

PUBLIC NOTICE

TENDERS will be received at this Office until Noon on Tuesday, the 20th January next for

FOUR SUITABLE STEAMERS.

Composite or Steel built, fitted to contend with ice, for the Postal and Freight services on the North, South and West Coasts of this Island.

These Steamers must not exceed 800 tons gross measurement, and draft of water is not to exceed 13 feet when loaded. Three of the Steamers must have accommodation for 50 first class and 50 second class passengers. The fourth Steamer to have accommodation for 75 first class and 50 second class passengers. The four steamers to be fitted with all modern improvements, to class 100 A1 at Lloyds (England) for fifteen years, to have a speed of at least 14 knots and to be fitted to burn Oil fuel. The plans and specifications for these Steamers to be subject to the approval of the Government.

Two Steamers to ply North, commencing the Service on the 1st May in each year and continuing to run until the close of navigation; the Steamers to leave St. John's in alternate weeks, each giving a fortnightly service; they shall call at all regular Ports as at present scheduled and also at Lumsden, Musgrave Harbour, Joe Batt's Arm and other Ports as the Government may direct.

Two steamers will ply to the South and West Coasts. One will leave St. John's every week and run as far as Port aux Basques, calling at the principal Ports only, and making the round trip in seven days. The service by this Steamer is to be confined chiefly to the transportation of passengers, mail and express packages, and this Steamer may accept freight only when it is possible that the handling of such will not interfere with her making schedule time. The second Steamer for the South and West service will leave St. John's every fortnight, calling at the Ports on the present schedule. These two Steamers will ply all the year, but, with the consent and approval of the Government, they may be taken off for a period of six weeks in February and March for the purpose of prosecuting the Seal Fishery, during which time they will be replaced by one suitable Steamer to be approved by the Government. The Passage and Freight Rates to be the same as now charged by the Government Coastal Service, except that the rates for the "Express" or weekly service on the South Coast shall be 25% over the rates now charged by the existing Coastal Service. The rates for all four Steamers are to be subject to amendment or alternation at the expiration of each five years of the Contract.


The Contract to be for a term of 15 years, to be computed from the date of commencement of the Service. Tenders to specify the rate per Round Trip for each Steamer for which the service as specified will be performed. The Contractor must show that he has sufficient accommodation and facilities at St. John's to handle freight and traffic properly, both inward and outward, and that he is in a position to receive and deliver freight daily.

Further particulars may be obtained on application to this Department. The Government do not bind themselves to accept the lowest or any Tender. Each Tender to be accompanied by a certified Cheque for the sum of \$5,000.

R. A. SQUIRES,
Colonial Secretary.

Department of Colonial Secretary,
December 17th, 1919.
dec17,19,23,27,jan2,9,6i

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ADVERTISE in the ADVOCATE

A LETTER FROM LONDON

THE GOSSIP OF A RAMBLER.

An instance of the unflinching kindness and unselfish consideration which Queen Mary shows to those around her has just come to my knowledge. The King and Queen have arranged for the erection of a hall and recreation-room at Balmoral Castle for the use of their household and estate servants. The hall will be provided with a library.

I hear that the Prince of Wales has collected many souvenirs of his long spell of active service, and these are now at York House. In the hall are placed the bass drum and two side drums of the 1st Battalion of the Grenadier Guards, his regiment, which the Prince bought when, in accordance with the usual custom on the purchase of new drums for the battalion, the old ones were auctioned. He has also two bugles used by the Grenadiers at the front.

In private life M. Poincare, the French President, who recently paid a welcome visit to London, is a man of singularly simple tastes and homely ways. Before he went to the Elysee he used to live with his wife in a very quiet way at a small but daintily-furnished house on the skirts of the Bois. Eminent in a domesticated man, fond of his home, nothing pleases the President better than an evening by his own fireside surrounded by his books and with his favorite four-legged companions, a thoroughbred collie and a handsome Siamese cat.

