

Balance-sheet.

Whilst discussion of the payments and receipts position over a period of years correctly represents the effort of the Department to pay its way it is misleading as to the net financial result, and may lead to the suggestion that the Department is overcharging for services rendered. Subject, therefore, to what I have already said as to readjustment of capital assessment, it is necessary, in order that the position may be completely understood, to submit a statement which takes into consideration interest, sinking fund, and depreciation charges.

The following statements of expenditure and revenue, which include these charges, shows the position over the years 1921–22 to 1924–25, both in regard to general departmental accounts and Westport Harbour Account :—

Expenditure.

	1921–22.		1922–23.		1923–24.		1924–25.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Head Office	10,728	17 3	9,612	2 8	8,574	3 2	9,292	7 4
Harbours	3,585	18 2	4,826	13 2	3,739	17 5	3,921	2 11
Lighthouses	31,409	15 1	26,995	19 5	25,302	19 4	26,823	6 5
Meteorological	3,857	2 3	5,374	0 3	5,572	6 2	5,863	19 2
Mercantile marine	16,292	11 0	15,150	17 11	16,585	15 1	17,896	11 0
Inspection of machinery	28,778	10 10	27,015	0 0	25,802	1 2	26,124	16 11
Fisheries	6,068	6 0	4,545	3 2	3,743	11 8	2,890	13 10
Government steamers	37,199	5 2	21,697	19 6	22,819	8 9	21,837	5 4
Miscellaneous services	4,239	6 9	2,655	3 8	3,939	7 5	1,734	3 1
Grants and subsidies	4,626	7 8	1,510	0 0	900	0 0	150	0 0
Depreciation	7,826	13 10	8,035	4 9	7,911	18 8	8,844	18 9
Interest on capital	21,007	10 9	15,716	7 3	17,471	16 8	17,737	15 7
Totals—General Accounts	175,620	4 9	143,134	11 9	142,363	5 6	143,117	0 4
Westport Harbour Account	59,959	7 1	51,795	19 3	47,213	7 10	43,602	5 11
Totals	235,579	11 10	194,930	11 0	189,576	13 4	186,719	6 3

Revenue.

	1921–22.		1922–23.		1923–24.		1924–25.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Shipping and Seamen Act—								
Light dues	41,311	9 6	39,688	16 8	76,867	15 6	80,467	6 2
Engagement and discharge fees, &c.	3,698	6 6	4,107	15 6	4,026	15 5	4,155	5 8
Survey fees	3,538	7 10	3,095	9 0	4,785	2 6	5,010	0 4
Examination fees	585	12 8	395	12 6	369	12 0	417	5 0
Miscellaneous	1,076	5 1	1,289	0 4	1,389	8 0	1,175	6 3
Harbours Act—								
Pilotage, port charges, &c.	647	15 6	764	14 6	768	13 1	842	18 7
Foreshore revenue	1,165	12 6	1,126	14 1	2,909	0 4	4,393	19 1
Inspection of Machinery Act—								
Inspection fees, &c.	17,382	12 11	17,126	19 0	16,125	11 2	17,256	2 10
Examination fees	601	16 9	618	0 0	634	18 0	648	18 0
Fisheries Act—								
Net profit from sale of oysters	2,741	4 7	2,546	9 6	2,310	19 9	2,139	10 1
Fishing-boat license fees, &c.	323	15 0	324	9 6	627	14 1	365	4 9
Rental of toheroa-beds	10	0 0	10	0 0	300	0 0	300	0 0
Tramways Act—								
Examination fees	57	0 0	49	0 0	104	0 0	84	0 0
Government steamers—								
Freight, passage-money, &c.	6,026	4 4	1,785	0 7	2,788	1 8	4,793	0 10
Miscellaneous revenue	22	19 11	1,872	6 10	2,050	4 4	1,273	19 7
Totals—General Accounts	79,189	3 1	74,800	8 0	116,057	5 10	123,322	17 2
Westport Harbour Account	26,340	16 5	38,196	10 11	42,285	7 4	50,378	11 0
Totals	105,529	19 6	112,996	18 11	158,342	13 2	173,701	8 2

HARBOUR-WORKS.

During the last session four Harbour Board Bills were promoted :—

New Plymouth.—This Bill proposed to give the Board authority to increase the loan indebtedness of the Board and district by £300,000, the main object being to increase harbour facilities and improve conditions for overseas ships. As no particulars whatever had been furnished to the Department as to the works proposed or as to their necessity, the Bill was tentatively opposed before the Local Bills Committee in order to reveal full particulars. The promoters demonstrated to the Committee that the Board's operations in the past had been financially successful in that no rate had been struck since 1908; that considerable saving would result to the district from increased direct import and export; that greatly increased import and export could be confidently anticipated by reason of completion within reasonable time of the Stratford–Main Trunk line; that the Board would be justified, should it be necessary, in increasing charges on shipping by reason of improved facilities and elimination of delays; that the Board was reasonably justified in supposing that when all charges for the additional loan became payable, there would still be no necessity to have recourse to special rating on the harbour district.