

Three Months ended 30th JUNE, 1930, compared with the Three Months ended 30th JUNE, 1929—continued.

REPAYMENT ACCOUNT.

THREE MONTHS ENDED 30TH JUNE, 1929. Gross.		EXPENDITURE.	THREE MONTHS ENDED 30TH JUNE, 1930. Gross.	
£	s. d.		£	s. d.
189,790	0 0	Securities redeemed and cancelled in terms of Section 13 of the Repayment of the Public Debt Act, 1925,—		
100	0 0	New Zealand Loans Act, 1908—		
26,960	0 0	New Zealand Inscribed Stock Act, 1917—		
		Finance Act, 1918, Section 10 (War Expenses)		
		Finance Act, 1918, Section 10 (War Expenses), (Stock Certificates)		
		Finance Act, 1918, No. 2, Part IV (War Expenses)		
216,850	0 0			
20,995	3 2	Balance at end of Three Months,—		
		Cash	3,052	14 2
230,160	0 0	Imprests outstanding—		
		In the Dominion		
251,155	3 2			3,052 14 2
£468,005	3 2	Totals		£3,052 14 2

AUTHORIZATION ACT 1914 ACCOUNT.

£	s. d.		£	s. d.	£	s. d.
		Vote—Railways Improvement			7,298	1 6
44,357	6 10	Expenditure under Section 5 of the Railways Improvement Authorization Act, 1914,—				
13,604	14 11	New Stations, Station-yards, and Terminal facilities				
2,459	2 1	New Line, Auckland to Westfield				
971	6 7	Bridge-strengthening				
2,931	3 2	Grade Easements				
237	2 0	Duplications				
64,560	15 7	New Engine-depot and Approach Lines at Auckland.. .. .				
1,946	13 3	Expenditure under Section 7 of the Finance Act, 1924,—				
9,119	15 8	Hutt Valley Railway				
140	19 6	Palmerston North Railway Deviation				
47,711	3 4	Pelichet Bay Railway Deviation				
2	2 11	Tawa Flat Railway Deviation				
58,920	14 8	Elimination of Level Crossings				
1,227	0 2	Expenditure under Section 10 of the Finance Act, 1925,—				
976	17 0	Rearrangement of or Alterations and Additions to Stations				
2,032	17 6	Deviation and Duplication—Ravensbourne—Burke's				
4,967	2 7	Electric Lighting of Stations				
60	5 10	Telephones, Telegraphs, and Signalling, Interlocking, and Safety Appliances				
2,862	10 1	New Depot for Locomotives at Elmer Lane				
105,910	2 1	Workshops and Equipment of Locomotive Branch				
118,036	15 3	New Workshops at Otahuhu and Petone, and Alterations and Additions to Workshops at Addington and Hillside				
3,958	5 7	Expenditure under Section 3 of the Finance Act, 1926,—				
		Electrification of Line from Lyttelton to Middleton				
		Finance Act, 1929, Section 6,—				
		Expenditure under Section 5 of the Railways Improvement Authorization Act, 1914—				
		New stations, station-yards, and terminal facilities	70,893	19 2		
		Duplications	11,452	18 5		
		Grade easements	4	3 7		
		New engine-depot and approach-lines at Auckland	240	0 1		
		New line, Auckland to Westfield	6,127	16 4		
		Bridge-strengthening	20,057	19 2		
					108,776	14 9
		Expenditure under Section 7 of the Finance Act, 1924—				
		Palmerston North railway deviation	1,154	3 10		
		Tawa Flat railway deviation	39,704	14 0		
		Pelichet Bay railway deviation	678	17 1		
		Hutt Valley railway	2	12 0		
					41,540	6 11
		Expenditure under Section 10 of the Finance Act, 1925—				
		Rearrangement of or alterations and additions to stations	150	0 0		
		Deviation and duplication of Railway: Ravensbourne—Burke's	3,773	5 9		
		New Depot for locomotives at Elmer Lane	6	11 3		
		Electric lighting of stations	3,670	13 4		
		Marshalling-yards for Christchurch at Middleton	2,878	9 4		
		Telephones, telegraphs, and signalling, interlocking and safety appliances	9,959	8 5		
		Workshops and equipment of locomotive branch	304	1 7		
		New workshops at Otahuhu and Petone, and alterations and additions to workshops at Addington and Hillside	36,827	6 0		
245,476	11 1	Carried forward	57,569	15 8	157,615	3 2