the last Premium paid thereon.

This is a claim attached to the 3412
We understand that the other Policy mentioned in our client's claim, has been lodged with you, with the claim of Mrs M.J.Kennedy who is our client's immediate lessor.

Kindly acknowledge receipt.

Yours faithfully,

3412
Sheridan & Kenny

SH. SHERIDAN & KENNY,
SOLICITORS.

WM. T. SHERIDAN.
EDWARD J. KENNY.

Enc.

Offices 24, Eustace Street.
Dublin 4th September 1916

J.J. Healy Esq.,
Secretary,
Property Losses (Ireland) Committee 1916,
51 St. Stephens Green, East, Dublin.

MIDLAND RAILWAY CO., (ENGLAND)
No. 4182 . per Arthur Adshead.

Dear Sir,

Following the Claim sent in by us on behalf of the Midland Railway Co., (England) on the 31st July last, we now send you detailed estimate of the loss by Fire, to the premises No. 6 Eden Quay, prepared by Mr Clayton, Surveyor.

Since the preliminary claim was sent in, Mr G.P. Sheridan, the Architect, reported to us that the premises at the rere, for which £100 was claimed, for the purpose of repairs, are beyond repair, and, therefore, these premises are also included in the above detailed estimate of loss.

Particulars of the loss sustained by the destruction of the office furniture and fittings, are given in the original particulars of claim.

Yours faithfully,

Sheridan & Kenny

P.S. We have the Architect's plans of the premises as they originally stood which can be inspected by the Assessor.

DETAILED ESTIMATE OF LOSS BY FIRE

TO THE PREMISES

No. 6. EDEN QUAY. DUBLIN

THE PROPERTY OF

THE MIDLAND RAILWAY OF ENGLAND.

DETAILED ESTIMATE OF LOSS BY FIRE

TO THE PREMISES

No. 6, EDEN QUAY, DUBLIN.

THE PROPERTY OF

THE MIDLAND RAILWAY OF ENGLAND.

Geo. P. Sheridan, Esq.,
A.R.I.B.A.
Architect,
1, Suffolk Street,
Dublin.

FRONT PREMISES.

ITEM	Amount paid for taking down dangerous structure and enclosing site	19	7	11
ITEM	Erect hoarding to Eden Quay frontage to enclose site during rebuilding, provide gates in same and timber railed pathway along front with fan over, length about 24'0" exclusive of return ends, and remove on com- pletion, making good all damage to pathway, street &c.	13	10	0
ITEM	Provide all copies of Drawings and Specification, lodge same with Muni- cipal Authorities and take out licenses for rebuilding	1	0	0
ITEM	Provide all copies of Drawings and Specification for Contractor's own use	1	0	0

	Brought forward	£	34	17	11
ITEM	Serve all legal notices on adjoining owners of intention to rebuild			10	0
ITEM	Provide proper latrine accommodation for the use of the workmen, keep same clean and in sanitary condition and remove on completion		5	0	0
29 $\frac{1}{3}$ Yds.Supl.	Take up paving of footpath and brick vaulting to cellars under same and area gratings crushed by falling building and remove material	1/-	1	9	4
ITEM	Take down old walling at present standing containing about 115 yds. cube. N.B. Removal of old material returned hereafter		23	0	0
ITEM	Hoist, cart away, and remove all old brick and masonry &c. on site from old structure, containing about 300 yds. cube		50	0	0
82 Yds.Supl.	Excavate and remove all old flagged, tiled boarded or concrete floors to Basement with all beds under same	1/-	4	2	0
28 $\frac{1}{2}$ Yds.Cube	Excavation through earth, return, fill and ram at Basement level	4/-	5	14	0
47 Yds.Cube	Grub up old foundations, hoist out, cart away and remove all old material	5/-	11	15	0
72 Yds.Supl.	Level and consolidate bottoms of foundation trenches	3d		18	0
<u>CONCRETE & BRICKWORK</u>					
36 Yds.Cube	Cement concrete 6 to 1 in lower courses of footings	20/-	36	0	0
Forward		£	173	6	3

		Brought forward	£	173	6	3
11½	Yds.Cube	Ditto. ditto. in upper courses of ditto. between timber casings here- after returned	22/-	12	13	0
237	Ft.Supl.	Anti-damp course of asphalted felt, and include in price for all laps, measured nett	4d	3	19	0
78	Yds.Cube	Rubble masonry in walling	20/-	78	0	0
204	" "	Brickwork in walls of superstructure	33/-	336	12	0
8½	" "	Ditto. in chimney shafts over roof line	35/-	14	17	6
255	Ft.Cube	Brickwork in forming jambs and arch- es of opes in rubble masonry wall- ing including all cuttings and bonding	1/6	19	2	6
32	Yds.Cube	Labor to opes where brickwork in jamb and arches not returned separately	2/-	3	4	0
163	Ft.Supl.	9" Thick brick semicircular arching in vaulting over cellars, measured on soffit	1/-	8	3	0
	No.2	Extra only on ditto. for forming opes for coal stoppers	2/6		5	0
158	Yds.Supl.	Extra on cube of brickwork for facing with picked Co. Dublin stocks neat- ly weather pointed	1/-	7	18	0
65	Ft.Supl.	Extra on Co. Dublin stock facing for fair gauged flat arches and in- clude all cuttings (measured on face)	8d	2	3	4
7½	Ft.Supl.	Ditto. on ditto. for semicircular do. and ditto. (measured on face)	9d		5	7
84	Yds.Supl.	Extra on cube of brickwork and mason- ry for flat pointing and twice limewhitening	1/-	4	4	0
		Forward	£	664	13	2

		Brought forward	£	664	13	2
18	Yds.Supl.	Ditto. ditto. to soffite of brick vaulting	1/2	1	1	0
34½	Ft.Supl.	Extra on cube of brickwork for fair axed flat arches including all cuttings (measured on face)	8d	1	3	0
19	Ft.Supl.	Ditto. on ditto. for semicircular arches in No.3, 4½" brick rings and include all cuttings (measured on soffite only)	9d		14	3
	No.26	Ditto. on ditto. for rough discharging arches over lintols and include all cuttings	2/6	3	5	0
20	Ft.Supl.	Raking cutting and waste on brickwork to line of gables	3d		5	0
31	Ft.Supl.	Ditto. and ditto. on brick and masonry in forming skewbacks for brick vaulting	3d		7	9
390	Ft.Linl.	10" Diamr. fireclay flue linings, extra over value of brickwork not deducted	7d	11	7	6
	No.10	Fireclay chimney cans and setting and quiring round in cement	7/6	3	15	0
	No.8	Rubbed slate hearths and back hearths, and include rough brick trimmer arches hatched up and firred down for lath and plaster ceiling	30/-	12	0	0
	No.10	Labor forming fireplace opes, gathered in and pargetted to flue linings	3/6	1	15	0
	No.8	Grates and mantels average P.C. £4. 10/- each, and include labor and material setting	£5.15/	46	0	0
	No.2	Ditto. and ditto. to Basement 4'0" wide opes	£2.	4	0	0
	(4)	Forward	£	750	6	8

