## THE NEW ZEALAND GAZETTE.

## [No. 54

STATEMENT of the RECEIPTS and EXPENDITURE of SEPARATE ACCOUNTS for the

THE RAILWAYS IMPROVEMENT

1928.		· · · · · · · · · · · · · · · · · · ·		IMP NOVEMENT
90,969 18       8       Cash in the Tublic Account       1,119,538       4         1,723       511       In the Dominion       1,119,538       4       6         1,821       3       In the Dominion       1,119,538       4       6         574,250       0       In the Dominion       1,119,538       4       6         574,250       0       Interstand       50,700       0       6         574,250       0       Scourities held          50,700       0       6         676,769       4       Credits in Reduction of Expanditure under Section 5 of the Railways Improvement       1,174,815       11         11       5       0       New Etadons, Station, yards, and Torminal Facilities        1,636       18       9         74       1       0       New Line, Auckland to Westheld         1,640       0         1       1       3       Palmerston North Railway Deviation         1,171       15       1       1,640       0         1       0       0       Credits in Reduction of Expanditure under Section 10 of the Finance Act, 1924,—         121 19 11       1 <td< th=""><th>ENDED 30TH JUNE,</th><th>RECEIPTS.</th><th></th><th></th></td<>	ENDED 30TH JUNE,	RECEIPTS.		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Cash in the Public Account		
574,250 0 050,700 011 Investment Account— Sourities held50,700 01,174,815 11Sourities held50,700 001,174,815 11Gredits in Reduction of Expenditure under Section 5 of the Railways Improvement Authorization Act, 1914,— New Stations, Station-yards, and Terminal Facilities1,640 611 5 0New Stations, Station-yards, and Terminal Facilities1,640 67 1Credits in Reduction of Expenditure under Section 7 of the Finance Act, 1924,— Hutt Valley Railway Deviation10Credits in Reduction of Expenditure under Section 10 of the Finance Act, 1925,— Palmerston North Railway Deviation5 10 0New Zealand Loans Act, 1908,— New Workshops at Otahuhu and Petone, &c:New Zealand Loans Act, 1968,— New Zealand Consolidated Stock, 1948-58— Railways Improvement Authorization Act, 1914, and Finance Act, 1927 New Zealand Consolidated Stock, 1947.— New Zealand Consolidated Stock, 1948.— New Zealand Consolidated Stock, 1949. New Zealand Consolidated Stock, 1947.— New Zealand Consolidated Stock, 1948.— <br< td=""><td></td><td>In the Dominion</td><td><math>1,834\ 18\ 1</math> <math>2.742\ 9\ 0</math></td><td></td></br<>		In the Dominion	$1,834\ 18\ 1$ $2.742\ 9\ 0$	
676,769       8       4         11       5       0         62       16       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         74       1       0         76       1       1         1       9       3         Palmerston North Railway Deviation       1       121       11         1       1       1       121       11       11         1       1       1       121       11       11         1       1       0       0       1       121       11       11 <t< td=""><td></td><td>Investment Account—</td><td></td><td></td></t<>		Investment Account—		
11   5   0Authorization Act, 1914.— New Station, sta	676,769 8 4		· .	- 1,174,815 11
62 16 0       New Line, Auckland to Westfield       1,636 18 9       1,640 6         74 1 0         1,636 18 9       1,640 6         74 1 0          1,636 18 9       1,640 6         75 7 1        Hutt Valley Railway Deviation          1,640 6         15 7 7        Tawa Flat Railway Deviation          121 19 11         449 15 7       Pelineston North Railway Deviation          121 19 11         443 10 3       Credits in Reduction of Expenditure under Section 10 of the Finance Act, 1925,             483 10 3       Credits in Reduction of Expenditure under Section 10 of the Finance Act, 1925,             10 0        Credits in Reduction of Expenditure under Section 10 of the Finance Act, 1925, <t< td=""><td>•</td><td></td><td>• •</td><td></td></t<>	•		• •	
Credits in Reduction of Expenditure under Section 7 of the Finance Act, 1924,— Hutt Valley Railway Deviation		New Stations, Station-yards, and Terminal Facilities		- 1,640 6
15       7       1       Hutt Valley Railway	74 1 0			
