

TABLE I.—SUMMARY OF APPLICATIONS APPROVED IN THE YEAR ENDED 31ST MARCH, 1948

Supply Authority.	Number of Applications.	Route Miles.	Number of Consumers.	Estimated Capital Cost.	Provisional Subsidy, per Annum.
				£	£
Bay of Islands Electric-power Board ..	10	107·8	215	42,516	1,759
Franklin Electric-power Board ..	2	4·6	9	2,871	115
Malvern Electric-power Board ..	1	61·6	69	27,682	1,938
Marlborough Electric-power Board ..	3	39·3	91	22,101	946
*North Canterbury Electric-power Board	2	11·1	14	4,320	289
Tararua Electric-power Board ..	3	3·8	5	1,920	124
†Tauranga Electric-power Board ..	7	18·7	54	8,324	153
‡Wairapa Electric-power Board ..	2	77·2	106	48,145	2,525
§Wairere Electric-power Board ..	2	46·8	75	16,040	697
Waitomo Electric-power Board ..	3	15·1	26	7,470	280

*One 1946-47 application from North Canterbury was amended in 1947-48.

†Seven 1946-47 applications from Tauranga were amended in 1947-48.

‡One 1946-47 application from Wairapa was amended in 1947-48.

TABLE II.—CONSOLIDATION OF APPLICATIONS APPROVED AS AT 31ST MARCH, 1948

Number of Supply Authorities	..	..	..	25
Number of applications	..	..	..	115
Route-miles	..	..	..	893·3
Number of consumers	..	..	..	1,509
Estimated capital cost	..	..	..	£421,548
Provisional subsidy per annum	..	..	..	£19,337

SUBSIDIZED LINES CONSTRUCTED

TABLE III.—SUBSIDIZED LINES CONSTRUCTED AND CONSUMERS CONNECTED IN THE YEAR ENDED 31ST MARCH, 1948

	Number of Applications.	Route-miles of Line.	Number of Consumers.	Actual Capital Cost.
				£
Ashburton Electric-power Board ..	14	24·86	42	7,564
Central Hawke's Bay Electric-power Board	1	3·17	3	1,698
Dannevirke Electric-power Board ..	5	10·19	19	6,135
Malvern Electric-power Board ..	1	0·61	1	214
Marlborough Electric-power Board ..	2	18·73	75	13,182
North Canterbury Electric-power Board ..	1	0·59	1	314
Southland Electric-power Supply	2	11·37	19	4,464
Tararua Electric-power Board ..	1	0·55	1	183
Waitaki Electric-power Board ..	3	2·04	3	895
Waitomo Electric-power Board ..	1	5·37	16	3,219

PAYMENT OF SUBSIDIES

The subsidies granted in the first instance are based upon estimates, and are therefore provisional, being subject to possible adjustments when the actual capital costs and annual revenues are known.

To date no subsidized lines have been operated for one year, and no payments of subsidies have been made.