		Brought forward	£	750	6	8
43	Ft.Linl.	Labor setting course of brick projecting in chimney cap and cement weathering to ditto.	3d	10	9	
43	Ft.Linl.	Extra on cube of brickwork in chimney shaft for course of chamfered brick on edge set projecting in plinth to shaft	4d	14	4	
	No.8	Extra on ditto. for solid mitred angles to quoins	1/3	10	0	
139	Ft.Linl.	Rake out joint of brickwork, wedge and pin top flashings in cement	4d	2	6	4
48	Ft.Linl.	Form raking groove in ditto. and ditto. ditto.	6d	1	4	0
235	Ft.Linl.	(In height) Rough birdsmouth cutting on brickwork	4d	3	18	4
60	Ft.Linl.	(Ditto.) Ditto. ditto. on rubble masonry	6d	1	10	0
40	" "	(Ditto.) Squint quoin on brickwork	6d	1	0	0
10	" "	(Ditto.) Ditto. ditto. on masonry walling	1/6	15	0	
220	" "	(Ditto.) Plumbing to quoins	2d	1	16	8
	No.15	Make good under window sills	9d	11	3	
	No.2	Build in ends of timber bearers to brickwork	1/6	3	0	
	No.2	Form opes through 9" parapet walls for passage of rain water	1/6	3	0	
17	Yds.Supl.	4½" Brick and studd partition	7/6	6	7	6
82	" "	6" Cement concrete floor to Basement finished fine surface with cement and sand on and include 4" bed of broken brick or stone	4/6	18	9	0
(5) Forward			£	790	5	10

Brought forward

£ 790 5 10

CUT STONE.

19½	Ft.Linl.	12" x 6" Granite door sill chiselled on tread and riser, and back joint- ed	4/6	4	7	9
No.10		W.I. spuds and rings to feet of door frames and sinking and leading in	9d		7	6
72	Ft.Linl.	14" x 4½" Granite rebated weathered and throated window sills	5/-	18	0	0
No.30		Extra on ditto. for raised seats to 4½" reveals	9d	1	2	6
No.30		Fair ends to ditto.	8d	1	0	0
40	Ft.Linl.	14" x 4" Granite square chiselled parapet coping weathered on top and throated both sides	4/6	9	0	0
No.4		Fair chiselled ends on ditto.	8d		2	8
No.4		Granite chiselled monolithic pilasters 14" wide on face x 18" on bed x 7'3" high each, with sunk molded panel worked in face and checked and re- bated each side 14" x 4", and in- clude setting	£10/5.	41	0	0
No.4		Ditto. square chiselled bases to do. about 16" x 19" on bed x 6" high rebated each side as before	12/-	2	8	0
16½	Ft.Linl.	6" High square chiselled granite plinth 15" on bed worked on top to 1" projection	5/6	4	10	9
No.2		Granite chiselled panel stones under windows each about 5'6" long x 1'10" high on face x 14" on bed with sunk and molded panel worked in face and setting	£6	12	0	0
		Forward	£	884	5	0

(6)

		Brought forward	£	884	5	0
No.4	Granite moulded caps to pilasters 18" x 20" on bed x 6" high with molding mitred and returned each side for a length of 6" and checked each side as before	12/6	2	10	0	
11 Ft.Linl.	14" x 4" Granite rebated weathered and throated window sills	5/-	2	15	0	
No.4	Granite chiselled starts to arches about 2'3" wide on face x 18" high x 19½" on bed with lengths of 6" molded archivolt to circular and segmental heads worked on face each side and checked at back 14" x 4" each side for sash frames	90/-	18	0	0	
No.8	Lengths of granite 6" molded archi-volt to segmental and semicircular heads got out and moulded to an average radius of about 2'9", extreme size of stone 2'3" x 1'7" on face x 19½" on bed, checked at back for sash frame and jointed both ends	60/-	24	0	0	
No.4	Chiselled granite keystones extreme size about 12" wide x 18" high x 21" on bed projecting about 1½" from face of ashlar and checked at back for sash frame	50/-	10	0	0	
42 Ft.Supl.	Chiselled granite ashlar filling to spandrils of arching 18" on bed in large stones, and include jointing (measured nett)	8/6	17	17	0	
29 Ft.Linl.	Circular cutting and jointing 18" deep on ditto. to back of arching	2/6	3	12	6	
	(7) Forward	£	1962	19	6	

		Brought forward	£	1962	19	6
24	Ft.Linl.	9" High granite moulded string to about 2" projection, and having 14" wall hold, and include all jointing	10/-	12	0	0
24½	Yds.Supl.	Flagging of footpath over crushed vaulting laid in cement on concrete bed reusing perfect existing flags, providing any deficiencies, and leave perfect; or provide for Corporation charges for carrying out this work	15/-	18	7	6
34	Ft.Linl.	9" x 6" Granite rebated and chiselled kerbings to area gratings	3/6	5	19	0
13	Ft.Linl.	Make good new flagging of footpath against line of new front wall and include all cutting and waste	2/-	1	6	0

CARPENTRY & JOINERY.

220	Ft.Supl.	Timber casing to upper course of concrete foundations	3d	2	15	0
68	Ft.Linl.	Turning pieces to 4½" flat soffites and horsing	6d	1	14	0
8	Ft.Supl.	Cradled centerings to semicircular headed revealed ope and ditto.	1/-		8	0
13	Ft.Linl.	Ditto. ditto. to semicircular headed opes 9" on soffite and ditto.	9d		9	9
163	Ft.Supl.	Ditto. ditto. to soffite of brick segmental vaulting over cellars and do.	9d	6	2	3
No.2		Cradled centres to revealed segmental cut stone arches 5'6" wide x 1'9" rise x 18" on soffite, and include all horsing and checking to keystones	8/6		17	0

Forward £ 1012 18 0

		Brought forward	£	1012	18	0
No.2	Ditto.	ditto. to semicircular do.				
		4'0" diameter and x 18" on soffit,				
		and horsing and checking as before	7/6	15	0	
47	Ft.Cube	Deal rough in lintols and jamb				
		blocks	5/6	12	18	6
9 $\frac{2}{3}$	Ft.Cube	Deal rough in beam bolted together,				
		including all bolts and nuts and				
		boring	7/6	3	12	6
181	Ft.Cube	Deal rough in rafters, plates,				
		collars, ceiling joists &c.	6/3	56	11	3
No.2	Trim out in rafters, ceiling joists					
	and collars for chimney shafts	3/-		6	0	
No.1	Ditto. in ditto. for skylight 42"					
	x 30"	3/-		3	0	
71	Ft.Supl.	1" R. Deal gutter boards and bearers	1/-	3	11	0
No.4	Short 2" rebated drips in gutter					
	boarding	9d		3	0	
No.2	Ditto. 2" summit rolls	6d		1	0	
No.3	6" x 6" x 6" Sunk and dovetailed					
	cesspools formed in gutter	5/-		15	0	
82	Ft.Linl.	7" x 1" Deal feather edged lier				
	boarding	6d		2	1	0
16 $\frac{1}{2}$	" "	6" x 1" Ditto. wrot and beaded				
	fascia fixed to feet of rafters	4d		5	6	
99	Ft.Linl.	Tilting fillets to eaves	3d	1	4	9
22	" "	6" x 6" Deal open box or trough				
	gutter for lead lining to carry					
	rain water from valley gutter					
	and fixing in roofing (lead lining					
	hereafter provided)	1/3		1	7	6
25	Ft.Supl.	$\frac{5}{4}$ " Deal wrot one side R. & V. Jointed				
	sheeting in narrow widths in form-					
	ing light well from skylight and					
	include in price for all backings					
	(measured nett)	7d		14	7	
6	Eden Quay	(9)	Forward	£	1097	7 7

