We complete the foregoing history by showing the respective amounts expended during different periods on Inner and Outer Harbour :—

	Inner.	Outer.
First period : 1876 to adoption of Goodall's plan for breakwater in 1884. Total to end of period	£70,000	Nil.
Source of the money expended : Loan of £75,000 authorized in 1875.		
Second period : 1884 to the propounding of Mr. George Nelson's scheme in 1909. Total to end of period (breakwater constructed to stage at which it stands in 1927)	£77,730	£443,840
Sources of the money expended—		
On breakwater—loan of £225,000 authorized in 1884 and £200,000 authorized in 1892.		
On Inner Harbour—£2,730, probably balance of 1875 loan and general surplus funds.		
Third period : 1909 to the passing of the 1914 Inner Harbour Empowering and Loan Bill, 1914. Total to end of period	£89,356	£446,000 (approx.)
Sources of the money expended—		
On breakwater—Very little expenditure ; probably out of general funds.		
On Inner Harbour—£12,600 expended. Probably out of any surplus cash available ; in 1923 a special loan of £13,000 was found necessary and was authorized "for repayment of antecedent liability as at 31st December, 1922."		
Fourth period : 1914 to the sanctioning by ratepayers of the £300,000 loan in 1920. Total to end of period	£140,343	£447,000 (approx.)
Sources of the money expended—		
On breakwater—As in third period.		
On Inner Harbour—£50,000 expended. Loan-money authorized to be raised without a poll, by the Napier Harbour Board Empowering and Vesting Act of 1917.		
Fifth period : 1920 to 1926. Total to end of period *	£270,468	£448,707
Sources of the money expended—		
On breakwater—As in third and fourth periods.		
On Inner Harbour—£131,000. Of this £125,000 was out of loan-money authorized by the 1914 Empowering and Loan Act, sanctioned by the poll of 1920, the balance out of general cash.		

The disposal of the foregoing sum of £125,000, together with £50,000 spent on repairs and renewals, making £175,000 in all, is shown in detail in the following table. The Empowering and Loan Act of 1914 (No. 14) authorized for Inner Harbour construction a loan of £300,000 for "construction, completion, development, and improvement of the inner harbour portion of the Napier Harbour" (sections 7 and 8). Section 8 : "Provided that out of this £300,000 the Board shall be entitled to expend £50,000 in and about repairing and renewing the West Quay and the Iron Pot Quay, rebuilding, reconstructing or strengthening such quays or the structures appertaining thereto respectively—including a new reclamation dredger." This sum of £50,000 is represented by the items marked † below.

		£
Of this sum of		300,000
there remains unborrowed the sum of		52,900
Borrowed		247,100
Out of this is expended—	£	
1. Inner Harbour and East Coast Railway embankment	84,349	
2. Rebuilding quays	†39,394	
3. Deepening portion of channel between moles	4,020	
4. West Quay extension	1,937	
5. Cargo-shed F	†5,454	
6. Cargo-shed B	†4,960	
7. Plant, steel-bars, cement, &c.	14,315	
8. Store shed	669	
(These figures are up to 30th September, 1926.)		
9. Labourer's shed additions (share)	†193	
10. Ferro-concrete piles and materials	15,047	
11. Borings (share)	944	
12. Port Ahuriri - West Shore ferry-landings	72	
13. Engineering Expenses and cost of living bonus	3,656	
14. Sundries	125	
		175,135
Balance, unexpended (on fixed deposit)		£71,965

* This includes the sum £84,000, the cost to the Board of the embankment.