

PORT DEPOSIT ITEMS.

On last Friday, two colored boys, named John Moses and Frank Nelson, had a dispute...

LOCAL AFFAIRS.

Local Miscellaneous.—A Sabbath School Institute is to be held in Elkton shortly.

The Public Temperance Meeting and the Public Installation of Officers, announced for next Monday night, have been indefinitely postponed.

The firm of Hlany & Bro., at Newark, has been dissolved. H. P. B. Hlany will be drawing.

Prof. Charles P. Williams has resigned his position as Professor of Chemistry in Delaware College.

Rev. S. H. McCrook, of Wilmington, will preach at the assembly of the church, Sabbath next, (to-morrow), at 10:30 A. M., and 7 P. M.

Elkton has contributed \$17.00 in money and three large good books to the relief of the sufferers.

Dr. J. Thompson, D.D., Presiding Elder of Dover District, will be the pulpit of the Methodist Episcopal Church of this town, on tomorrow, (Sabbath) 5th inst.

A Had Boy—A man named Collins undertook to classify his son for some military duty, only to find that his son had been given several blows with a lilly, inflicting quite severe injury, and then made his escape.

On Monday night the Republicans have a meeting at Mechanics' Grove, near Asbury Park, N. J. Jones has promised to be present and address the meeting.

Two Trappings of Fun.—Mr. A. H. Burnett will visit Elkton, Saturday and Sunday, in the Hall, on Thursday and Friday evenings, the 9th and 10th inst.

Religious.—The five appointments on our calendar of the past week, care of Rev. J. D. Kemp, are all of them looking up. One of the appointments—Asbury—there has been quite a revival.

Temperance.—There is still a mighty struggle going on between the City of Port Deposit and the Delaware State Temperance Society, and those who sell and use the great destroyer—Whisky.

A Change of Managers at Marley.—A change of managers took place at Marley Park Mill last week. Mr. Carl Hoffman, the public operator and enterprising manager, since the mill came into Mr. Childs' hands, retiring, and a new man, from Luchman, Mr. S. W. C. C. Hoffman, has taken in public improvements in the county, has proved himself a most valuable citizen, and his loss will be felt.

No sooner had the reported change got about than the mill was in a state of confusion and malicious tongue, was busy in spreading defamatory reports, which, in justice to a public-spirited and upright man, we were state, and are glad to see that the mill was in debt to Mr. Hoffman, when he quitted it, some eight hundred dollars; and Mr. Childs' charge, in our opinion, was a very poor one.

Those beautiful Oil Cloths at Levis' are drawing.

Glories!—A large assortment just received at Wilson's, Cheap for Cash.

Chap as the Cheapest.—Beef at J. V. Punster's 90 to 110 per hundred. Best Cuts 125 cents per lb. Terms Cash, or its equivalent.

Levi's Notion department displays better variety, taste and quality than any store outside of the city.

You can buy Velvetine at Wilson's, very cheap.

Mason is still making the finest FRENCH CALF SKIN BOOKS for \$8, CASH.

Go to Wilson's—that is the place you buy for your goods of all kinds are sold cheaper than any where else. No exceptions.

Have you read it?—Wanamaker & Brown's Advertisement.

Go and see that wonderful Cook Stove, at I. N. BENJAMIN'S Tin and Stove Store, North East, Md., where Stoves of all kinds are selling cheap.

Levi's new and superior Tea.

A great crowd, but no confusion at Oak Hill, daily.

Defenses, Blindness & Cataracts. J. H. A. M. S. D., 845 Arch Street, Philadelphia.

Trust what Time has Sanctified. The main thing is the value of the people in the value of the industry may in some cases, be paid to build the building of honest and intelligent workers.

New Bridge.—Our Town Board are preparing to take away the old bridge on Main Street, to be replaced by a new one, and put in a culvert wide enough for carriage track and side-walks, some 37 feet wide.

Wild Ducks.—Many ducks have been killed during the past week by the gunners in the North East River and Spinghana Falls.

Heavy Rain.—A very heavy fall of rain occurred in this region, on last Wednesday.

RISING SUN ITEMS. Improvements.—The P. & B. C. Railroad are building an addition to their freight shed, the better to accommodate the proprietors of the Great Clothing Company on the site of the old Otterdale Forge.

Political.—The time being short in which to get all the necessary business done, the hands, equivoque after the "good wife and baby" and solicit a vote, makes candidates look around lively, but they are not allowed to do so.

PROPOSALS.

Proposals.—We notice Mr. Ford has bid for the new mill at Port Deposit, which comes ready made, and is more economical and durable than lead.