	Brought forward	£	1097	7	7
7 Ft.Linl.	Diagonal cutting and waste on do.	2d		1	2
No.1	Extra on ditto. for forming door in same hung on rebated frame and having bolt fastening	7/6		7	6
13½ Ft.Linl.	4" x 1½" Deal wrot and moulded arch- itrave slip round light well at line of ceiling and include mitres	5d		5	8
16½ Ft.Linl.	4½" x 3" R. Deal wrot splayed and moulded pitching plate to glass roof spiked to face of wall	11d		15	1
12½ Ft.Linl.	6" x 3" Ditto. wrot and moulded plate to feet of glazing rafters	1/2		14	7
No.1	End of ditto. built into walling	1/-		1	0
22½ Ft.Linl.	3" x 3" Wrot deal posts supporting glass roof framed at head	6d		11	3
No.3	Ends of ditto. let into concrete yard surface	6d		1	6
57 Ft.Linl.	4½" x 1½" R. Deal wrot and molded glazing rafters	4d		19	0
388 Ft.Cube	Deal rough in joists and tassels	6/3	121	5	0
No.8	Labor &c. trimming out in 7" x 2" and 9" x 2" joists for hearths &c.	4/-	1	12	0
No.77	Ditto. in 7" x 2" joists for stairs landings	4/-	1	8	0
74 Ft.Linl.	2" x 2" Herringbone bridging to 7" x 2" joists (measured thorough)	5d	1	10	10
71 Ft.Linl.	2" x 2" Ditto. ditto. to 9" x 2" ditto. (ditto.)	5d	1	9	7
23 ⁴ / ₁₀ Squares	1" White Norway flooring laid in long lengths with broken headings, well cramped and nailed, protected during progress of work and cleaned off on completion	48/-	56	3	3
(10)	Forward	£	1284	13	0

		Brought forward	£	1284	13	0
227	Ft.Linl.	Diagonal cutting and waste on do.	3d	2	16	9
	No.8	Sets of proper sunk and mitred kerb- ings to hearths	2/-		16	0
	No.10	Proper hardwood bevelled door saddles with ends scribed to jambs	2/6	1	5	0
4 $\frac{4}{10}$	Squares	Studd partition formed of 4 $\frac{1}{2}$ " x 2" studds 12" C. to C. 4 $\frac{1}{2}$ " x 3" heads and sills and three rows of 4 $\frac{1}{2}$ " x 1 $\frac{1}{2}$ " bridging in height	45/-	9	18	0
	No.2	Extra on ditto. for forming door opes (deducted)	5/-		10	0
339	Ft.Linl.	9" x 1 $\frac{1}{2}$ " R. Deal double faced moulded skirting and include grounds	9d	12	14	3
	No.55	Mitred angles to ditto.	4d		18	4
	No.26	Ends scribed and fitted	5d		10	10
361	Ft.Linl.	7" x 1" R. Deal moulded skirting and include for grounds	5d	7	10	5
	No.49	Mitred angles to ditto.	3d		12	3
	No.36	Ends scribed and fitted	3d		9	0
	No.1	End mitred moulded and returned	9d			9

DOORS

55	Ft.Supl.	2 $\frac{1}{4}$ " R. Deal framed twelve panelled and boleotion moulded one side Entrance doors, panels flush sheeted at back	1/10	5	0	10
21	Ft.Supl.	2 $\frac{1}{4}$ " R. Deal framed four panelled and moulded one side entrance door, do.	1/8	1	15	0
179	Ft.Supl.	2" Ditto. framed four panelled and moulded both sides doors	1/8	14	18	0
84	Ft.Supl.	2" Ditto. framed and sheeted doors	1/4	5	12	0
39	Ft.Supl.	1" Ditto. ledged and sheeted doors	10d	<u>1</u>	<u>12</u>	<u>6</u>
	(11)	Forward	£	1351	12	11

		Brought forward	£	1351	12	11
4½	Ft.Supl.	2" R. Deal rebated and moulded semi-circular headed fan sash with three radiating bars (measured square)	1/2		5	3
109	Ft.Linl.	4½" x 3" R. Deal wrot rebated and chamfered door frames	10d	4	10	10
173	Ft.Linl.	4½" x 3" Ditto. wrot rebated and moulded ditto. grooved for linings	10½d	7	11	4
3½	Ft.Linl.	4½" x 3" Ditto. wrot twice rebated sunk and weathered transome	10½d		3	1
23	Ft.Linl.	4½" x 3" Ditto. wrot rebated and moulded frame to three centered elliptical head grooved for linings and include for all keyed joints	1/3	1	8	9
10	Ft.Linl.	6" x 3½" Ditto. wrot rebated sunk transome moulded on face	1/6		15	0
34	Ft.Linl.	6" x 1½" Ditto. wrot and rebated linings as door frames	7d		19	10
125	Ft.Supl.	¾" R. Deal wrot one side jamb and soffite linings tongued to frames and include for grounds	8d	4	3	4
21	Ft.Supl.	¾" Ditto. ditto. to three centered elliptical heads, and do. do.	1/-	1	1	0
118	Ft.Linl.	¾" Ditto. wrot one side narrow jamb and soffite linings tongued to frames and include for grounds	5d	2	9	2
474	Ft.Linl.	5" R. Deal moulded and mitred architraves and include for grounds	6d	11	17	0
6½	" "	5" Ditto. to semicircular head	10d		5	2
39	" "	R. Deal moulded and mitred architrave slip and do. do.	3d		9	9
16	" "	Ditto. ditto. but to three centered elliptical heads and do. do.	6d		8	0
No.2		R. Deal wrot and moulded brass hinged weather boards to Entrance doors	10/-	1	0	0
		(12) Forward	£	1389	0	5

	Brought forward	£	1389	0	5
No.14	Fit and hang doors on and include 4" butts	3/-	2	2	0
No.2	Ditto. and ditto. ditto. on and in- clude one and a half pairs each of 4" butts	3/6		7	0
No.5	Mortice locks and furniture P.C.7/6 ea. and include for screws and fixing	11/-	2	15	0
No.6	Rim locks and furniture P.C. 5/- each and ditto.	8/-	2	8	0
No.5	Strong drawback locks with furniture P.C. 5/6 each and ditto.	8/6	2	2	6
No.2	Night latches P.C. 5/- each and do.	8/-		16	0
No.1	Stock lock and ditto.	6/6		6	6
No.4	Strong W.I. thumb latches and do.	2/6		10	0
No.10	10" Iron barrel bolts and ditto.	3/-	1	10	0
No.1	Brass door knocker P.C. 8/6 and fix- ing	10/-		10	0
No.2	Ditto. door knob P.C. 7/- and do.	9/-		18	0
No.2	Brass letter plates and include per- foration through door and fixing	6/-		12	0
No.2	Letter boxes and fixing behind Entrance doors	7/6		15	0
25 Ft.Supl.	2" R.D. rebated and moulded skeleton transome sashes with semicircular heads (measured square)	1/-	1	5	0

WINDOWS.

