

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

Name of Railway or Road, &c.	Number or Men employed.	Earnings per Diem.			Date of Return.
		Highest.	Lowest.	Average.	
		£ s. d.	£ s. d.	£ s. d.	
Kamo-Hikurangi Railway	112	*0 13 3 $\frac{1}{4}$	0 2 9 $\frac{1}{4}$	0 7 4	31 January, 1893.
Paeroa-Te Aroha Railway	57	0 10 10	0 3 2 $\frac{1}{2}$	0 6 6 $\frac{3}{4}$	31 " "
North Island Main Trunk Railway—					
Mokau Section	91	0 9 8	0 5 7 $\frac{1}{2}$	0 7 11	31 " "
Makohine Section	112	0 12 8 $\frac{3}{4}$	0 4 0 $\frac{1}{4}$	0 8 0	9 February, "
Eketahuna-Woodville Railway	59	0 11 1	0 3 4	0 6 1	1 " "
Greymouth-Hokitika Railway	124	0 11 10	0 9 3	0 10 3 $\frac{1}{2}$	31 January, "
Westport-Ngakawau Railway	4	No returns			
Seaward Bush Railway	55	0 11 6 $\frac{3}{4}$	0 5 11 $\frac{1}{2}$	0 8 7 $\frac{1}{2}$	16 " "
Otago Central Railway	156	0 9 0	0 5 9 $\frac{1}{2}$	0 7 4	21 December, 1892.
Total	770				
ROADS.					
Main South Road	45	0 13 1	0 6 1	0 9 3 $\frac{3}{4}$	1 February, 1893.
Total	815				
Kamo-Hikurangi Railway	79	0 8 10 $\frac{1}{2}$	0 4 2 $\frac{1}{2}$	0 6 11 $\frac{1}{4}$	31 May, 1893.
Paeroa-Te Aroha Railway	39	0 13 10 $\frac{1}{2}$	0 7 10	0 9 9 $\frac{1}{2}$	23 " "
North Island Main Trunk Railway—					
Mokau Section	128	0 13 8	0 5 4	0 7 10	31 " "
Makohine Section	113	†1 18 3	0 2 7	0 8 11	31 " "
Eketahuna-Woodville Railway	190	0 11 7	0 2 9	0 7 2	29 " "
Greymouth-Hokitika Railway	83	0 11 2	0 9 8	0 10 7	27 " "
Westport-Ngakawau Railway	16	0 11 3	0 4 11 $\frac{1}{2}$	0 7 7 $\frac{1}{2}$	7 " "
Seaward Bush Railway	36	0 9 4 $\frac{1}{2}$	0 6 5 $\frac{1}{2}$	0 7 6 $\frac{3}{4}$	13 June, "
Otago Central Railway	169	0 8 4 $\frac{1}{2}$	0 5 5 $\frac{1}{2}$	0 7 5 $\frac{1}{4}$	29 May, "
ARTISANS.					
Kamo-Hikurangi Railway	7	0 18 5 $\frac{1}{4}$	0 7 0 $\frac{1}{4}$	0 13 0 $\frac{1}{2}$	31 " "
Paeroa-Te Aroha Railway	4	0 10 0	0 9 5	0 9 8 $\frac{1}{2}$	23 " "
North Island Main Trunk Railway—					
Mokau Section	10	0 9 10 $\frac{1}{2}$	0 7 7 $\frac{1}{4}$	0 8 8 $\frac{1}{2}$	31 " "
Otago Central Railway	30	†1 12 8 $\frac{1}{2}$	0 6 5 $\frac{1}{2}$	1 2 3 $\frac{1}{2}$	31 " "
BUILDINGS.					
Supreme Court, Wellington—Painting	7	..	..	0 10 10	7 June, "
Police-station, Wellington—Painting	4	..	..	0 9 4	27 May, "
Quarantine-station, Somes Island	3	..	..	0 11 7	26 " "
Total	918				
Kamo-Hikurangi Railway	79	0 11 2 $\frac{3}{4}$	0 3 5 $\frac{1}{4}$	0 6 1 $\frac{1}{4}$	30 June, 1893.
Paeroa-Te Aroha Railway	39	0 8 6 $\frac{3}{4}$	0 6 0 $\frac{1}{2}$	0 7 8	30 " "
North Island Main Trunk Railway—					
Mokau Section	128	0 15 4	0 4 10 $\frac{1}{2}$	0 9 3	30 " "
Makohine Section	127	\$1 2 11	0 4 0	0 8 11	22 " "
Eketahuna-Woodville Railway	190	0 11 4	0 3 2	0 6 6	4 July, "
Greymouth-Hokitika Railway	99	0 11 5	0 9 8	0 10 8 $\frac{1}{2}$	30 June, "
Westport-Ngakawau Railway	12	0 11 8	0 10 6	0 10 10 $\frac{1}{2}$	17 " "
Seaward Bush Railway	34	0 9 4 $\frac{1}{2}$	0 6 5 $\frac{1}{2}$	0 7 6 $\frac{1}{4}$	13 " "
Otago Central Railway	169	0 8 9 $\frac{1}{2}$	0 4 2 $\frac{1}{2}$	0 6 11 $\frac{3}{4}$	21 " "
ARTISANS.					
Kamo-Hikurangi Railway	7	0 13 10 $\frac{1}{2}$	0 13 10 $\frac{1}{2}$	0 13 10 $\frac{1}{2}$	30 " "
Paeroa-Te Aroha Railway	4	..	..	0 9 7 $\frac{3}{4}$	30 " "
North Island Main Trunk Railway—					
Mokau Section	10	0 10 7 $\frac{1}{2}$	0 7 1 $\frac{1}{2}$	0 8 9 $\frac{1}{2}$	30 " "
Te Aro Railway-station—Overbridge	9	..	..	0 9 1	10 " "
Te Aro Railway-station—Fencing	8	..	..	0 10 0	8 " "
BUILDINGS.					
Police-station, Greymouth	7	..	..	0 10 10 $\frac{1}{2}$	24 " "
Total	922				

* This was a final payment, and includes an amount kept back previously because work not "trimmed" properly.

† This was a final payment, and the work done had been underestimated previously, and as only six days' work was done during this particular period the amount paid gives an extraordinarily high rate per man per diem. The earnings of party from start to finish of their work, however, were only 8s. 4d. per man per diem, and they were a particularly good party of workmen.

‡ These men quarry their stone away from the works, and no payment is made until it is delivered on the works. This has the effect of largely increasing the rate when payments are made. The average earnings of the masons on this line from September, 1892, to 31st May, 1893, were 14s. 1 $\frac{1}{2}$ d. per diem.

§ High rate due to short payment previously. The average earnings of this party from the commencement of their work have only been 6s. 9 $\frac{1}{2}$ d. per man per diem.

H. J. H. BLOW,
Under-Secretary for Public Works.

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