

Technological University Dublin ARROW@TU Dublin

Technical Schools:Examination Papers

City of Dublin Technical Schools

1933

Shorthand (1st Year): Technical School Examinations 1933

Department of Education: Technical Instruction Branch

Follow this and additional works at: https://arrow.tudublin.ie/techexam

Part of the Education Commons

Recommended Citation

Department of Education: Technical Instruction Branch, "Shorthand (1st Year): Technical School Examinations 1933" (1933). *Technical Schools:Examination Papers*. 2. https://arrow.tudublin.ie/techexam/2

This Other is brought to you for free and open access by the City of Dublin Technical Schools at ARROW@TU Dublin. It has been accepted for inclusion in Technical Schools:Examination Papers by an authorized administrator of ARROW@TU Dublin. For more information, please contact arrow.admin@tudublin.ie, aisling.coyne@tudublin.ie, vera.kilshaw@tudublin.ie.

Examination

Number.....

COURSE IN COMMERCE.

(4)

AN ROINN OIDEACHAIS. (Department of Education.)

BRAINSE AN CHEARD-OIDEACHAIS. (Technical Instruction Branch.)

TECHNICAL SCHOOL EXAMINATIONS. 1933.

SHORTHAND. (First Year.)

Thursday, May 18th-7 to 7.30 p.m.

Examiner-MISS M. A. MURPHY, F.C.T.S.

Co-Examiner-J. F. BURKE, ESQ., D.SC.

Enter your Examination Number in the space provided above.

On the Envelope supplied, enter your Examination Number, subject of examination and system of Shorthand used.

Write the following in correct Shorthand. Place your outlines underneath the printed words :---

The	railwa	ays are	e par	t of	the	essential	machinery
of	our	econor	nic	life.	Everything		affecting
them	is	a ma	atter	of	public	concern.	The

difficulties in which they find themselves to-day
are mainly a heritage from the past. The
very lay-out of the whole system, which originally
was never designed to assist commerce, imposed
on it a grave disadvantage. Instead of being
linked up, the towns were avoided. Again
the charges were excessive, even up to a short
time ago, and were not based on a policy of
helping industrial effort at home; this is one

of the reasons why the present situation presses
very heavily. The declining population which
robbed the railroads each year of more passenger
traffic and more carriage of goods, added to
the slump when it came, and then the buses
began to run uncontrolled and undirected. In
that extremity the directors proposed a further
cut in the pay of their workers. Such a
policy could only be justified if the men's

remuneration was excessive, or if this were a temporary decline. But the railroads are a part of our lives, and what is needed is a permanent solution. If the buses and motor traffic were used to supplement and not to destroy the railroads, the present crisis might

be surmounted.

.