380 Ft.Supl.	2" R. Deal rebated and moulded sashes in four and six panes each	10d	15	16	8
No.60	Moulded joggles on 2" sashes	3d		15	0
338 Ft.Linl.	Proper red deal cased frames for 2" sashes, having 1½" pulley stiles and heads, 1" inner and outer casings, 3½" x 3" sunk weathered and				

		Brought forward	£	1422	9	1
		twice rebated sills and all moulded				
		slips, parting bead &c.	1/-	16	18	0
	No.30	Foxings in sash frames	4d		10	0
49	Ft.Supl.	$\frac{3}{4}$ " R. Deal wrot one side jamb and soffite				
		linings tongued to frames and include				
		for grounds	8d	1	12	8
215	Ft.Supl.	$\frac{5}{4}$ " Ditto. ditto. narrow and include all				
		items as before	5d	4	9	7
26	Ft.Supl.	$1\frac{1}{4}$ " R. Deal round nosed window boards				
		tongued to sills, and bearers	1/-	1	6	0
65	Ft.Linl.	$1\frac{1}{4}$ " Ditto. ditto. narrow and do. do.	8d	2	3	4
	No.30	Ends of window boards checked to jambs				
		with nosings mitred and returned	6d		15	0
285	Ft.Linl.	5" R. Deal moulded and mitred archi-				
		traves, and include for grounds	6d	7	2	6
22	Ft.Linl.	$4\frac{1}{2}$ " x 3" R. Deal wrot rebated and mold-				
		ed frames with moulded slips for glaz-				
		ing	1/-	1	2	0
15	Ft.Linl.	$4\frac{1}{2}$ " x 3" Ditto. ditto. to three centered				
		elliptical head with moulded slips as				
		before and include all keyed joinings	1/9	1	6	3
11	Ft.Linl.	$4\frac{1}{2}$ " x 4" Ditto. wrot twice rebated sunk				
		and weathered sill to ditto. and in-				
		clude slips	1/2		12	10
11	Ft.Linl.	$4\frac{1}{2}$ " x 4" Ditto. wrot twice rebated sunk				
		and weathered transome throated on				
		underside and slipped for glass	1/3		13	9
18 $\frac{1}{3}$	Ft.Supl.	$\frac{5}{4}$ " R. Deal wrot one side jamb linings				
		and include grounds	8d		12	3
14	Ft.Supl.	$\frac{5}{4}$ " Ditto. ditto. as last to three				
		centered elliptical head and do. do.	1/-		14	0
12	Ft.Supl.	$1\frac{1}{4}$ " Ditto. nose moulded window board				
		and bearers	1/-		12	0
	No.4	Ends checked to jambs with nosing				
		mitred and returned	6d		2	0
6	Eden Quay	(14) Forward	£	1463	9	3

	Brought forward	£	1463	9	3
22	Ft.Linl. R.D. Moulded and mitred architrave slip and include for grounds	3d		5	6
18	Ft.Linl. Ditto. to three centered elliptical heads and do. do.	6d		9	0
No.30	Fit and hang sashes on and include brass faced axle pulleys, best hemp lines and metal weights complete	5/-	7	10	0
No.15	Brass sash fasteners and fixing	1/6	1	2	6
No.60	Brass lifts and pulls and fixing	5d	1	5	0

STAIRS.

294	Ft.Supl. 1½" R. Deal nose moulded treads and 1" W.D. risers, rebated and grooved to- gether, glue blocked and bracketted on and include No.2 6" x 4" rough framed carriage pieces	1/4	19	12	0
24½	Ft.Supl. 1½" Ditto. treads and 1" W.D. risers all as last but in winders (measured nett)	1/7	1	18	9
No.1	Extra for semicircular nose moulded curtail end to step 10" tread	10/-		10	0
No.51	Mitred and return moulded nosings to ends of steps	9d	1	18	3
52	Ft.Linl. 2½" R. Deal wrot double faced moulded cut and mitred outer string	1/9	4	11	0
No.12	Ends framed to newel posts	1/6		18	0
13	Ft.Linl. 2" R. deal wrot and moulded close outer string	1/6		19	6
No.3	Ends framed to newels	1/6		4	6
71	Ft.Linl. 2" R. Deal wall string plugged to walls with moulding planted on to match skirting	1/6	5	6	6
	Forward	£	1509	11	9

		Brought forward	£	1509	11	9
13	Ft.Linl.	2" Ditto. ditto. but to winders	1/9	1	2	9
	No.83	Ends of treads and risers housed and wedged to strings	6d	2	1	6
	No.4	Ditto. ditto. to winders	1/-		4	0
	No.18	Ramps, or easings, on wall strings to skirtings	9d		13	6
17	Ft.Linl.	1½" R. Deal double faced moulded apron lining with nosing to edge of flooring	1/-		17	0
	No.32	Treads and risers checked to newel posts	6d		16	0
53	Ft.Linl.	3½" x 3½" Mahogany moulded handrail and include French polishing	3/6	9	5	6
	No.3	Extra on ditto. for quadrant ramps with butt joints and handrail screws	6/-		18	0
	No.13	Ends of rail framed to newel posts	1/-		13	0
	No.1	End cut and pinned to wall and plaster made good	1/6		1	6
26	Ft.Linl.	3" x 3" R. Deal wrot and rounded hand- rail	9d		19	6
	No.1	Extra on ditto. for short quadrant ramped twist	2/-		2	0
	No.6	Ends framed to newel posts	6d		3	0
	No.1	End cut and shaped	1/-		1	0
	No.1	End cut and pinned to wall and plaster made good	1/6		1	6
	No.3	4" x 4" R. Deal square wrot newel posts with cut and shaped tops	7/6	1	2	6
	No.1	4" x 4" Ditto. to winders about 6'6" long	9/-		9	0
	No.12	4" x 4" R. Deal turned and moulded newel posts with moulded capping plant- ed on and mitred round	12/6	7	10	0
		(16) Forward	£	1536	13	0

	Brought forward	£	1536	13	0
No.29	1½" x 1½" R. Deal square wrot balusters				
	housed to tread and rail	9d	1	1	9
No.86	2" x 2" R. Deal turned and moulded				
	balusters ditto. ditto.	1/2	5	0	4
No.3	Iron handrail brackets and fixing to				
	rail and studd partition	9d		2	3

OFFICE SCREEN

86	Ft.Supl.	Mahogany screen enclosure between Public and Private Offices, the upper portion glazed with leadlights, the lower portion framed and panelled, and include for French polishing both sides	7/6	32	5	0
No.1		Extra only on ditto. for forming sash door in same including hanging on brass butts, mortice lock and furniture and door saddle complete	25/-	1	5	0
15	Ft.Linl.	Mahogany counter standing about 3'3" over floor the top 24" wide, front framed, panelled, and moulded with moulded base, supported on framed trestles, and fitted up with shelving, the back enclosed with framed and panelled doors, and include for French polishing to top and front	40/-	30	0	0
No.1		Extra on counter for hinged door in front and clamped fall, including all hangings complete	20/-	1	0	0
23½	Ft.Linl.	R. Deal fascia over shop front about 2'6" deep in all, having 9" deep x 8" projection moulded cornice and 3" deep architrave moulding planted on, and include in price for all grounds plugged to stonework	9/-	10	11	6
	(17)	Forward	£	1617	18	10