$449\ 15\ 1$ Pelichet Bay Railway Deviation171 15 $483\ 10\ 3$ Credits in Reduction of Expenditure under Section 10 of the Finance Act, 1925, Telephones, Telegraphs, and Signalling, Interlocking, and Safety Appliances New Workshops at Otahuhu and Petone, &c.5 10 0 $1\ 0\ 0$ New Zealand Loans Act, 1908, New Zealand Loans Act, 1908, Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3 Interest on overdue instalments New Zealand Consolidated Stock, 1948-58 Stock issued in respect of £1,500,000 authorized (part of £7,000,000 $4\frac{1}{2}$ -per-cent. Stock Loan, 1929) New Zealand Consolidated Stock, 1947 Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3 Stock issued in respect of £1,000,000 authorized (part of £5,000,000 $4\frac{1}{2}$ -per-cent. Stock Loan, 1928) Stock issued in respect of £1,000,000 authorized (part of £5,000,000 $4\frac{1}{2}$ -per-cent. Stock Loan, 1928) Stock issued in respect of £1,000,000 authorized (part of £5,000,000 $4\frac{1}{2}$ -per-cent. Stock Loan, 1928)437,426 11		Hutt Valley Railway		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	193	Palmerston North Railway Deviation	$121 \ 19 \ 11$	171 16
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	483 10 3			- 171 15
1 0 0         New Zealand Loans Act, 1908,—         New Zealand Consolidated Stock, 1948-58—         Railways Improvement Authorization Act, 1914, and Finance Act, 1927         (No. 2), Section 3—         Stock issued in respect of £1,500,000 authorized (part of £7,000,000         4½-per-cent. Stock Loan, 1929)            New Zealand Consolidated Stock, 1948-58—         Railways Improvement Authorization Act, 1914, and Finance Act, 1927         (No. 2), Section 3—         Railways Improvement Authorization Act, 1914, and Finance Act, 1927         (No. 2), Section 3—         Railways Improvement Authorization Act, 1914, and Finance Act, 1927         (No. 2), Section 3—         Stock issued in respect of £1,000,000 authorized (part of £5,000,000         437,426 11	- • • ,	Telephones, Telegraphs, and Signalling, Interlocking, and Safety Appliances		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 0 0			- 80 12
Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3—       Stock issued in respect of £1,500,000 authorized (part of £7,000,000 4½-per-cent. Stock Loan, 1929)       437,421 8 7          Interest on overdue instalments         5 2 11         New Zealand Consolidated Stock, 1947— Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3—       5 2 11         805,900 0 0       4½-per-cent. Stock Loan, 1928)           805,900 0 0       4½-per-cent. Stock Loan, 1928)           437,426 11				
$4\frac{1}{2}$ -per-cent. Stock Loan, 1929) $437,421$ 8       7          Interest on overdue instalments            5       2       11         New Zealand Consolidated Stock, 1947—       Railways Improvement Authorization Act, 1914, and Finance Act, 1927           5       2       11         805,900       0       0       437,426       11               437,426       11		Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3-		
805,900 0 0         Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3— Stock issued in respect of £1,000,000 authorized (part of £5,000,000 4½-per-cent. Stock Loan, 1928)         437,426 11	 	4½-per-cent. Stock Loan, 1929)		
805,900       0       41/2 - per-cent. Stock Loan, 1928) <td></td> <td>Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3</td> <td></td> <td></td>		Railways Improvement Authorization Act, 1914, and Finance Act, 1927 (No. 2), Section 3		
	805,900 0 0	4½-per-cent. Stock Loan, 1928)	••	437,426 11
	483,227 19 7			£1,614,134 17

## RANGITAIKI LAND

Cash in the Public Account	£ s. d. 6,411 9 11	£ s. d.
Securities held	• ••	6,411 9 11
		0,411 0 11
Credits in Reduction of Expenditure under Section 7 of the Rangitaiki Land Drainage Act, 1910.—		
Administration Expenses, Construction, and Carrying-on of Works	••	191 0 0
Receipts under the Rangitaiki Land Drainage Act, 1910, Sections 6 and 7, Rate Account	1,729 5 4	
Section 9, "Thirds"	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	1,749 7 0
		1,740 7 0
Interest on Investments	••	26 1 5
Public Revenues Act, 1926, Section 40,— Temporary Transfers from other Accounts		• •
Totals	•••	£8,377 18 4
	Cash in the Public Account                                                                                                               <	Cash in the Public Account          6,411 9 11         Investment Account—       Securities held            Securities held             Credits in Reduction of Expenditure under Section 7 of the Rangitaiki Land Drainage Act, 1910,—           Administration Expenses, Construction, and Carrying-on of Works           Receipts under the Rangitaiki Land Drainage Act, 1910,—        1,729 5 4         Section 9, "Thirds"            Miscellaneous receipts             Interest on Investments              Public Revenues Act, 1926, Section 40,—

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