## LITERATURE.

REVIEW OF NEW BOOKS.

THE HOLY GRAIL AND OTHER POEMS, By Alfred Tennyson, D. C. L., Poet Laureate, Published by Fields, Osgood & Co.

Philadelphia agents: Turner Brothers & Co. The Arthurian legends have had a powerful fascination for many of the English poets, and although their influence is by no means as great as might have been expected from the peculiar nature of the subject, a desire to slaborate them into a great national English epic appears to have taken possession of many minds. Spenser gives Arthur a prominent place among the shadowy heroes of his "Facrie Queene," and he seems to have intended to do for him what Ariosto did fer Roland in the "Furioso." But Spenser, with his intricate and utterly absurd allegory, unnecessarily obscures his subject, and he altogether lacks the flow of narrative and the story-telling power of the Italian, much as he exceeds him in imagination and delicate fancy. Spenser either totally misunderstood or wilfully disregarded the old legends of King Arthur, and as an Arthurian poem the "Faerie Queene" is scarcely entitled to consideration.

Milton at an early age conceived the idea of making Arthur the subject of a great epic, and although we have "Paradise Lost" as the result of a change of ideas, it is almost a matter for regret that he did not carry out his original intention. It may be considered certain that an Arthurian epic would have a warmth and color that "Paradise Lost" lasks, and that it would not be disfigured by the many absurdities that in Milton's great poems grow out of a want of hearty sympathy between the author and his subject, and that make it appear too often as a mere intellectual effort. Arthur would have given the poet a national subject, a subject that was in every way worthy of his genius, and one that outrivalled the "Iliad" and "Eneid" for incident, character, movement, vividness of color, and grandeur of effect, and that would have afforded him equally as great opportunities as the one he selected.

After Milton, numerous writers have looked into the old romances, drawn inspiration from them, and worked up bits here and there without venturing further; and Bulwer is the only man who has had the temerity to attempt what Milton hesitated to do. His great epic of "King Arthur" has some fine passages, but it is deficient in the qualities that give such a work permanent value, and it is read by nobody. Indeed, it is doubtful whether many of the admirers of this popular novelist are aware that he ever produced such a poem.

Tennyson remains as the only poet who has made any extensive use of the Arthurian romances, and he has succeeded in creating a revival of interest in them that promises to produce good results. In the prologue to the "Morte d'Arthur," printed among his earlier poems, Mr. Tennyson hints at epic aspirations that he found on trial to be beyond his capacity. The "Lady of Shalott," "Sir Galahad," the "Morte d'Arthur," and other fragments show how he experimented from the commencement of his poetical career, but it was not until the publication of the "Idyls of the King," a few years ago, that his designs assumed a definite shape. In these there is an entire abandonment of the epic design, and an apparent purpose of giving a view of the whole Arthurian romance, both as to form and spirit, in the shape of detached and independent episodes, which would nevertheless have a certain relation and harmony with each other. In the "Idyls of the King" the episodes are "Geraint and Enid," "Merlin and Vivien,"
"Lancelot and Elaine," and "Guinevere." In the work before us Mr. Tennyson relates "The Coming of Arthur," the story of "The Holy Grail," the episode of "Pelleas and Ettarre," and "The Passing of Arthur"which last is his early poem with such amplifications as are necessary to make it complete. The whole may now, we presume, be considered as a finished work, and as the best that Mr. Tennyson is able to do with his subject. In a prefatory note we are informed that the eight poems are designed to be read in the following order:-"The Coming of Arthur," "Geraint and Enid," "Merlin and Vivien," "Lancelot and Elaine," "The Holy Grail," "Pelleas and Ettarre," "Guinevere," and "The Passing of Arthur." Such a fragmentary work is a practical confession of defeat, but it shows that Mr. Tennyson has had the good taste and judgment to do well what he felt was within

It is to be regretted that he did not complete his design years ago; for while his style has reached a high state of perfection, a falling off in power has been decidedly apparent for several years past, and the new poems in the volume before us will greatly disappoint many of his warmest admirers. In the "Idyls of the King," his story of "Elaine," while it followed Sir Thomas Mallory more closely, lacked much of the peculiar charm that distinguished the more original "Lady of Shalott," Mr. Tennyson's earliest attempt to deal with an Arthurian subject; and in the volume before us the story of the "Holy Grail," in spite of some exquisite passages, appears weak in comparison with the picturesqueness of the half-dozen stanzas written years ago, with Sir Galahad for their subject. The quest of the Holy Grail is one of the loveliest of Christian myths, and in comparing the pages of Tennyson with the compilation of Sir Thomas Mallory, which he has followed, it is surprising to notice how awkward and meagre his treatment of the subject is in view of the abundance of material furnished him. In our yesterday's edition we quoted one of the finest passages in this poem, and we give the following description of the disappearance of Sir Galahad, lured onward by the vision of the holy vessel, as a specimen of Mr. Tennyson's latest style as it appears at its comes within the means of the poorest. best in this new volume. Sir Percivale is the

his power, rather than to risk failure by at-

tempting too high a flight.