	Brought forward	£	1617	18	10
No.2	R. Deal moulded consoles about 4'0" high x 1'6" wide on face x 15" projection with carved and moulded caps and terminals, and include bracketting to same	65/-	6	10	0
No.3	R. Deal fascias or sign boards, each 23'6" long x 2'3" deep over all, having 9" deep moulded cornice to same and 3" deep architrave moulding on lower edge, and fixing to face of brickwork with all necessary grounds for same	£7.10/-	22	10	0
No.6	Consoles formed in ditto. about 6" wide on face with mouldings on fascia mitred and returned each side	15/-	4	10	0
<u>SLATING, ROOF PLUMBING & IRONWORK</u>					
7 ⁹ / ₁₀ Squares	Slating with 24" x 12" Welsh Bangor slating on 2" x 1" laths, thorough rendered	53/-	20	18	9
83 Ft.Linl.	Extra on ditto. for thorough undereaves out to fall of gutter	8d	2	15	4
81 " "	Cutting and waste to top edge of slating	3d	1	0	3
30 " "	Ditto. and ditto. to abutments	3d		7	6
36 " "	Blue fireclay ridge tiling, set & pointed	10d	1	10	0
23 ³ / ₁₄ Cwts.	Lead and laying in gutters, flashings &c. gutters 6 lbs, flashings 5 lbs, soak-ers 4 lbs.	53/-	61	10	3
No.3	Extra labor & solder to cesspools	7/6	1	2	6
No.8	Bossed ends to rolls	8d		5	4
2 ¹ / ₁₂ Cwts.	Lead and laying in lining to box gutter	53/-	5	10	5
No.3	Short lengths of 4" diam. lead pipe about 24" long each, shaped and having one end tafted and soldered to cesspools	12/-	1	16	0
140 Ft.Linl.	Labor dressing edges of lead and copper tacking	4d	2	6	8
6 Eden Quay	(18) Forward	£	1750	11	10

Brought forward £1750. 11. 10

12	Ft.Linl.	5" C.I. Half round eaves gutter, include for jointing and securing with W.I. brackets or straps.	1/9	1.	1.	0
	No.1	Stop ends	2/3		2.	3
91	Ft.Linl.	4" Diamr. C.I. rain water pipe jointed and fixed to walls	2/-	9.	2.	0
	No.2	Extra on ditto. for bend	2/-		4.	0
	No.2	Toes and fixing	3/-		6.	0
	No.3	C. I. Hopper heads and fixing	7/6	1	2	6
1 1/2	Cwts.	Wrot iron in arch bars with ends fanged and built into jambs	30/-	1	17	6
	No.1	C. I. opening skylight and frame 42"x 30" glazed with rough rolled plate, and fixed in roof timbers	26/-	1	6	0
	No.2	W.I. framed area gratings, size about 4'6" x 2'9" each and setting in kerbing before provided	87/6	8	15	0
	No.2	W.I. Ties to springer stones of arching to front 2" x 1/2" about 3'02 long, cranked on both ends with one end built into walling, the other sunk and leaded into granite	7/6		15	0
	No.1	W.I. Swinging sign size about 3'6" x 2'6" on W.I. bar with No.2 W.I. stays supporting same secured at ends to walling	40/-	2	0	0

Forward £1777 3 1

Brought forward £1777 3 1

PLASTERING

116	Ft.Linl.	5" Cement plaster patent reveals and include all arrises	6d.	2	18	0
5	Ft.Linl.	5" Ditto ditto but to semicircular head	9d		3	9
150	" "	6" High cement chamfered skirting including all angles &c	4½d	2	16	3
849	Yds.Supl.	Render float and set on walls finished white	1/3	53	1	3
36	Ft.Supl	Ditto ditto and ditto narrow to jambs	3d		9	0
12	" "	Ditto ditto and ditto to segmental soffites	5d		5	0
325	Yds.Supl.	Lath, plaster, float and set on ceilings	2/2	35	4	2
90½	Yds.Supl	Ditto ditto & ditto on studd partitions	2/2	9	16	1
22	" "	Ditto ditto & ditto to soffites of stairs	2/6	2	15	0
30	Ft.Supl.	Lath, counter lath, plaster float and set narrow to sides and soffite of timber beams	6d		15	0
840	Ft.Linl	12" Girth(avg)plaster molded cornices	1/4	56	0	0
No 95		Mitred angles to ditto	172	5	10	0
No.1		End mitred molded and returned	2/6		2	6
238	Ft.Linl.	Keene's cement angles brought out on Portland	5d	4	19	2
37	Ft.Linl.	Ditto ditto with double quirked bead on arris	8d	1	4	8
27	Ft.Linl.	Ditto ditto as last to semicircular soffites	1/-	1	7	0
No.10		Make good plastering round mantels	2/-	1	0	0
No.5		Screed & point door frames in haired mortar	2/6		12	6
No.17		Ditto ditto sash frames and bed sills in white lead	3/-	2	11	0

Forward £ 1958 14 3

Brot forward £1958 14 3

INTERNAL PLUMBING

No.1	2'6" x 1'6" White glazed scullery sink with overflow cast in piece and fixing on and include strong W.I.Brackets	40/-	2	0	0
No.1	2" Diameter brass grated washer with plug and chain & jointing to sink	7/6		7	6
No.1	40" x 18" Grooved taek drainer and fix- ing on and include W.I.Brackets	15/-		15	0
No.1	2" Diamr.(6 lbs) lead drawn shaped waste about 6'0" long from Soullery sink	12/6		12	6
No.1	2" Diamr.lead trap with brass clean- ing screw soldered in and include in price for joint with union on sink and lead waste pipe	10/-		10	0
No.1	"2 Brass ferrule and jointing to lead and iron pipe	5/-		5/	0
53	Ft.Linl. 2" Diamr.C.I.heavy coated waste and vent pipe and jointing with lead and fixing to walls	1/9	4	12	9
No.2	Extra on ditto for bends	3/6		7	0
No.1	Ditto on ditto for 3" offset	3/6		3	6
No.1	Ditto on ditto for branch piece	5/6		5/	6
No.1	Form connection between 2" H.C.pipe and inlet on grease trap	1/6		1	6
No.1	2" Hunter's vent cowl and fixing to	4/-		4	0
90	Ft.Linl. 1/2" H.P.Vartry supply pipe and fixing to walls on timber bearers &c	1/2	5	5	0
No.1	1/2" H.P.Brass screw down cock and soldered joint with pipe	6/-		6	0
No.1	1/2" H.P.Brass stop cock & soldering into pipe	8/6		8	6
Item	Lay on water from Main in street and pay all fees and charges in Connection with same	70/-	3	10	0

Forward £1978 8 0

Brought forward £1978 8 0

GLAZING PAINTING & PAPERING &C.

77	Ft.Supl	1" British polished plate glass and glazing in squares not exceeding 32 ft super	3/-	11	11	0
349	Ft.Supl.	21oz Sheet glass and glazing	1/-	17	9	0
441	Yds.Supl.	Knot, prime, stop, and three coat paint on woodwork	1/4	29	8	0
45½	Yds.Supl.	Ditto ditto & ditto sash work both sides (measured one side only)	1/6	3	8	3
No.16		Ditto ditto and ditto on 4" x 4" newel posts	2/-	1	12	0
No.115		Ditto ditto and ditto on stairs balusters	3d	1	8	9
52	Yds.Linl.	Paint three coats on eaves gutters and down pipes	4d		17	4
No.3		Ditto ditto on C.I.hopper heads	9d		2	3
No.1		Ditto ditto on 42" x 30" C.I. skylight and frame	1/6		1	6
No.2		Ditto ditto on area gratings 4'6" x 2'9" each	3/-		6	0
No.1		Ditto on W.I.Swinging sign about 3'6" x 2'0"	3/-		3	0
60	Yds.Supl.	Prepare and paint brickwork &c on front of house	1/-	3	0	0
No.146		Pieces of wall paper, average price 2/6 per piece and hanging	4/3	31	0	6
353	Yds.Supl.	Whitening to ceilings & soffites of stairs	3½d	5	3	0
Item		Provide the sum of £25. 0.0. for large notice board between first floor windows painting and lettering same and lettering No.4 Fascia boards to front		25	0	0
Forward				£2108	18	7

Brought forward

£2108

18

7

ELECTRIC LIGHTING & GAS FITTINGS &c.

