| | Wangan | UI DEP | OT TRADII | NG ACCC | UNT FO | OR THE YEAR ENDED 31s | т Mar | сн, 1924. | | | |
|-----------------|---|---|--|--------------|---|---|--------|---|----------|----------|----|
| TI _O | Dr. Stocks on hand at 31st Ma | | £ s. d. | £ | s. d. | Cr. By Sales of coal | | £ s. d. 37,104 9 10 | | s. | d. |
| 10 | 1923 | | | | 6 3 | By Sales of coal Sales of firewood, coke, | &c | | | | |
| | Purchases of coal Purchases of firewood, coke | | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | Stocks on hand at 31st | March, | | 38,349 | 2 | 9 |
| | Haulage to depot | – | | 34,538 565 | | 1924— Coal | | 997 4 6 | | | |
| | Gross profit | | | | 6 0 | Firewood, coke, &c. | •• | 168 15 4 | | 10 | 10 |
| | | | | | | • | | | 1,165 | | |
| | | | | £39,515 | 2 7 | | | | £39,515 | 2 | 7 |
| | Wanganui D | ерот Р | ROFIT AN | D Loss | Accoun | T FOR THE YEAR ENDED | 31sт | March, 192 | 4. | | |
| | Dr. | | £ s. d. | | s. d. | Cr, | | , | £ | s. | d. |
| To | Wages Salaries | • • | 532 0 1 454 18 7 | | | By Balance of Trading Acco | ount | •• | 3,359 | 6 | 0 |
| | Rents | • • | 217 4 3 | | , | | | | | | |
| | Interest Travelling-expenses | • • | 15 4 1 | | | | | | | | |
| | Repairs and maintenance Telegrams and postages | | 38 1 9 37 3 2 | | | | | | | | |
| | Printing and stationery | • • | 28 16 2 5 11 1 | | | | | | | | |
| | Insurance Cartage | • • | 488 15 0 |) | - | | | | | | |
| | Sacks Freights, &c | • • | 16 13 0 60 11 11 | | | | | | | | |
| | General expenses Audit fees | | $62 	 2 	 6 \\ 18 	 13 	 4$ | | | | | | | | |
| | Depreciation | | 146 17 8 | | 17 10 | • | | | | | |
| | Net profit | | • • | | $\begin{array}{c c} 17 & 10 \\ 8 & 2 \end{array}$ | | | | | | |
| | | | | £3,359 | 6 0 | | | | £3,359 | 6 | |
| | | | | | | | | | , | | |
| | | | EIPTS ANI | PAYMI | ENTS FO | R THE YEAR ENDED 31st | r Mare | он, 1924. | | | |
| | Recei | $egin{array}{ll} pts. & 	ext{s.} \end{array}$ | d. £ | s. d. | By Jam | Expenditure. es Colliery | | £ s. d. | £ | s. | d. |
| То | Cash in hand and in Public Account at | | | | | operty and development achinery, plant, and rolling-st | oek | 2,490 14 3 346 19 9 | | | |
| | 31st March, 1923 | | 19,580 | 0 8 | Bı | uildings | | 402 	 0 	 2 | | | |
| | Proceeds of sale of coal 280 Recoveries, refunds,&c. 20 | ,594 17 ,54 3 17 | 5 | | | ages | | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | ,040 0 | — 301,138 | 14 11 | | pecial rate pal purchased | • • | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | " Refunds | 70 0 | 0 | 0 0 | | bsidized bus-fares | • • | 64 8 6 | | 9 | 10 |
| | Investments—Realized 5 | | 0 | 0 0 | | rpool Colliery— | | | 19,823 | 3 | 10 |
| | " Interest | 607 17 | | 17 11 | | operty and development achinery, plant, and rolling-st | | $10,352 	ext{ } 17 	ext{ } 3 \\ 159 	ext{ } 11 	ext{ } 3$ | | | |
| | | | | | | uildings | • • | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | | | | St | ores and materials | | 23,207 15 10 |) | | |
| | | | | ļ | S_{I} | ages ecial rate | • • • | 66,955 12 4 1,406 10 3 | | | |
| | • | | | | | ailway tickets occial trains | | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | | | | Cć | pal purchased | • • | 546 11 11 | | Q | 0 |
| | | | | | Mac | Donald Colliery— | | | • | O | Ü |
| | | | | | | operty and development achinery, plant, and rolling-st | ock | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ |) | | |
| | | | | İ | | ottages antation | | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | | | | | Ionville Colliery Account | | | 128 | 14 15 | |
| | | | | | Well | ington Depot Account | • • | 24,563 8 11 | | 19 | ð |
| | | | | | | stchurch Depot Account | | 12,287 17 5 6,280 11 6 | | | |
| | | | | | | purchased on account of uspense Account) | depots | 283 11 7 | | | |
| | | | | | , | agement and office salaries | • | | 43,415 | 9 | 5 |
| | | | | | Inte | rest | •• | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | | | | | relling-expenses | • • • | $158 \ 13 \ 0$ $269 \ 4 \ 8$ | | | |
| | | | | | Rep | airs and maintenance | • • | 3,211 3 11 4,884 12 9 | | | |
| | | | | | Rail | way haulage | | 20,321 8 0 | | | |
| | | | | | Post | ne freights ages and telegrams | • • | 69,790 12 10 162 2 9 | | | |
| | | | | | Insu Ren | rances ts | • • | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | | | , | Com | pensation | | 2,234 3 7 219 10 2 | | | |
| | | | | | Gene | eral expenses | • • • | 607 11 0 | | | |
| | | | | | Inve | stments- General Sinking fund | • • | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | | | |
| | | | | | Cont | racts—Deposits | | 50 0 0 30 0 0 | | | |
| | | | | | Carl | in hand and in Public Acco | | | 139,659 | 15 | 0 |
| | | | | | | st March, 1924 | unt at | • • | 17,389 | 7 | 5 |
| | | | £327,436 | 13 7 | | | | | £327,436 | 13 | 7 |
| | | | | | | | | | | | |