speaker, and he tells how Galahad sprang | his Encyclopedia, which brings the work | along from pier to pier that stretched into a down to the title "Creation." great sea, and that sprang into fire and van-

ished as he passed:-"At once I saw him far on the great sea, 'At once I saw him far on the great sea,
In silver-shining armor starry clear:
And o'er tils head the holy vessel hung,
Clothed in white samite or a luminous cloud.
And with exceeding swiftness ran the boat,
If boat it were—I saw not whence it came.
And when the heavens open'd and blazed again
Roaring, I saw him like a silver star—
And had he set the sail, or had the boat
Become a living creature clad with wings?
And o'er his head the holy vessel hung
Redder than any rose, a joy to me, Redder than any rose, a joy to me,
For now I knew the vail had been withdrawn.
Then in a moment when they biazed again
Opening, I saw the least of little stars
Down on the waste, and straight beyond the star
I saw the spiritual city and all her spires
And gateways in a glory like one pearl. and gateways in a glory like one pearl, No larger, tho' the goal of all the saints, Strike from the sea; and from the star there shot A rose-red sparkle to the city, and there Dwelt, and I knew it was the Holy Grail. Which never eyes on earth again shall see."

"The Coming of Arthur" is even more awkwardly told. Mr. Tennyson here departs very materially from Sir Thomas Mallory, and either invents for himself or else follows some version of the legend with which we are not familiar.

The most symmetrical of the new poems is "Pelleas and Ettarre," a subject not altogether the most pleasant that might have been chosen, but important as a specimen of the style of more than one episode of the old

The best thing in the book by far, however, is "The Passing of Arthur," the larger portion of which is familiar to every reader of Tennyson, and which he has never surpassed by any subsequent effort. In this the difference between his old and new style is distinctly apparent, and the additions that the poet has made, while they raise the episode out of the character of a mere fragment, confer no additional beauty.

In looking over these poems it cannot fail to strike any one familiar with the old romance as singular that Mr. Tennyson should have so completely ignored the story of "Tristram and Iscult." Next to the "Quest of the Holy Grail" this is the most important and the most poetical of the Arthurian legends. It is the one that has attracted the attention of poets more than any other, but with the exception of Matthew Arnold no English writer has treated it with marked success. Mr. Arnold's "Tristram and Iseult" is an exquisite fragment, and being a fragment it need not deter another from taking it up. There is a rumor that Mr. Swinburne intends making an effort in this direction, but considering the delicate nature of the subject and Swinburne's wellknown proclivities, no admirer of that gentleman's undoubted genius can anticipate such a work from his pen with any feelings of satisfaction. The powerful human interest of the story, however, and the genuine poetical feeling that pervades it would make it eminently suitable for the treatment of a poet of Mr. Tennyson's refinement and delicacy of feeling, and we cannot but regret that he has not forestalled his younger rival by undertaking it.

In addition to the four Arthurian episodes, the volume before us contains seven poems, as follows:-"The Northern Farmer," new style; "The Victim," "Wages," "The Higher Pantheism," "Flowers in the Crannied Wall," "Lucretius," and "The Golden Supper." The last is one of Boccaccio's stories, and it is the best of the four pieces not hitherto published. We are glad to see that Mr. Tennyson has had the good taste to omit the two silly magazine efforts entitled "The Spiteful Letter" and "I stood on a Tower in the Wet," which certainly did his reputation no good, and which may well be allowed to pass into oblivion.

The impression left by this volume is that the poet laureate has passed the maturity of his powers, and that while his taste is more refined, his poetical sensibilities are less vivid, and that we have had the best that he is able to give.

-We have received from the Central News Company, No. 505 Chesnut street, Old and New, the first volume of a new magazine projected by Messrs. Hurd & Houghton, and which appears to be intended to occupy the field once monopolized by The Atlantic Monthly. The articles are of a more solid character than are usual in the magazines of the present day, but with the superfluity of light literature now before the public there is certainly room for such a periodical as this. The initial number of Old and New presents an excellent array of well-written essays on subjects of value and interest by magazinists of ability, and if the policy indicated at the commencement is fully carried out, there will certainly be an appreciative public who will make the venture a pecuniary success.

The Central News Company also send us "Oranges and Lemons," the Christmas number of Once-a-Week; "Golden Arrows," the Christmas number of The Quiver; "Beeton's Christmas Annual;" The St. James' Monthly; Temple Bar; and the latest numbers of Punch and Fun.

-The Riverside Magazine for January is nandsomely illustrated, and it is filled with interesting stories and sketches adapted to the tastes of young people.

