

STATEMENT OF REVENUE AND EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1924.

<i>Revenue.</i>			<i>Expenditure.</i>		
	£	s. d.		£	s. d.
Balance in hand at 31st March, 1923	972	18 9	Education	46	7 11
Aid to revenue	487	0 0	Foreman, Public Works	225	0 0
Ammunition Account	Cr. 68	8 11	Furniture, officers' quarters	107	19 2
Copra export duty	701	19 0	Government buildings	271	4 0
Customs duties	1,857	19 7	Hakupu—Teacher's residence	577	2 10
Dog-tax	44	17 6	Interpreters	120	0 0
High Court fees and fines	241	5 3	Jetty	26	1 4
Licenses	155	15 0	Library	10	18 0
Liquor Account	Cr. 153	8 10	Matin trial—Expenses of Inspector Bennett	181	4 3
Native Land Court fees	84	10 0	Medical service	912	17 10
Registration fees	15	9 0	Miscellaneous services	124	7 8
Stamp-sales	831	11 9	Niue Island Council	60	0 0
			Police	355	0 5
			Printing and stationery	53	12 7
			Prisoners' food and supervision	212	5 1
			Rent, officers' quarters	40	10 0
			Reservoirs	82	2 10
			Roads	806	4 0
			Transport	190	2 2
				4,403	0 1
			Balance—	£	s. d.
			Cash in hand	921	15 10
			Bank of New Zealand	290	7 8
				1,212	3 6
	£5,615	3 7		£5,615	3 7

SHIPPING.

During the year the "Ysabel" made five trips to Niue from Auckland, the "Lady Roberts" called once, and the ill-fated "Kaeo" was wrecked here on her first trip. In addition H.M.S. "Chatham" and H.M.S. "Laburnum" visited Niue once each, and in March the American tourist steamer "Buford" spent a few hours here. After the "Ysabel" had made four trips she was taken off the run and the "Kaeo" replaced her. Her mails and inward cargo were ashore, and she had taken on board some 50 tons of copra when she was wrecked at Tuapa. Tuapa is admittedly difficult to work, but vessels with and without power have loaded and unloaded there successfully for the last half-century. Niue is acquiring an unenviable reputation for wrecks, but the Resident Commissioner gives it as his opinion as to those vessels which have met with misfortune there of recent years that the island has done very little to earn it. Salvaging operations were commenced immediately, and part of the copra, together with ship's fittings and stores, engine-parts, &c., were brought ashore before the vessel went over on her side, where she rapidly broke up. Captain MacDonald and two of his men made the trip to Apia in the ship's lifeboat, with the result that the Samoan Administration's steamer "Lady Roberts" was promptly to hand. Orders for the hurricane season were forwarded by the lifeboat, and these goods came to hand in the "Ysabel" at Christmas time; otherwise there would have been a shortage of food and general supplies. This Administration and, indeed, every one in Niue are deeply grateful to all concerned for the promptness with which relief was afforded. This emphasizes once more the necessity for wireless in an island such as Niue. In this case Captain MacDonald was fortunate enough to make Apia without mishap, but it is unfair to ask or permit men to run risks of that nature. The Resident Commissioner has twice been faced with this situation during his term here, and on the previous occasion—the wreck of the "Awanui"—he declined to permit Captain Anderson to make such an attempt, as it was during the hurricane months, and had disaster attended this boat he could not but have felt partly responsible. There are, of course, emergencies of other kinds where wireless might be no less than a vital necessity.

TRADE.

Imports for 1923 amounted to £18,388, and exports to £13,227, a total trade value of £31,615, as against £30,540 in 1922. 702 tons of copra were exported, but at least another 200 tons were in the sheds ready for shipment at the end of the year. The wreck of the "Kaeo" deprived the islanders of the opportunity of shipping another 100 tons or more. It is to be hoped that there will be facilities to clear the island at the end of this season. The export of hats is small. There is a glut in these articles in New Zealand, while tariffs and the competition of cheap Asiatic hats prevent entry to other markets.

The fact that the promised steamer service did not materialize was a heavy blow to the island. A fruit trade is the only road to progress here, and it has already been abundantly proved in the Pacific that copra alone is not sufficient to make an island prosperous. A number of Natives planted bananas extensively in view of the proposed service, and it has been suggested that, should a regular steamer service not eventuate this year, a steamer should call at least once late in the year to ship what bananas are available and also remove any balance of copra lying in the sheds.

PORT OF ALOFI.

Return of Imports for the Year ended 31st December, 1923.

	£		£
New Zealand	14,737	Switzerland	99
United Kingdom	1,067	United States of America	783
Australia	1,627	American Samoa	3
Canada	1		
Western Samoa	69		£18,388
Tonga	2		