

to pass into the cable. Reasonable notice shall be given to the engineer or his assistant when each joint is to be made to enable him to be present at its making, if he so desires, and ample time shall be allowed for a satisfactory test six hours after it has been immersed in water.

The manufacture of the cable in every stage, as well as the materials and compounds used therein, shall be of the best, and be satisfactory to the engineer. The sections of the cable under manufacture shall be handed over for daily testing to the engineer, with a memorandum for each showing the numbers, weights, and lengths of the coils jointed on during the previous twenty-four hours, the total length in circuit, and the length completed, and sufficient time shall be given for proper and satisfactory tests to be taken.

Every nautical mile of cable shall be carefully marked with a leather tally, on which the number is stamped, and securely fixed at the end of each mile. The cable, when manufactured, shall be coiled in suitable watertight tanks, receiving at the same time a good coating of white-wash, and shall be kept as far as practicable constantly under water.

A separate and convenient room for testing the core and cable, with instruments and batteries, is to be provided by the contractors at their works for the engineer's electrician, and free access to the works is to be given to the engineer or his representative, and also every facility for testing and examining the cable and materials.

The cable shall be shipped from the contractors' works direct into the tanks of the ship. It shall receive at the same time a thorough coating of chalk-and-water. The vessel on which the cable is shipped for transport shall not leave her moorings until the cable has been tested from the shore by the engineer or his representative to his satisfaction, and ample time shall be allowed after the completion of the shipment for this purpose.

During the transport the cable shall as far as practicable be kept under water and tested each day by the contractors' electricians, and a complete copy of the tests shall be supplied to the engineer. No damaged cable shall be laid, and the engineer shall be entitled to refuse to allow any portion of the cable to be laid which, in his opinion, is damaged and unfit for use.

The electrical condition of every portion of the cable when manufactured, and of the entire cable when shipped, and also of the completed cable when laid, shall be such as, having regard to its previous condition, and making due allowance for the mean actual temperature of the water, as shown by the resistance of the conductor, to give no good grounds for believing that any fault exists in the insulator or conductor.

THE THIRD SCHEDULE.

1. SCHEDULE OF SOUNDINGS TO BE MADE BY THE CONTRACTORS.

Section.	Number of Soundings to be taken on each Section.	Approximate Positions between which Soundings to be made.			
Vancouver-Fanning	20	{ Lat. 8 30 00 N.	Lat. 4 00 00 N.		
		{ Long. 157 00 00 W.	Long. 159 20 00 W.		
Fanning-Fiji	47	{ Lat. 3 00 00 S.	Lat. 18 20 00 S.		
		{ Long. 165 40 00 W.	Long. 178 00 00 E.		
Fiji-Norfolk Island	65	{ Lat. 18 20 00 S.	Lat. 28 57 00 S.		
		{ Long. 178 18 00 E.	Long. 168 40 00 E.		
Norfolk Island-Queensland ...	53	{ Lat. 29 4 00 S.	Lat. 27 19 00 S.		
		{ Long. 167 55 00 E.	Long. 153 51 00 E.		
Norfolk Island-New Zealand...	30	{ Lat. 29 5 00 S.	Lat. 34 00 00 S.		
		{ Long. 167 58 00 E.	Long. 173 24 00 E.		
Total	215				

2. In addition to the above soundings, the contractors shall, subject to the direction of the contracting Governments' engineer (in this schedule referred to as "the engineer"), make profile soundings at positions where the routes of the cables approach the land, in order that the slope may be determined, and a suitable approach to the landing-place of the cable may be selected. The approximate positions where such profile soundings shall be made are as follows: The approach to the selected landing-place in Queensland; the approach to the selected landing-place in Fiji; the approach to the selected landing-place in New Zealand.

3. For the purpose of examining and reporting upon the most suitable landing-places for the cables, the sites of stations, and obtaining local information upon these points, the contractors shall, if necessary, and subject to the engineer's direction, afford the engineer all reasonable opportunity for such examination at the following places: Queensland, Norfolk Island, New Zealand, Fiji, Fanning Island.

4. The steamship provided by the contractors for the carrying-out of the work specified shall be capable of maintaining on a voyage a speed of not less than ten nautical miles per hour, and shall be properly found and fitted with all necessary sounding machinery, and appliances of the most modern type and description, the contractors supplying at their own cost all the necessary coals, crew, and provisions for the steamship employed, as well as paying all port dues and suchlike expenses.

5. The ship shall also have a full and competent staff for the proper carrying out of the survey, and shall be despatched, if required, not later than six weeks from the signing of the contract.