

cult, if not impossible, for the "Countess," with her light lifting-gear, to overhaul them when necessary. The object is merely to provide a means of mooring while working cargo.

If the wind came in strong from the westward the vessel could unmoor and put to sea in a very short time, whereas at present a shipmaster would have to slip his cable, without much chance of recovering it again, or run great risk of going ashore while trying to heave it in. Steamers, of course, are in a different position.

Outside of the three landings on the western or lee side of the island there is no place, except Mutalau, where goods could be landed; and that is so dangerous that few vessels ever go there. Even Captain Ross, the most experienced master who visits Niue, will never go there under any circumstances.

As it is not a matter of extreme urgency, and roads are the first consideration, the matter might stand over for the present. I should be glad, however, to ascertain the cost of a suitable buoy and gear proportionate to a $1\frac{1}{2}$ in. cable. I shall ask Captain Worsley to raise the anchor referred to at the first opportunity so that I may have it put in order.

I have, &c.,

C. F. MAXWELL,

Resident Commissioner, Niue.

The Hon. C. H. Mills, Minister of Trade and Customs, Wellington.

No. 150.

SIR,—

Niue, 8th March, 1904.

I have the honour to submit to you herewith Schedules A, B, C, and D, showing the extent of roads constructed, the average cost per chain, and the total cost of same, to the 31st March, 1904. As no more road-work will be executed this month, I have taken the period to the 31st instant for convenience. No. 96

Schedule A is a continuation of the schedule already sent to you, and shows remainder of expenditure to end of year. Schedule B shows total expenditure on roads during 1903, totalling £239 15s. Schedule C shows expenditure to 31st March, 1904, totalling £341 7s. 3d. Schedule D gives the results of operations from the 13th July, 1903, when paid road-work was commenced, to the 31st March, 1904.

A total length of 636 chains, or 7 miles 76 chains, of roads has been constructed at a cost of £572 9s. 3d., averaging a fraction of a penny over 18s. per chain. The jetty approach and rock-cutting cannot fairly be included in road-chainage, so I have shown them separately.

I will now explain why I have so much exceeded the authorised expenditure. Through the failure of the taro-crop the Natives were straitened for food, and had to rely on European food to supplement their scanty resources. They asked for road-work to help them. Having the necessary data, I gave five villages piecework at rates which I knew would permit them to make about 1s. 6d. per day. Their rates varied from 1s. 6d. per fathom (which is their method of reckoning work) for ordinary formation to 3s. per fathom for blasting solid rock and filling. Whole villages turned out to work, and a greater chainage was completed than I had anticipated. Of course the wages made were small—from 6d. to 1s. 8d. per day—but the work was done to my satisfaction, and I had ample funds to pay for it. I have discontinued work on account of running short of detonators, but I am most anxious to resume operations of so much importance and benefit to the island. I am having completed roads sown with grass-roots, as I have no seed at present. Cocoa-nuts will also be planted on either side of the roads. I have cut a broad road to the jetty, graded for cart traffic.

I am confident I can rely on your indulgence in this matter of expenditure, as circumstances are exceptional. You will recognise that when five or six hundred people begin work £200 does not go very far. One hundred and fifty-five chains of this work is quite new road, and the remainder remaking and widening former roads or tracks.

I estimate that it will require fully £3,000 to place all the Niue roads in first-class condition.

The road-work done by the Natives here in the past is worth from £1,500 to £2,000.

An encouraging feature of roads in this island is that once made they are permanent, and compare favourably with roads in many parts of New Zealand in this respect.

I have, &c.,

C. F. MAXWELL,

Resident Commissioner, Niue.

The Hon. C. H. Mills, Minister of Trade and Customs, Wellington.

Enclosures.

A.

EXPENDITURE ON ROADS IN NIUE, 24TH OCTOBER TO 31ST DECEMBER, 1903.

Name of Road.	Number of Chains.	Average Cost per Chain.	Total Cost.	Remarks.
		£ s. d.	£ s. d.	
Alofi-Tuapa	24	0 19 10 $\frac{1}{2}$	23 17 0	16 ft. wide.
Liku Road	17	0 7 7 $\frac{1}{2}$	6 10 0	12 ft. wide.
Alofi South Road	24	0 19 11 $\frac{1}{2}$	23 19 0	16 ft. wide.
Total	65	0 16 8 $\frac{1}{2}$	54 6 0	

C. F. MAXWELL,

Resident Commissioner, Niue.

31st March, 1904.