Item	Provide for lighting ground floor offices and Hall with electric light, including wiring run in tubing to No.6 positions and providing all lamps and fittings to same complete.			
No.1	Electric light meter with switch box Complete and fixing &c			
Item	Provide for connection with electric light main in street	10	0	0
Item	Lay on gas to the following positions in Compo piping in best manner, providing all elbows, tees, nipples &c required, Fittings returned separately			
	Basement No.3 Positions	10	10	0
	First Floor No.3 "			
	Second " No.4 "			
	Third " No.4 "			
No.12	Gas brackets with wall blocks and fixing and connections with piping	6/-	3	12 0
No.2	Gas pendants, 2 lights to each, with ceiling blocks and ditto ditto	10/-	1	0 0
No.1	Gas meter for No14 lights and connection with piping	65/-	3	5 0
Item	Lay on gas from Main in Street	30/-	1	10 0
Item	Provide the sum of £10 for No.2 telephone instruments	£10	10	0 0
Item	Fit up Electric bell to ring from Entrance door to Caretakers apartments on Third floor, providing all wiring, electric bell apparatus and push and fixing complete	40/-	2	0 0
Forward		£2150	15	7

Brought forward £2150 15 7

BACK PREMISES

Item	Erect temporary timber hoarding to en- close site at rear, about 19'0" long exclusive of return ends, and remove same on completion making good all damage to surface of laneway	6/15/-	6	15	0
No.1	Take down pair of gates about 9'0" x 8'0" with frames to same and store for reuse	10/-	10	0	0
No.1	Ditto ditto door to loft over stable 4'0" x 6'0" with ditto & ditto	5/-	5	0	0
No.1	Ditto ditto window sash adjoining last 5'6" x 4'0" and frame and ditto	5/-	5	0	0
No.1	Ditto ditto door 3'0"x6'6" & frame & ditto	3/-	3	0	0
No.1	Ditto ditto sash & frame 3'0"x 4'0"&ditto	5/-	5	0	0
No.1	Ditto ditto sash & frame 2'6"x 2'9" & ditto	4/-	4	0	0
No.1	Ditto ditto flight of step ladder stairs from stable to loft raising about 10'2" high and ditto	5/-	5	0	0
No.1	Ditto ditto loose boarding in trap door to cellar about 5'0" x 5'6" and ditto	2/-	2	0	0
6 6/10Square	Take down old slated roofs with timbers to same, sort out any sound old slates and store same for reuse, and remove re- mainder	5/-	1	13	0
¹ 410 Squares	Take down and remove old timber floors and joists	4/-	16	5	5
84 Yds.Supl	Take up existing tiled, flagged or pebble paved floors with beds under	1/-	4	4	0
Forward		£2166	3	0	0

		Brought forward	£2166	3	0
34	Yds.Cube	Excavate, grub up and remove haunching over old arching in cellars	5/-	8	10 0
82	Yds.Cube	Take down old brick and rubble masonry and remove old material	4/-	16	8 0
83	Yds.Cube	Take down old basement walling and brick vaulting to cellars, hoist out material and cart away and remove same	4/-	16	12 0
No.5		Take up and remove old steps to yard level	1/6		7 6
Item		Shore up, brace and support flight of stone steps from stable to cellars under with arching supporting same rising about 8'2"high and containing No.12 steps	20/-	1	0 0
24½	Yds.Supl	Level off tops of old walling for raising new work on forming level beds for same and grouting in cement	3/6	4	5 9
86½	Yds.Cube	Rubble masonry in walling	20/-	86	10 0
47	" "	Brickwork in walling of superstructure	33/-	77	11 0
28	Ft.Cube	Brickwork in forming jambs and arches of ope in rubble masonry walling & include all cutting and bonding	1/6	2	2 0
8	Yds.Cube	Labor to opes where brick in jambs and arches not returned separately	2/-		16 0
77½	Yds.Supl.	14" Thick brick elliptical arching in vaulting over cellars(measured on centre line)	12/-	46	10 0
No.1		Extra only on ditto for forming ope for trap door 5'6"x 5'0" on plan through crown of arching(deducted)	10/+		10 0
Forward			£2427	5	3

		Brought forward	£	2427	5	3
106½	Yds Supl	Facing with selected stocks and neatly weatherpointing	1/-	5	6	6
11½	Ft Supl	Extra on ditto for flat arches to facings including all cuttings	8d	7	8	
15½	Ft. Supl	Raking cutting and waste on brickwork to gables	3d	3	10	
18 Ft.	Supl	Circular cutting and waste on ditto to soffite of vaulting	4d	6	0	
88	Ft. Linl.	Cutting on rubble masonry in forming skewbacks to 14" deep brick arching	4d	1	9	4
6	Ft. Linl.	Extra on cube of brickwork for No.3 4½" brick ring arches 9" on soffite and include all cuttings	8d	4	0	
No.4		Extra on cube of brickwork for discharging arches over lintols	2/6	10	0	
31	Ft. Linl.	Extra on rubble masonry walling for forming rough sloping weathered coping about 9" X 9" high	1/-	1	11	0
27	Yds.Supl.	Flat pointing to rubble masonry walling and twice limewhitening	1/-	1	7	0
14½	Yds.Supl.	Ditto ditto on brickwork & ditto ditto	1/-	14	6	
4½	Yds. Supl.	Cement concrete half round coping to 9" wall finished fine surface	2/-	9	0	
No.1		Fair end to ditto	1/6	1	6	
12 Ft. Linl.		9" wide X 6" high cement concrete base to area railing chamfered both side & finished fine, including Casings	1/6	18	0	
No.1		Extra on ditto for canted angle	1/-	1	0	
6½	Ft.Linl.	Form raking groove in brickwork wedge and point top flashings in cement.	6d	3	3	
No.4		Make good under window sills & etc.	9d	3	0	

		Brot. forward.	£ 2441	0	10
10½	Ft.Linl.	Form or leave 6" x 6" wall hold in face of walling for edge of Concrete landing & build in same.	6d	5	3
34½	Yds.Cube.	Cement concrete 8 to 1 in haunching up over brick vaulting.	19/-	32	15 6
42½	Yds.Supl.	Pebble paving set & grouted in cement.	2/6	5	6 3
8	Yds.Supl.	6" Cement concrete floor finished fine surface on & include 4" bed of broken stone or brick.	4/6	1	16 0
34	Yds.Supl.	Carlow or Yorkshire flagging to yard set and grouted in cement.	12/6	21	5 0
40	Ft.Linl.	Diagonal cutting & waste on ditto.	1/-	2	0 0
	No. 5.	Cutting & fitting on ditto round traps and vent pipe.	2/-		10 0
30	Ft.Linl.	10" x 6" Cement Concrete steps finished fine on tread & riser, & include casings.	2/-	3	0 0
	No. 9.	Ends of ditto built into walling.	9d		6 9
14	Ft.Supl.	6" Thick cement concrete landing finished fine surface.	8d		9 4
4	Ft.Linl.	9" x 6" Granite door sill chiselled on tread & riser, slightly weather- ed and back jointed.	3/9		15 0
	No. 2.	W.I. Spuds & rings, and sinking and leading in.	9d		1 6
12½ 3	Ft.Linl.	13" x 4" Granite window sills rebated weathered & throated.	4/6	2	15 6
	NO.5.	Extra on ditto for raised seats to 4½" reveals.	9d		3 9
	No.6.	Fair ends to ditto.	8d		4 0
		<u>FORWARD</u>	£2,512	14	8

