

The cost of the Niue medical service during the past year amounted to £928 3s. 6d., made up as follows :—

	£	s.	d.
Medical Officer's salary .. .. .	246	5	0
„ travelling-expenses .. .. .	3	9	6
„ „ „ (local) .. .. .	80	11	9
Purchase horse, trap, harness, and bicycle .. .. .	80	6	6
Trap-shed and stable .. .. .	11	19	0
Medical supplies and assistance, as per statement C .. .. .	457	7	2
Maintenance leper-station (one leper) .. .. .	48	4	7
	<u>£928</u>	<u>3</u>	<u>6</u>

From the above total must be deducted £200 0s. 2d., being voluntary contributions received from the Natives, and £125, being contribution received from the New Zealand Government towards the cost of the service, leaving a sum of £603 3s. 4d., which was paid by the Niue Island Administration.

#### VITAL STATISTICS.

The following are the total number of births, deaths, and marriages registered during the year 1914-15 and the four preceding years :—

Year.	Births.	Deaths.	Marriages.
1910-11 .. .. .	80	93	46
1911-12 .. .. .	100	77	44
1912-13 .. .. .	106	99	45
1913-14 .. .. .	94	80	48
1914-15 .. .. .	93	73	70

The increase in the number of marriages in 1914-15 is largely due to the operation of the Niue Island Marriage Registration and Divorce Ordinance, 1913, which came into force in September, 1913. Under that law twenty-nine divorces have been granted, twenty-two of which were granted during the past year. The number at first sight appears large, but the great majority of the cases were old-standing ones, in which the parties had for years been trying to obtain relief, but could not do so in the absence of any law of divorce.

#### SUBSIDIZED SERVICE.

During the year the “Kereru” made six round voyages from Auckland to Niue and back, under a new contract.

The experience of the past year has once more amply demonstrated the fact that the “Kereru” is too small and too slow for the Niue service. This condition of things has led to overloading both as regards cargo and passengers, and while these things are taking place right under my eyes I am powerless to act in the absence of the necessary laws.

It is quite time that the “Kereru” was replaced by a larger and faster boat, as under the present state of things trade is being seriously hampered. During the past year the ship has been called upon on several occasions to carry ten or twelve passengers, while she is only licensed to carry nine passengers. The accommodation for the most part, and the conditions under which the passengers have to live while on board, are wretched in the extreme. If cleanliness was only understood in a minor sense the conditions would be much more tolerable.

The following is a schedule of the voyages made by the “Kereru” last year :—

#### Auckland to Niue.

Left Auckland.	Route.	Arrive Niue.*	Number of Days.
April 1 .. .. .	Direct .. .. .	April 18 .. .. .	18
May 26 .. .. .	„ .. .. .	June 7 .. .. .	13
July 14 .. .. .	„ .. .. .	July 26 .. .. .	13
Sept. 3 .. .. .	„ .. .. .	Sept. 11 .. .. .	9
Oct. 17 .. .. .	„ .. .. .	Nov. 1 .. .. .	16
Dec. 14 .. .. .	„ .. .. .	Jan. 3 .. .. .	21

\* Local time one day behind New Zealand time.

Average per trip, 15 days.

#### Niue to Auckland.

Left Niue.*	Route.	Arrive Auckland.	Number of Days.
April 24 .. .. .	Direct .. .. .	May 16 .. .. .	21
June 12 .. .. .	„ .. .. .	July 5 .. .. .	22
July 31 .. .. .	„ .. .. .	Aug. 22 .. .. .	21
Sept. 17 .. .. .	„ .. .. .	Oct. 5 .. .. .	17
Nov. 7 .. .. .	„ .. .. .	Dec. 4 .. .. .	26
Jan. 9 .. .. .	„ .. .. .	Jan. 29 .. .. .	19

\* Local time one day behind New Zealand time.

Average per trip, 21 days.