

RETURN showing the NUMBER and EARNINGS of Men on Railway- and Road-construction Works
under the Co-operative System—continued.

Name of Railway.	Number of Men employed.	Earnings per Diem.			Date of Return
		Highest.	Lowest.	Average.	
Kamo-Hikurangi Railway	131	£ s. d. 0 9 5½	£ s. d. 0 3 6¾	£ s. d. 0 6 7	31 July, 1892.
Paeroa-Te Aroha Railway	67	*1 1 4	0 1 3¾	0 8 11½	31 " "
North Island Main Trunk Railway—					
Mokau Section	138	0 13 8	0 2 10½	0 7 5	31 " "
Makohine Section	125	0 12 0	0 3 2½	0 7 5½	16 " "
Eketahuna-Woodville Railway—					
Makakahi Section	24	0 12 8	0 4 3	0 8 4½	2 August, "
Pukemuku Section	19	0 12 2	0 1 6	0 7 11	20 July, "
Greymouth-Hokitika Railway	60	0 12 0	0 7 11½	0 9 0½	24 August, "
Seaward Bush Railway	58	0 10 2¾	0 4 4	0 7 3½	18 July, "
Otago Central Railway	62	0 8 8½	0 6 10¾	0 7 10	31 " "
Total	684				
Kamo-Hikurangi Railway	112	0 9 0½	0 2 10	0 6 8	30 September, 1892.
Paeroa-Te Aroha Railway	91	0 12 5½	0 3 11	0 8 5½	30 " "
North Island Main Trunk Railway—					
Mokau Section	123	0 12 3	0 3 8¾	0 7 10¾	30 " "
Makohine Section	126	†0 17 10	0 3 8¾	0 8 3¾	5 October, "
Eketahuna-Woodville Railway—					
Makakahi Section	12	0 11 0	0 7 9	0 9 4½	30 September, "
Pukemuku Section	15	0 12 5	0 7 0	0 10 3½	30 " "
Greymouth-Hokitika Railway	50	0 13 0	0 6 3	0 9 0½	8 October, "
Seaward Bush Railway	45	0 8 11½	0 6 6¾	0 8 1½	19 September, "
Otago Central Railway	102	0 9 10	0 5 5½	0 7 7	26 " "
Total	676				
Kamo-Hikurangi Railway	97	0 9 1	0 2 9	0 6 10	31 October, 1892.
Paeroa-Te Aroha	59	0 11 0	0 3 0	0 5 10	31 " "
North Island Main Trunk Railway—					
Mokau Section	119	†0 15 3½	0 3 7¾	0 8 7½	31 " "
Makohine Section	119	0 11 9½	0 3 5	0 7 5	17 November, "
Eketahuna-Woodville Railway—					
Makakahi Section	13	0 7 11½	0 7 4	0 7 7¾	4 " "
Pukemuku Section	15	0 8 10	0 7 3	0 8 0½	15 " "
Greymouth-Hokitika Railway	22	0 12 1	0 6 10	0 9 5½	5 " "
Seaward Bush Railway	48	0 9 3½	0 6 1½	0 8 4½	15 " "
Otago Central Railway	107	0 9 4	0 5 7½	0 7 6	24 October, "
Total	599				
Kamo-Hikurangi Railway	85	0 10 10	0 5 0¾	0 7 8¾	20 December, 1892.
Paeroa-Te Aroha Railway	78	0 13 0½	0 4 3	0 6 6	12 " "
North Island Main Trunk Railway—					
Mokau Section	115	0 13 1	0 4 8¾	0 9 0	14 " "
Makohine Section	106	§0 13 6¾	0 4 0	0 8 7½	15 " "
Eketahuna-Woodville Railway—					
Makakahi Section	19	0 9 8¾	0 4 9	0 6 10	20 " "
Pukemuku Section	8	0 8 6½	0 5 6	0 7 0½	17 " "
Greymouth-Hokitika Railway	150	0 15 1	0 5 4	0 10 4½	31 " "
Westport-Ngakawau Railway	21	0 12 1	0 12 1	0 12 1	13 " "
Seaward Bush Railway	52	0 12 5½	0 6 2	0 8 8¾	12 " "
Otago Central Railway	166	0 9 0¾	0 5 7	0 7 1½	23 November, "
Total	800				
ROADS.					
Havelock-Mahikapawa Road	22	0 9 10	0 7 1	0 8 0	30 November, 1892.
Great South Road	58	0 13 3	0 2 0	0 6 3½	16 December, "
Total	80				

* A high price was paid for the work these men were doing because they could only work at it intermittently, when the river was low (they worked 12 days out of 28), and even when they could work at all they had to work in from 1ft. to 3ft. of water. This party was also particularly expert, as another party working at similar work alongside of them, at same rates, only earned 12s. 8d. per man per day, and only worked for 11 days out of 31, although the weather was fine.

† A somewhat higher price than usual was allowed for this work, owing to its having been let during very wet weather. Before the work was finished, however, the weather improved, and the men earned high rates towards the last. Their average earnings throughout were 9s. 4d. per man per day.

‡ Work undermeasured previously, earnings for previous months having been only 7s. 11d. and 7s. 8d. respectively per man per diem.

§ Average earnings of this party from the commencement of their work have been 8s. 6d. per man per diem.