The New Minister, on Zion Circuit, the Rev. Mr. Higg, and his estimable lady, are growing in favor with the congregation.

Love Water.—Previously to the rain last week, a large number of the vats had failed, or nearly so.

National Bank of Elkton. For sale at the National Bank of Elkton, at par and accrued interest, Northern Pacific Railway, 100 shares, in denominations of \$100, \$200 and \$1,000.

Elkton, October 17, 1917. For sale at the National Bank of Elkton, at par and accrued interest, Northern Pacific Railway, 100 shares, in denominations of \$100, \$200 and \$1,000.

For full particulars, all parties wishing information about the N. P. R. 7-30 Gold Bonds, are requested to call on Mr. H. H. McPhail, Cashier.

Positively the Cheapest—Oak Hill Cotting for Fall and Winter.

THE PHILADELPHIA CATTLE MARKET.—There was more demand for beef cattle than for any other kind of stock.

It is said that if a puff of air were to be blown into a vein of a man, death would be the result.

Small Profits—because of the immense Sales at Oak Hill.

Attorney General Aikman, who has just returned to Washington from South Carolina, makes an interesting statement regarding the operations of the Ku-Klux Klan in the district embraced by the President's proclamation.

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UNION STATES MAILS.

Post Office Department. Mails to be delivered at 3:30 P. M. PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of March 1, 1917, to be decided on or before March 30, 1917, for conveying the mails to and from the States of MARYLAND.

On July 1, 1917, to June 30, 1918, on the route, and by the schedules of departures and arrivals herein specified. (Bidders must examine carefully the form and instructions enclosed.)

The attention of bidders is called to the 4th section of the act approved July 1, 1911, which requires that all bids of \$5,000 and upward, shall be accompanied by a check, or draft, of not less than five per cent. of such bid.

RAILROAD ROUTES NOT ADVERTISED. From Baltimore to Queenstown, 40 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

From Baltimore to Annapolis, 20 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

From Baltimore to Pocomoke, 100 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

From Baltimore to Cambridge, 100 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

From Baltimore to Kenton, 100 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

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From Washington, D. C. to Georgetown, 20 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

From Washington, D. C. to Annapolis, 20 miles and back, three times a week, by schedule of departures and arrivals satisfactory to the postmaster.

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explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time, or for delivering mail in a damaged condition, or for being injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor is required to deliver, or for suffering to be wet, injured, destroyed, robbed, or lost; or for steaming on a route.

The Postmaster General may annul the contract for repeated failures to run routes, or for failing to deliver the mail in accordance with the terms of the contract, or for refusing to discharge a carrier when required by the Department to do so; for running an express or for transporting persons or packages conveying mail matter out of the mail.

The Postmaster General may order an increase of service on a route by allowing therefor a pro rata change on the contract pay. He may increase schedules of departures and arrivals in all cases, and particularly in connection with connections with railroads, without increasing the provided the running time be not abridged.

The Postmaster General may also discontinue the service, in whole or in part, in order to place the route under special service, or whenever the public interest, in his judgment, shall require such a discontinuance or curtailment for any other cause, or for the non-compliance of the contractor on month's extra pay and a pro rata compensation for the amount of service discontinued.

Payments will be made by collection from drafts on postmasters or otherwise, after the expiration of each quarter, or at the expiration of the year, or August, provided that required evidence of service has been received.

The distances given are believed to be correct, but no increased mileage will be allowed. The routes to be advertised, if the points to be connected are correctly stated. Bidders must be careful to state the route, and to refer to the weight of the mail, the condition of roads, hills, streams, etc., and all toll-bridges, turpines, plank roads, ferries, or other obstructions of any kind which may be encountered on the route, and any additional pay, based on such ground, can be considered; nor for alleged mistakes or omissions in the degree of service, or for bridges or obstructions causing or increasing distance or expense occurring during the contract term. Offices established by the Department, and during the contract term, are to be visited without extra pay, if the distance be not increased.

Proposals are to be returned to their proper authorities to reach the Department by the day and hour named, (3 p. m., March 1, 1917) for bids received after that time, to be returned to the bidder, with bids, of reasonable amount, received in time. Neither can bids be considered which are without the guarantee required by the Department, or which do not indicate the sufficiency of such guarantee.

Bidders should first propose for service strictly according to the advertisement, and then, if they desire to propose for a different service, and if the route bid is the lowest offered for the advertised service, the other propositions may be considered.

Proposals for routes to be run by contract, or for bridges or obstructions causing or increasing distance or expense occurring during the contract term, are to be returned to the Department, and during the contract term, are to be visited without extra pay, if the distance be not increased.

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