			Brot. forward. £	2512	14	8
11½	Ft.Linl.	Turning pieces to 4½" flat soffite and horsing to ditto.	6d		5	8
624	Ft.Supl.	Cradled centering to soffite of illiptical arched vaulting to cellars & include horsing to ditto.	1/-	31	4	0
6	Ft.Linl.	Ditto ditto to 9" wide segmental soffite, and ditto.	6d		3	0
10	Ft.Cube.	Deal rough in lintols and jamb blocks.	5/6	2	15	0
15	Ft.Cube.	Deal wrot in beam over gate &c.	7/-	5	5	0
71½	" "	Deal rough in rafters, plates, collars &c.	6/3	22	6	10
118	Ft.Linl.	Diagonal cutting & waste on 4½" x 2" rafters to line of hips. (measured both sides).	3½d	1	14	5
19	Ft.Supl.	1" Deal gutter boards & bearers.	1/-		19	0
	No. 1.	Extra for 2" rebated drip.	9d			9
	No. 1.	Short summit roll.	6d			6
27	Ft.Linl.	9" x 1" Deal ller boarding to gutter	7d		15	9
64	" "	6" x 1" Deal wrot fascia secured to ends of rafters.	3½d		18	8
72	Ft.Cube.	Deal rough in joists & tassels.	6/3	22	10	0
	No. 1.	Extra on ditto for labor &c trimming joists to well hole.	5/-		5	0
25	Ft.Linl.	Bridging to 11" x 2" joists. (measured thorough).	6d		12	6
	No. 1.	Pair of old gates about 9'0" x 8'0" with frames to same refitted & rehung on old hinges in new ope.	30/-	1	10	0
	No. 1.	Repair wicket door in same & provide and fix new lock.	20/-	1	0	0
	No. 1.	Old door to loft about 4'0" x 6'0" with frame to same refitted & rehung on old hinges in new ope.	15/-		15/	0

FORWARD

£2605 15 9

Brot. forward. £ 2605 15 9

No.1.	Old window sash & frame adjoining last about 5'6" x 4'0" fitted & fixed in new ope.	10/-	10	0
No.1.	Old door about 3'0" x 6'6" with frame to same refitted and rehung on old hinges.	10/-	10	0
No.1.	Provide & fix new stock lock to same.	10/-	10	0
No.1.	Old window sash & frame about 3'0" x 4'0" fitted & fixed in new ope.	10/-	10	0
No.1.	Old window sash & frame about 2'5" x 2'9" fitted and fixed in new ope.	7/6	7	6
No.1.	Provide & fix 1" rough sheeting to back of last sash.	2/6	2	6
No.1.	Old flight of step ladder stairs to loft raising about 10'2" high from floor to floor refixed and secured to new floors.	15/-	15	0
No.1.	Refix old loose boarding to trap in floor of stable about 5'0" x 5'6"	2/-	2	0
65	Ft.Supl.1" R.Deal ledged & sheeted doors	10d	2	14 2
66	Ft.Linl.4½" x 3" R.Deal rebated & chamfered door frame.	10d	2	15 0
No.4.	Fit & hang doors on & include 9" "T" hinges.	2/4	9	4
No.2.	Thumb latches & fixing.	2/6	5	0
No.2.	Strong stock locks & ditto.	4/6	9	0
No.2.	6" Iron barrel bolts & ditto.	1/6	3	0
6 6/10	Squares.24" x 12" Welsh Bangor slating on & include 2" x 1" laths & thorough rendering, reusing any sound old slates.	53/-	17	9 10
78	Ft.Linl. Extra on ditto for thorough under eaves	6d	1	19 0
26	" " Ditto ditto as last but cut to fall of gutter.	8d	17	4

FORWARD

£2636 4 5

		Brought forward	£	2636	4	5
118	Ft. Linl.	Diagonal cutting and waste on ditto. to line of hips (measured both sides)	6d	2	19	0
17	Ft. Linl.	Cutting and waste to top edge of slating	3d		4	3
6½	" "	Extra on slating for verge and pointing in cement	3d		1	8
16	Ft. Linl.	Ditto on ditto for bedding slating on top of 18" wall	4d		5	4
6½	Ft. Linl.	Ditto on ditto for cutting to raking abutment	4d		2	2
84	Ft. Linl.	Blue fireclay ridge & hip tiling bedded in mortar and pointed in cement	10d	3	10	0
No. 2		Three way cutting to inter- section of ridge and hip tiling	1/-		2	0
No. 4		W.I. hip hooks and fixing	9d		3	0
2½	Cwts.	Lead & laying in gutters, flashings, etc. gutters 6lbs soakers 4lbs, flashings 5lbs. 53/-		6	12	6
82	Ft. Linl.	5" C.L. Half round eave gut- ter and include jointing and fixing with W.I. Straps or Brackets	1/9	7	3	6
No. 2		Extra on ditto for angles	3/9		7	6
No. 2		Ditto on ditto for outlets	2/6		5	0
No. 2		Stop ends to ditto.	2/3		4	6
24	Ft. Linl.	4" Diam. C.I. rain water pipe and fixing	2/-	2	8	0
No. 2		4" Diam. C.I. Toes and fixing	3/-		6	0
		Forward	£	2660	18	10

	Brought forward	£	2636	4	5
1 Cwt.	Wrot iron in framed area railings standing abut 3'4" high, horizontal rails 2" x $\frac{5}{8}$ ", verticals $\frac{5}{8}$ " diameter 4 $\frac{1}{2}$ " centres, & securing same to concrete base	40/-	2	0	0
No. 4	Ends of rails built into walling	1/-		4	0
41 $\frac{1}{2}$ Yds.	Supl. Render and pebble dash on walls	2/3	4	13	4
163 Yds.	Supl. Render float and set on walls finished white	1/3	10	3	9
18 Ft.	Supl. Ditto ditto & ditto narrow to jambs	3		4	6
55 Yds.	Supl. Lath. plaster, float and set on ceilings	2/2	5	19	2
No. 6	Screed and point door frames	2/6		15	0
No. 3	Ditto ditto sash frames & bed sills	3/-		9	0
32 Ft.	Supl. Hack out broken glass and reglaze with 21" sheet	1/3	2	0	0
77 Ft.	Supl. Rough rolled plate glass & glazing in rooflight over area	9	2	17	9
29 Yds.	Supl. Knot prime stop & three coat paint on new woodwork	1/4	1	18	8
35 Yds.	Linl. Three coat paint on eaves gutters and down pipes	4		11	8
4 1/3 Yds.	Supl. Ditto ditto on W.I. area railing all surfaces (measured one side)	1/-		4	4
25 Yds.	Linl. Excavate for and grub up old drains and remove	25/-	31	5	0
75 Ft.	Linl. 4" Diameter earthenware drain pipe jointed & laid on concrete haunching over vaulting before provided	1/-	3	15	0
No. 4	Extra on ditto for bends	2/6		10	0
No. 2	Ditto on ditto for branch pieces	3/6		7	0
No. 1	4" Armstrong junction with No. 5 opes and setting and jointing to pipe	17/6		17	6
	Forward	£	2729	14	6

