

1893.
NEW ZEALAND.

CO-OPERATIVE WORKS
(MEN EMPLOYED ON, AND THEIR EARNINGS).

[In Continuation of D.-5.]

Return to an Order of the House of Representatives, dated 1st August, 1893.

Ordered, "That a return be laid before this House showing the number and earnings of men on railway- and road-construction works under the co-operative system; so as to supplement and complete, month by month, for the period of twelve months ended the 30th June last, the return, 146b, laid before this House on the 27th instant."
—(Mr. G. HUTCHISON.)

RETURN showing the NUMBER and EARNINGS of Men on Railway- and Road-construction Works under the Co-operative System; so as to supplement and complete, Month by Month, for the Period of Twelve Months ended the 30th June last, the Return, 146b, laid before the House on the 27th July.

NOTE.—Returns for the months of February, March, and April already laid on the table. The returns herewith are to supplement these, and complete the period of twelve months ended 30th June last.

Name of Road.						Number of Men employed.	Earnings per Diem.			Date of Return.
							Highest.	Lowest.	Average.	
							£ s. d.	£ s. d.	£ s. d.	
Auckland	..	..	..	..	..	Nil	Nil	Nil	Nil.	
Napier	..	..	..	..	..	Nil	Nil	Nil	Nil.	
Taranaki—										
Ongaruhe-Stratford Road	..	..	..	..	..	15	0 17 2 ¹ / ₄	0 5 1 ¹ / ₂	0 6 2	June, 1893.
East Road	..	..	..	..	..	34	0 5 6 ¹ / ₂	0 3 4 ¹ / ₂	0 4 2	21 January,
"	..	..	..	..	..	18	0 8 2 ¹ / ₄	0 6 3 ¹ / ₂	0 7 1 ³ / ₄	25 February, "
"	..	..	..	..	..	18	0 6 6 ¹ / ₄	0 6 6 ¹ / ₄	0 6 6 ¹ / ₄	25 March, "
"	..	..	..	..	..	22	0 9 7 ³ / ₄	0 5 2	0 8 7 ³ / ₄	22 April, "
"	..	..	..	..	..	50	0 7 8	0 5 0	0 6 2 ¹ / ₂	20 May, "
"	..	..	..	..	..	51	0 7 11 ¹ / ₂	0 1 10 ¹ / ₂	0 5 5	24 June, "
Rotokare Road	..	..	..	..	..	22	0 4 7 ¹ / ₂	0 4 2	0 4 5 ¹ / ₂	20 December, 1892.
"	..	..	..	..	..	21	0 10 7 ³ / ₄	0 3 4 ¹ / ₂	0 6 2 ³ / ₄	21 January, 1893.
"	..	..	..	..	..	20	0 14 2	0 9 10 ³ / ₄	0 11 6 ³ / ₄	25 February, "
"	..	..	..	..	..	44	0 8 4 ³ / ₄	0 4 5 ¹ / ₄	0 5 11 ¹ / ₂	25 March, "
"	..	..	..	..	..	48	0 12 8	0 8 1	0 9 4 ³ / ₄	22 April, "
"	..	..	..	..	..	41	0 8 6 ¹ / ₄	0 4 9	0 6 6 ³ / ₄	20 May, "
Anderson's Road	..	..	..	..	..	48	0 9 7 ¹ / ₄	0 4 8 ¹ / ₂	0 6 11 ¹ / ₂	24 June, "
Waitotara Road	..	..	..	..	..	16	0 7 3	0 5 2	0 6 1	28 January, "
"	..	..	..	..	..	17	0 9 5	0 5 1 ¹ / ₂	0 7 4	25 February, "
"	..	..	..	..	..	20	0 5 7 ¹ / ₂	0 3 6	0 5 11 ¹ / ₂	25 March, "
"	..	..	..	..	..	21	0 9 5 ³ / ₄	0 3 6 ¹ / ₂	0 6 8 ³ / ₄	22 April, "
"	..	..	..	..	..	22	0 7 4 ¹ / ₂	0 6 11	0 7 2 ³ / ₄	20 May, "
"	..	..	..	..	..	21	0 8 8	0 4 10	0 6 6 ³ / ₄	24 June, "