-The Little Corporal for January has a handsome new cover, and its contents indicate a desire on the part of the editors to make it better and more popular than ever. Published by Alfred L. Shewell, Chicago, Ill.

-The Nursery is filled with pretty pictures and pretty stories, which the very youngest readers can understand.

-"Lee & Walker's Musical Almanae for 1870" contains a list with prices of several thousand musical compositions, with much useful information about musical matters.

-From T. Ellwood Zell we have received the first bound part of "Zell's Popular Encyclopedia," which comes down to the title "Caldwell." This is undoubtedly one of the most valuable, as it is certainly the cheapest, work of its class published. It gives a vast amount of information in a small space, and the cost of each number is so small that it

Mr. Zell also sends us Nos. 79 and 80 of

-The Penn Monthly Magazine is the title of a new periodical issued under the auspices of the Alumni of the Pennsylvania University. It is edited by Robert E. Thompson, William W. Newton, and Otis H. Kendall, and contains several interesting and able articles.

-From Turner Brothers & Co. we have received Our Boys and Girls for January 1. -Peter E. Abel sends us from his literary curiosity shop, on Seventh street, above Walnut, "The Autograph of Shakespeare," by George Wise. This is an entertaining essay on Shakespeare's autographs, and it is embellished by fac-similes of all the signatures of the great dramatist known to be in existence. The curious feature of the pamphlet is the 4000 ways in which Mr. Wise contrives to spell Shakespeare's name. This brochure will be of interest to all Shake-

## RAILROAD LINES.

spearian students.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Slegning car tickets can be had on application at cars run within one square of the Depet.
Sleeping-car tickets can be had on application at
the Ticket Office, N. W. corner Ninth and Chesnut
streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

d	receive attention.
1	TRAINS LEAVE EPOT, VIZ.:-
ij	Mail Train 8:00 A. M
9	Paoli Accommodat'n 10 30 A. M., 1 10 and 6 50 P. M.
u	Fast Line and Eric Express
Ή	Harrisburg Accommodation 2:30 P. M.
ŝ	Lancaster Accommodation 4:10 P. M.
ì	Parkesburg Train 5:30 P. M.
į	Cincinnati Express 8 00 P. M.
	Erie Maii and Pittsburg Express 9:45 P. M.
	Accommodation 12:11 A. M.
	Pacific Express 12:00 night.
	Erie Mail leaves daily, except Sunday, running on
	Saturday night to Williamsport only. On Sunday
	night passengers will leave Philadelphia at 8 o'clock
	Pacific Express leaves daily. Cincinnati Express
Ŋ	daily, except Saturday. All other trains daily, ex-
	cent Sunday,
	The Western Accommodation Train runs daily
	except Sunday. For this train tickets must be pro-
	cured and baggage delivered by 5 P. M., at No. 116
	Market street,
	TRAINS ARRIVE AT DEPOT, VIZ. :

n	cured and baggage delivered by b P. M., at No. 116
31	Market street.
9	TRAINS ARRIVE AT DEPOT, VIZ.:
9	Cincinnati Express3:10 A. M.
SI	Philadeiphia Express
1	Paoli Accommodation, 8 20 A. M., 3 40 and 6 25 P. M.
Ġ	Parkesburg Train
9	Fast Line
0	Lancaster Train
	Erie Express
ΖÜ	Southern Express
	Lock Haven and Elmira Express
2	Pacific Express
8	Harrisburg Accommodation
	For further information, apply to
•	JOHN F. VANLEER, Jr., Ticket Agent,
	No. 901 CHESNUT Street,

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE,—Trains will leave Depot corner Broad street and Washing ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular station Connecting with Delaware Railroad at Wilmingto for Cristield and intermediate stations.

for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle,

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Bdgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-Bast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and
7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6:30 and S:16 A. M., 1:30, 4:15, and 7:00 P. M. The S:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 M., will connect at Lamokin Junction with the 7-90 M. and 4-38 P. M. trains for Rabinson the 7-90

and 4:39 P. M. trains for Baltimore Central From Baltimore to Philadelphia—Leave Baltimore 7 25 A. M., Way Mail; 9 35 A. M., Express; 2 35 P. M., Express; 7 25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4 30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphis for Oxford at 2-30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 5-40 A. M., 9-25 A. M., and 2-25 P. M. On Saturday the 2-25 P. M. train will leave at 4-30

Passengers are allowed to take wearing apparel rassengers are allowed to take weather appared only as baggage, and the company will not be respon-sible for an amount exceeding one bundred dollars, unless special contract is made for the same President and General Superintend

## EDUCATIONAL.

THE EDGEHILL SCHOOL A Boarding and Day School for Boys,

Held in the new Academy Building at MERCHANTVILLE, NEW JERSEY. For Circulars apply to REV. T. W. CATTELL,

# PAPER HANGINGS. LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city at JOHNSTON'S Depot, No. 1632 SPRING GARDEN Street, below Rieventh. Branch, No. 307 FEDERAL Street, Camden, New Jersey. 2355

E ASTON & MCMAHON.