The President is one of those men whose boyhood accurately foreshadowed his future. At school his keenest delight was speech making. Mounted on a chair in the playground, he would hold forth upon any and every subject that appealed to him—a fire, a death, or an event of local or national importance—while his fellow-students listened and cheered. M. Poincare's tremendous capacity for work is largely the result of his mother's training. From early childhood he was taught to be up at 5 a.m., and that habit of early rising he has maintained through out his life.

I am certain that Mr. Charles Hawtrey, the well-known actor, will receive no more sincere congratulations on his recent marriage than those from members of his own profession. He is certainly one of the most deservedly popular of managers. Many stories have been told to illustrate the difference between Hawtrey as producer and some of the others, who shall be nameless, though their reputation is well known.

There was a farce once which went so well in rehearsal that even the players laughed loud and long, and Hawtrey had to caution them to allow sufficient pauses at certain points to the laughter of the house to exhaust itself. The play was produced and went through without a single laugh from the front. Everyone knows how some producers would have avenged themselves on the company. Hawtrey's method was to call them together on the stage, to thank them for their work, and to assure them that, whoever might have blundered, it certainly was not the company.

Mr. Henry A. Lytton, the old Savoyard, who is now playing in the Gilbert and Sullivan revivals at Prince's Theatre, has two or three oil paintings on the walls of his dressing-room. Mr. Lytton explained to me that they were his own work, and that he had occasionally exhibited. "I only wish I had more time for that sort of thing," he added.

On one occasion Mr. Lytton was playing in "The Sorcerer" at Dublin. In the scene in which he has to disappear into Hades the trap-door stopped halfway. "Hell's full!" shouted a wag in the gallery.

The sale of the "Devil's Dyke" estate at Brighton reminds me that our ancestors had a curious but seemingly universal practice of assigning peculiar natural or artificial formations to the Devil. He must have held a

WISHES ASHES STREWN ON STREAM HE LOVED

BROCKVILLE, Ont., Dec. 20—In accordance with the last wishes of Captain W. E. Wenborne, former Thousand Island steam yacht captain, who died in San Bernardino, Cal., November 19, his ashes will be brought to Alexandria Bay, strewn on the waters of the St. Lawrence, the stream he loved so much. Captain Wenborne was a native of Wolfe Island, and was for several years captain of the Villas and Vandergriff yachts at Alexandria Bay. About ten years ago he abandoned navigation and entered commercial life, ultimately going to California for the benefit of his health.

ADVERTISE IN THE ADVOCATE

War Hero Elopes With Pretty Girl

Lieut. Leach in New York With Washington Bride.

NEW YORK, Dec. 19—Speed has been one of the greatest factors in the life of Lieutenant J. Warren Leach of the United States Aviation Corps, now stationed at Fort McPherson, Atlanta, Ga. It enabled him to down three enemy machines in France, for which he was decorated, and now it has brought him a bride.

Finding himself with a week's leave on his hands Saturday, Lieutenant Leach hurried up to Washington, where his secret fiancée, Miss Rudene Becht, daughter of Mr. and Mrs. Rudolph Becht, of No. 494 Spring Street, Atlanta, was visiting friends. He proposed that they get married immediately, and she agreeing, they hurried around to the Rev. Dr. Charles Wood, rector of the Presbyterian Church of the Covenant, who obliged.

Lieut. Leach and his blushing bride told a newspaper reporter who discovered they were stopping at the McAlphin Hotel, the details of the elopement. Mrs. Leach, who is exceedingly pretty and has a wealth of black hair, declared that matrimony was the last thought in her mind when she left Atlanta, but that she was exceedingly pleased when Lieutenant Leach called her on the long distance telephone and said he was on his way to Washington.

"You see nobody back home even knew we were engaged," explained Mrs. Leach. "That was a secret between us. There was another young man whom mother thought I was very much interested in. But I fooled her. One can't love the man one's mother selects. I know I am going to get a good scolding for eloping when I get back home."

