

Full postal services are provided at Alofi, and the following table gives a summary of the transactions over the past five years:—

	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.
Money-orders issued	£1,932	£7,177	£9,531	£7,840	£19,668
Money-orders paid	£2,082	£3,781	£4,894	£3,364	£4,728
Post Office Savings-bank deposits ..	£3,097	£8,709	£4,501	£4,927	£6,865
Post Office Savings-bank withdrawals	£696	£1,359	£972	£464	£906
Number of radio messages handled ..	1,755	2,001	2,346	2,790	3,093

The Niue Post Office Savings-bank is a branch of the New Zealand Post Office Savings-bank. The figures given above relate only to local transactions in Niue, as it is not possible to give an accurate indication of the total transactions for the year.

Technical assistance in operation and maintenance of the Niue postal and radio system is given by the New Zealand Post and Telegraph Department, which supplies the European staff on secondment.

Transport

Niue has some seventy miles of main-highway roads. These roads are of improved earth construction and surfaced for about thirty miles with makatea or coral sand, which is obtained from deposits on the upper terrace. The coastal road, which is about forty miles long, passes through all twelve villages. In addition, there are three cross-island roads, from Alofi to Hakupu, Liku, and Lakepa villages, which are approximately seven, nine, and eight miles long respectively. These main roads are 12 ft. wide and are the all-weather type; there are no bridges or viaducts. As secondary highways, there are almost twenty-four miles of unimproved earth, non-surfaced road which have been made by the islanders to open up new areas for crop cultivation. The transport of goods and produce to and from the port of Alofi is carried out by Administration and privately owned motor-trucks. There are no passenger transport services.

At Alofi there is no harbour, and shipping is worked at a poor anchorage in deep water. Cargo is transhipped by launch-towed whaleboats plying between the ship's side and a concrete jetty erected alongside a narrow boat passage blasted years ago through fringing coral reef.

The transport section of the Administration, which is in the charge of a European mechanic, is responsible for the maintenance of fourteen motor-vehicles, the launch engine, two Diesel engines and one generating-engine at the radio station, and a generating plant which provides lighting and power for the x-ray plant and for the hospital buildings; a Diesel tractor, a Diesel air-compressor, and two small engines employed on public works are also serviced.

Two new 3-ton automatic tip trucks were purchased during the year, and the maintenance workshop was fitted with an oxy-acetylene welding plant. The difficulty in securing spare parts adds to the transport problems by slowing down servicing and repair work. Some of the vehicles, which were purchased second hand, can no longer be operated economically, but owing to the amount of transport required it has been found necessary to keep them running. New vehicles have been ordered.

Public Works

The Public Works Department is responsible for the construction and maintenance of roads, buildings, and other amenities. During the year under review a European carpenter, assisted by two other European tradesmen, has been responsible for the work of the Department. A camp has been built to provide accommodation for a