ACCOUNTS for the Quarters ended 30th SEPTEMBER, 1926 and 1925, respectively—continued. AUTHORIZATION ACT 1914 ACCOUNT.

1925. Gross.	EXPENDITURE.	QUARTER ENDED SOTH SEPTEMBER, 1926. Gross.					
£ s. d.	Expenditure under Section 5 of the Railways Improvement Authorization Act, 1914,—	£ s. d.	£ s.				
46,257 13 11	New Stations and Station-yards, and Terminal Facilities	42,641 1 10					
34,850 17 10	New Line, Auckland to Westfield	43,783 4 8					
4,134 14 8	Duplications	24,734 19 9					
38,350 7 1	Signalling, Interlocking, and Safety Appliances	8,813 3 7					
644 8 1	Bridge-strengthening	3,805 11 4					
66 7 0	Additions to Workshops	129 2 6					
1 12 7	Grade Lasements	420 11 0					
••	New Engine Depot and Approach-lines, Auckland		124,327 14				
124,306 1 2	·		111,02				
	Expenditure under Section 7 of the Finance Act, 1924,—	41 070 0 4					
6,344 5 6	Hutt Valley Railway	41,072 8 4					
$1,070 ext{ } 1 ext{ } 10 \ 11,764 ext{ } 17 ext{ } 7$	Railway Electric-lighting	7,157 12 2					
$2.025 \ 7 \ 1$	Paeroa Railway-station rearrangement Pelichet Bay Railway Deviation	238 1 9					
$2,654 \ 19 \ 1$	New Plymouth Railway-works	200 1 0					
153 17 1	New Plymouth Railway-works	411 10 3					
100 0 0	Tawa Flat Railway Deviation	55 17 10					
••	Elimination of Level Crossings over the Railway	9,806 9 10	58,742 0				
24,113 8 2	_		03,742 0				
 	Rearrangement of or Alterations and Additions to Stations Deviation and Duplication of Railway between Ravensbourne and Burke's Electric Lighting of Stations Telephones, Telegraph, and Signalling, Interlocking, and Safety Appliances Workshops and Equipment of Locomotive Branch New Workshops at Otahuhu and Petone, and Alterations and Additions to Work-	16,208 2 0 6,927 0 4 2,668 4 9 8,414 11 9 12,157 3 10					
	shops at Addington and Hillside	25,374 4 3					
	Marshalling Yards for Christchurch at Middleton, &c.	10,978 0 3					
	8		82,727 7				
		1					
	Charges and Expenses of raising Loans,— New Zealand Loans Act, 1908—		94 400 19				
·			34,409 13				
	New Zealand Loans Act, 1908—		34,409 13				
14,575 5 10	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914	26,451 16 4	34,409 13				
14,575 5 10	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914		34,409 13				
••	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914	19,693 6 8	34,409 13				
32,014 12 7	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914	19,693 6 8 3 9 7	34,409 13				
32,014 12 7 754,800 0 0	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914	19,693 6 8 3 9 7 884,750 0 0	ŕ				
32,014 12 7	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914	19,693 6 8 3 9 7 884,750 0 0	ŕ				
32,014 12 7 754,800 0 0	New Zealand Loans Act, 1908— Railways Improvement Authorization Act, 1914	19,693 6 8 3 9 7 884,750 0 0	34,409 13 930,898 12				

DRAINAGE ACCOUNT.

£ s. d. 4,353 2 5	Expenditure under Section 7	of the	Rangitai	ki Land	Drainage	Act, 191	0		£ 	s. d		£ 4,148	8. 11	d. 6
2,766 3 11	Balance at end of Quarter,— Cash in the Public Accoun Imprests outstanding—							••	5,735	6 4				
7,366 10 0 30,000 0 0 40,132 13 11					••	••		••	1,404 10,000		1	7,139	8	8
£44,485 16 4	Т	otals					••		••		£2:	1,288	0	2

Note.—In these accounts the credits-in-aid (section 22, Appropriation Act, 1923) and other credits in reduction of expenditure are shown as receipts, and are not deducted from the expenditure as prior to 1924—25..

For the purposes of comparison a summary showing the net expenditure will be found on page 3107.