

*Steamers to call in Western Australia.*

11. The Contractor shall on each outward voyage from New Zealand call at some port in Western Australia from time to time appointed by the Government (hereinafter called "the West Australian port"), and shall, in the event of sufficient cargo not being supplied in the said colony to fill the cargo-space in the said steamers, other than that reserved for cargo for the West Australian port, be at liberty to call at three ports in Australia other than the West Australian port, for the purpose only of filling up such cargo-space with cargo for South African ports.

*Cargo-space for West Australian port.*

12. There shall be reserved in each of the said steamers not less than three-sixteenths or more than one-quarter of the steamer's deadweight-capacity for cargo for the West Australian port: Provided always that if at the time when any steamer leaves the last loading-port there shall not have been shipped, or offered for shipment, upon such steamer sufficient cargo to fill the said three-sixteenths of the deadweight-capacity, the Contractor may, at any port in Australia, ship cargo at his option for the West Australian port or the South African ports as hereinafter defined. [See Note A.]

*Ports of discharge.*

13. The steamers shall discharge at Durban, Port Elizabeth, and Cape Town (hereinafter called "the South African ports"): Provided that if shippers in New Zealand shall offer cargo for Beira, Lorenzo Marques, or East London (hereinafter called "the South African ports of call") to an extent not less than \_\_\_\_\_ of the steamer's deadweight-capacity, the Contractor may direct any steamer to call at all or any of the South African ports of call. [See Note B.]

*Ocean speed to be maintained.*

14. Each voyage shall be completed at an average ocean speed of not less than  $13\frac{1}{2}$  knots. In the event of any steamer failing to attain on any voyage an average ocean speed of  $13\frac{1}{2}$  knots, there shall be deducted from the subsidy payable in respect of such voyage such sum as the Government shall deem reasonable, not exceeding £100 for each half-knot, or less, by which the actual average ocean speed shall be below the average ocean speed hereinbefore mentioned. The actual average ocean speed for the purposes of this clause shall be ascertained over the whole voyage between the port of departure and Cape Town, and shall be calculated over such portions of the voyage as lie outside the limits of each of the ports mentioned. [See Note C.]

*Rate of loading and discharge. Lay hours.*

15. At all ports other than the port of departure the said steamers shall load at a rate of not less than \_\_\_\_\_ tons an hour, and shall discharge at all ports other than Cape Town at a rate of not less than \_\_\_\_\_ tons an hour, and shall not remain in any port other than the port of departure or Cape Town longer than such a time (hereinafter called "the lay hours") as, calculated as aforesaid, may be necessary to load or discharge the cargo actually loaded or discharged at such port. There shall be deducted from the subsidy payable in respect of any voyage such sum as the Government may deem just, not exceeding £2, for every hour during which any steamer may remain in any port beyond the lay hours: Provided always that in calculating the time in respect of which a deduction from the subsidy may be made the time saved in one or more ports shall be set off against the excess of time occupied in any one or more other ports. The lay hours shall commence when the steamer is in a discharging-berth, and shall end at the time when the steamer is ready to proceed to sea; but the time between midnight on Saturday and midnight on Sunday shall be excluded. [See Note D.]

*Carriage of Mails.**Mails to be carried.*

16. The Contractor will convey all mails which the Postmaster-General, or either of them, shall at any time require the Contractor to convey between the said colony, Western Australia, Natal, and Cape Colony.

*No payment for mails.*

17. No payment shall be made to the Contractor in respect of the carriage of mails, or of any service rendered in connection therewith, other than the subsidy hereinafter mentioned. [See Note E.]

*Responsibility for mails.*

18. The Contractor shall be responsible for all damage or injury to the mails placed on board, however the same may be occasioned—fire, the act of God, and the King's enemies always excepted.

*Accommodation for mail officer.*

19. The Contractor shall, if required by the Government, provide without charge first-class accommodation for an officer in charge of the mails appointed by the Postmaster-General, or either of them, and shall without charge victual such officer as a first-class passenger from the time of his embarkation to the time of the arrival of the steamer at the port of final destination. [See Note F.]

*Cargo.**Rates for cargo to South Africa. Horses and cattle.*

20. The Contractor will receive and carry all cargo and live-stock which the steamers are able to carry between any of the ports in New Zealand and the South African ports at rates not exceeding those hereinafter mentioned, that is to say,—