Miss Newby, Farrell, whom Mrs. Leach was visiting in Washington, was amazed when the couple asked her to witness the ceremony. She thought they were fooling and asked several other young women friends to join the party to see how far they would carry out what she supposed to be a joke. It was not until after the ceremony had been performed that the realization she had actually been a party to an elopement dawned upon her.

Lieut. Leach, whose home is in Tuscaloosa, Ala., was a student at the University of Alabama when the war broke out. He enlisted in the Royal Flying Corps, and went overseas late in 1916. When the United States declared war he succeeded in obtaining a transfer to the American forces. He was severely wounded in one aerial combat, an explosive bullet shattering his right shoulder.

It was not until after he has been sent to Fort McPherson after spending eighteen months at Walter Reed Hospital in Washington that Lieutenant Leach met Miss Becht. She then was engaged in Red Cross work.

The Rheims Outrage

BERLIN, Dec. 30 (Associated Press)—Rheims Cathedral was damaged by German shell fire the first time on Sept. 4, 1914, when Prussian Guards bombarded the city for two hours, according to Lieut. Col. Baron Von Hausen, commander of the Saxony Third Army, who has just published reminiscences of the first battle of the Marne. The writing of Von Hausen is prefaced with a statement which declares that while the Allies have searched for parties guilty of starting the war, no effort has been made to find out who was responsible for the bombarding of the cathedral city. He explodes the story of the military leaders who declare that the firing on the cathedral was necessary because the French were supposed to have used the towers if the cathedral for observation posts and emplacements for guns.


The Acting Premier

OTTAWA, Dec. 30—While no official statement has yet been made by Sir Robert Borden naming an acting Premier to take the leadership during his absence, it was stated this evening that Sir George Foster would be acting Premier at least until the opening of the House, and then a House leader would be chosen by a caucus of the Unionist members. During the special session of Parliament last summer a similar course was followed. Sir George Foster was acting Premier during the absence of Sir Robert Borden, but he was unable to attend the night sittings of the Commons regularly. The Government members were led by the Hon. C. J. Doherty during the greater part of the time.

Some Speaker Too!

NEW YORK, Dec. 30—The world's official shorthand speed record was broken today by Nathan Behrman, who wrote 324 words per minute with two errors.

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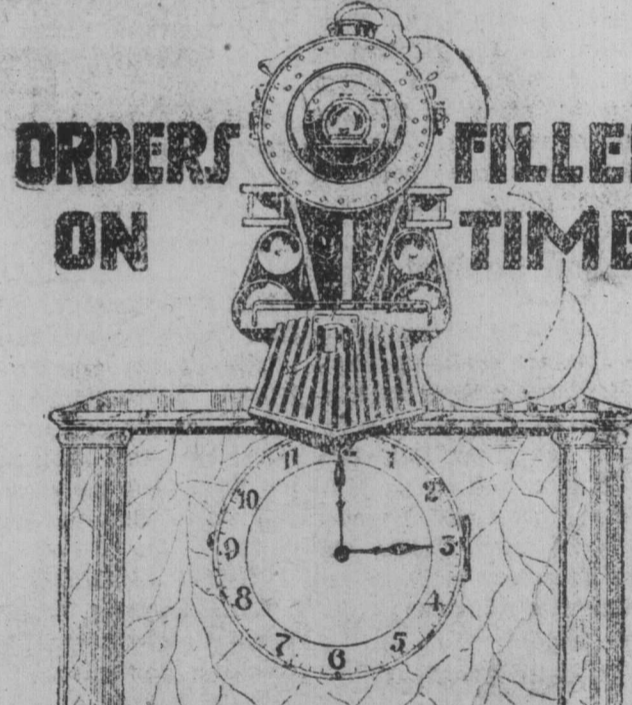
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