	Brought forward	£	2729	14	6
No. 1	12" Rasing piece to Armstrong junction and include jointing	5/-		5	0
No. 1	11" x 11" Galvanized cover and frame to Armstrong junction	7/-		7	0
No. 2	4" Diameter deep seal gulley traps with galvanized grids and setting and jointing	7/-		14	0
No. 1	4" Deane's grease trap with galvan- ized bucket and grid & ditto ditto	25/-	1	5	0
No. 1	4" Buchan's trap with ditto ditto and ditto ditto	17/6		17	6
23 Ft. Linl.	4" Diam. C.I. heavy coated vent pipe jointed with lead & fixed to walls	2/6	2	17	6
No. 1	Extra on ditto for 6" offset	6/-		6	0
8 Yds. Linl.	Painting ditto black naptha	4d		2	8
No. 1	4" Hunter's vent cowl and fixing	4/-		4	0
No. 1	Form connection between 4" H.C. Vent pipe and drain	1/6		1	6
No. 1	Provide for forming connection bet- ween new drain & sewer in Laneway at rear, paying all fees and Cor- poration charges in connection with same	£5	5	0	0
No. 2	Wash down W.C. apparati white inside yellow outside, with & include hin- ged hardwood seats & fitting up and connecting with earthenware drain pipe bend	£3	6	0	0
No. 2	Three gallon galvanized syphon flush ing cisterns to W.Cs & fitting up on & include galvanized iron brack- ets complete with chain pull	50/-	5	0	0
No. 2	Lengths of 2" lead drawn shaped flushing pipes to W.Cs. secured to wall & include for jointing with				

	Brought forward	£	2752	16	8
	W.C. apparatus and cisterns	10/-	1	0	0
49 Ft. Linl	$\frac{1}{2}$ " Lead H.P. Vartry pipe secured to walls	1/2	2	17	2
No. 4	$\frac{1}{2}$ " Soldered joints	1/9		7	0
No. 1	$\frac{1}{2}$ " H.P. Stop cock and soldering into pipe	8/6		8	6
Item.	Provide the sum of £100 for contingencies not covered by foregoing items of claim		100	0	0
Item	Clean all glass both sides, wash down floors and staircases sweep flues and remove all accumulated dirt and rubbish & leave entire premises in a clean and habitable condition	70/-	3	10	0
Item	Use and waste of scaffolding and plant and cartage to and from building		20	0	0
		£	X 2880	¹⁹ 17	4
Item	Provide water for the use of the works	£	7	4	0
Item	Insure building against loss or damage by fire	£	2	17	6
Item	Provide for Insurance in respect of the Workmen's Compensation Act and the National Insurance Act parts 1 and 2	£	86	8	6
		£	2977	7	4
	Architects Fees 5% on above amount	£	148	17	4
	Quantity Surveyor's Fees $1\frac{1}{2}$ % on ditto	£	43	4	3
	Lithography of Bills of Quantities	£	7	10	0
	<u>TOTAL AMOUNT OF CLAIM</u>	£	X 3176	18	11

3177- 0-11

J. Graves Clayton AS

SURVEYOR

32, Nassau Street,
Dublin.

DETAILED ESTIMATE OF LOSS BY FIRE

TO THE PREMISES

No. 6, EDEN QUAY, DUBLIN

THE PROPERTY OF

THE MIDLAND RAILWAY OF ENGLAND

Geo. P. Sheridan, Esq., A.R.I.B.A.
F.R.I.A.I.

ARCHITECT,

1, SUFFOLK STREET.

DUBLIN.

AUGUST, 1916

J. Grace Clayton J.S.
Surveyor.

32 Nassau Street, Dublin

4182

CHIEF SECRETARY'S
7777 -- 2 MAY 1916
OFFICE
Headquarters
Irish Command,
Parkgate,
Dublin, 8th May, 1916.

IRISH COMMAND
8 - MAY 1916
DUBLIN

7776
32

Sir,

In continuation of this office memo No. 64153 (Q) dated 4th May, 1916, I have the honour to forward herewith five letters referring to claims for compensation from Messrs. Sheridan & Kennel, Solicitors 24 Eustace Street, Dublin, in respect of damage to ^{and in} the following premises.

- No. 6 Eden Quay, property of Midland Railway of England.
- 790. ← No. 8 Upper Sackville Street, property of Mr. H. Taaffe.
- No. 29 Henry Street, Dublin, property of Mrs. Margaret Josephine Ryan.
- 2356 ← No. 5, 6, 7, 8, 11, 12, 13, 17, and 18 Henry Place.
- No. 4³ North King Street, 7³ Green Street and 28 Dolphins Barn Street, the property of Joseph Delany Blanchardstown Mills Ltd.
- 2303-5. ←

15 11 16

I have the honour to be,
Sir,

Your obedient Servant,
W. J. Samuelson
for Major General,
i/c Administration, Irish Command.

Under Secretary,
Dublin Castle.

SHERIDAN & KENNY.
SOLICITORS.

WM T. SHERIDAN.
EDWARD J. KENNY.

Offices: 24, Eustace Street,
Dublin 6th May, 1916.

Sir John Maxwell,
General Officer Commanding-in-Chief
in Ireland,
Dublin Castle.

Dear Sir,

We beg to give you notice that during the recent insurrection in Dublin the house and premises No. 6 Eden Quay, the property of our clients, the Midland Railway of England was completely destroyed by fire. An estimate of the amount of the damage is being made out and can be forwarded in due course.

Yours faithfully,

Sheridan & Kenny.

SHERIDAN & KENNY.
SOLICITORS.
WM T. SHERIDAN.
EDWP J. KENNY.

TELEPHONE N^o 472.

4182
Offices: 24, Eustace Street.
Dublin 29th August 19 16

J. J. Healy Esq.,
Secretary Property Losses (Ireland) Committee,
51 St. Stephens Green, East,
Dublin.

4182
Dear Sir,

For John Moran's cl.
See no 529
- Miss Moran's cl.
See 4182
Our work letter
JMH
12/4/17
We are instructed by the Midland Railway Company
of England to inform you that a claim has been made against
them for £44. 15. 9. value of five lengths (measuring 111½
yards) of black and blue woollen cloths, consigned from
Stroude to Mr J. Moran, of 30 Lower Abbey Street.

These goods were delivered at Mr Moran's premises
on the 20th April last but he states that he never received
them. His premises and all the contents thereof were com-
pletely destroyed by fire during Easter week, and, doubtless,
these goods were also destroyed. Our clients have only just
received notice of the claim and we are as yet unable to
advise them who is the proper party to make the claim for
compensation.

Under the circumstances, we have to ask you to
allow us a reasonable extension of time for proving this
claim and we undertake to expedite the matter as soon as
we get particulars.

Yours faithfully,

Sherridan & Kenny
30/8/16
Above written,
E.E.C.
30/8/16