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

Name of Road.	Number of Men employed.	Earnings per Diem.			Date of Return.
		Highest.	Lowest.	Average.	
Wellington—		£ s. d.	£ s. d.	£ s. d.	
East Puketoi Block Roads	57	0 10 4	0 4 10	0 7 0	31 March to 30 June, 1893.
Mount Baker Block Roads	18	0 10 2½	0 5 3½	0 7 5	Ditto.
Upper Makuri Road	50	0 8 5	0 8 0	0 8 3½	31 July, 1892.
"	58	0 8 6	0 6 5	0 7 5	31 August, "
"	34	0 7 4	0 5 1	0 5 9½	30 September, "
"	38	0 9 8	0 5 9	0 7 4½	30 November, "
"	35	0 8 5	0 7 8	0 8 0	31 December, "
"	35	0 9 7	0 5 9	0 7 4½	31 January, 1893.
"	44	0 10 3	0 10 1	0 10 2	28 February, "
"	51	0 10 8	0 6 4	0 7 10	31 March, "
"	40	0 6 1	0 5 9	0 5 11	30 April, "
"	37	0 6 1	0 5 3	0 5 8½	31 May, "
Palmerston-Pahiatua Road	28	0 9 6	0 7 5	0 8 5½	31 July, 1892.
"	28	0 8 3	0 4 4	0 6 0½	31 August, "
"	27	0 9 10	0 5 8	0 6 7½	30 September, "
"	12	0 6 8	0 5 9	0 6 3½	31 October, "
Makuri-Aohanga Road	18	0 6 5	0 6 5	0 6 5	" "
"	16	0 5 3	0 4 9	0 5 0	30 November, "
"	10	0 5 3	0 3 9	0 4 3½	31 January, 1893.
"	6	0 8 4	0 8 4	0 8 4	30 April, "
"	12	0 7 2	0 7 2	0 7 2	30 June, "
Makairo Road	10	0 10 2	0 9 7	0 9 10½	31 January, "
"	11	0 5 6	0 5 6	0 5 6	28 February, "
"	11	0 9 0	0 7 4	0 8 0	31 March, "
"	12	0 9 9	0 8 4	0 9 0½	31 May, "
"	13	0 7 2	0 7 2	0 7 2	30 June, "
Makuri Town Streets	20	0 8 6	0 7 10	0 8 2	31 May, "
"	22	0 10 0	0 5 6	0 7 9	30 June, "
Mangaramarama Roads	10	0 4 9	0 4 9	0 4 9	" "
Turangarere-Tokaanu Road	36	0 12 9	0 5 4	0 8 11	31 March, "
Turangarere-Waiouru Section	45	0 10 5	0 6 4	0 8 3½	21 April, "
Turangarere-Rangipo Section	9	0 6 3	0 4 0	0 6 3	1 August, "
Tunnel-Karioi Road (Ohakune)	59	0 9 3	0 4 0	0 6 9	1 " "
Pipiriki-Ohakune Road	12	0 9 1	0 4 8	0 7 9	1 " "
Watershed Road					
Nelson—					
Mokihinui Village Settlement Roads	30	0 12 0	0 6 6	0 8 6	1 April to 30 June, 1893.
Blenheim	Nil	Nil	Nil	Nil.	
Hokitika—					
Hokitika-Christchurch Road	47	0 8 1	0 2 0	0 6 3	April, 1893.
"	44	0 11 5	0 5 9	0 8 4	May, "
"	42	0 13 0	0 4 5	0 9 0	June, "
Christchurch—					
Pukaki-Mount Cook Road	24	0 9 5½	0 3 7½	0 5 10	September, "
Broken River	18	0 10 8½	0 6 0½	0 7 9	" "
Waimate and Studholme Junction Village Settlement Roads	30	never	obtained	0 8 3½	" "
Bealey Valley Road	23	0 10 3	0 6 5	0 8 5	" "
Cheviot Estate—					
Homestead-Port Robinson	84	0 11 10	0 5 0	0 7 10	" "
Homestead-Hurunui	43	0 7 2½	0 5 3	0 6 3	" "
Dunedin—					
Block VIII., Woodlands Road	21	0 9 7	0 4 8½	0 6 3½	15 April, "
Hunt's Road	12	0 6 0½	0 1 10	0 3 8	15 " "
Kaler's Saddle Road	17	0 5 1¾	0 2 0	0 3 2¾	15 " "
Tahaukupu Valley Road	10	0 4 6	0 2 2	0 3 1	15 " "
Purakaite Roads	7	0 4 8½	0 1 10	0 3 3	15 " "
Hunt's Road	13	0 6 3½	0 2 8½	0 3 11	20 May, "
Kaler's Saddle Road	6	0 5 3½	0 2 1½	0 3 8½	" "
"	6	0 8 4	0 7 0	0 7 6	24 June, "
Tahaukupu Valley Road	16	0 6 5½	0 2 8	0 4 4	20 May, "
"	11	0 6 1½	0 2 3¾	0 4 1½	24 June, "
Purakaite Roads	6	0 8 4	0 7 0	0 7 6	20 May, "
Block IX., Woodlands	28	0 6 0	0 2 3	0 3 6½	24 June, "
Invercargill—					
Waikawa-Catlin's Road	41	0 9 0	0 4 4	0 7 0	December, 1892.
"	47	0 9 6	0 3 10	0 8 0	January, 1893.
"	36	0 10 0	0 5 6	0 7 8	February, "
"	41	0 8 0	0 5 0	0 6 4	March, "
"	47	0 8 9	0 4 2	0 6 6	April, "
"	48	0 9 10	0 5 10	0 7 3	May, "
"	73	0 8 0	0 4 10	0 6 4	June, "
Block I., Longwood	14	0 5 2½	0 4 2½	0 4 5	June, "
Block XVI., Longwood	25	0 7 3	0 2 6	0 5 1½	July, "
Lillburn Roads	22	0 7 10½	0 4 9½	0 6 4	June, "

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.

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 $\frac{1}{4}$	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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