E ASTON & MCMAHON.

SHIPPING AND COMMISSION MERCHANTS

No. 2 COENTIES SLIP, New York.

No. 18 SOUTH WHARVES, Philadelphia.

No. 45 W. PRATT Street, Baltimore.

We are prepared to ship every description of Freight?

Philadelphia, New York, Wilmington, and intermedian points with promptness and despatch. Canal Boats as Steam-tings furnished at the horiest notice.

DR. M. KLINE CAN CURE CUTANEOUS Eruptions, Marks on the Skin, Ulcers in the throat month and nose, sore legs and sores of every conceivable character. Office, No. 3 3South ELEVENTH, between Champat and Market Str

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SOCOND Street, Philadelphi

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1869.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 739 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.
MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

dagerstown, etc.
The 7:30 A. M. train connects at READING with The 139 A.M. train connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland. Williamsport, York, Chamberland. berland, Williamsport, York, Chambersburg,

thumberiand, Williamsport, York, Chambersourg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5.40 A. M. and Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.20 A. M.
Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville at 9.30 P. M.

P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2-05
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at
7-15 A. M. and Harrisburg at 4-10 P. M. Connecting
at Reading with Afternoon Accommodation south
at 6-25 P. M., arriving in Philadelphia at 9-25 P. M.

Market train, with a passenger car attaching leaves Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting

at Reading with accommodation train for Philade phia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25

CHESTER VALLEY RAILROAD. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7-30 A. M., 12-30 and 4-00 P. M. trains from Philadelphia, returning from Schwenksville at 8-05 A.M. and 12-45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

nect with trains at Collegeville and Schwenksville,
COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points
take the 400 P. M. train from Philadelphia, returning

take the 4:00 P. M. train from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.
Returning Express train leaves Harrisburg on ar-Returning Express train leaves harrisold on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

burg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M. and 140 and 450 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 555 A. M. and 320 P. M.
for Pinegrove and Harrisburg, and at 1210 noon for
Pinegrove, Tremont, and Brookside, returning from
Harrisburg at 730 A. M. and 340 P. M.,
from Brookside at 400 P. M., and from Tremont at
7:15 A. M. and 555 P. M.

7:15 A. M. and 5:05 P. M.
TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Rending and Pottstown Accommodation Trains, at

reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the The following bekets are cotainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent dis-

between any points desired, for familles and firms.
MILEAGE TICKETS.—Good for 2000 miles, beween all points, at \$52.50 each, for families and SEASON TICKETS.-For three, six, nine,

twelve months, for holders only, to all points, at reclergymen residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS from Phaadelphia to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, on, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect bag

gage for all trains leaving Phladelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA RAILROAD. V RAILROAD. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M., 2-30 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-30 P. M. Leave West Chester from Depot, on East Market street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A. M., 1-55 P. M., 4-50 P. M., and 6-55 P. M. M., 1755 P. M., 450 F. M., and 575 P. M.
Train leaving West Chester at 850 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction, Pasand R. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. [C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction.

B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of th Market street line run within one square, cars of both lines connect with each train upon its arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M. Leave West Chester for Philadelphia at 7:55 A. M. and 4 00 P. M. WILLIAM C. WHEELER.

4 105 PHILADELPHIA AND ERIE RAILROAD.—
On and after MONDAY, Nov. 15, 1889, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West Philadelphia: WESTWARD.

MAIL TRAIN leaves Philadelphia. 9-35 P. M.

Williamsport. 7-40 A. M.

arrives at Erie.

arrives at Erie. 8 20 P.
ERIE EXPRESS leaves Philadelphia 11 40 A.
Williamsport 900 P.
arrives at Erie. 10 00 A.
ELMIRA MAIL leaves Philadelphia 750 A.
Williamsport 600 P.
arrives at Lock Haven 720 P. MAIL TRAIN leaves Erie. S-40A. M
"Williamsport. 9-25 P. M
arrives at Pulladelphia. 6-20 A. M ELMIRA MAIL leaves Lock Haven..... S 00 A.
"Williamsport.... 9 45 A.
"arrives at Philadelphia... 6 50 P. Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oir Creek and Allegheny River Railroad, ALFRED L. TYLER, General Superintendent. RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Ratiroad Companies' lines from Philadelphia to New York and Way Places.

New York and Way Piaces.

FROM WALKUT STREET WHARP.

At 6-30 A. M., via Camden and Amboy Accom...\$2-25

At 8 A. M., via Camden and Amboy Exc. Mail... 5-00

At 2 P. M., via Camden and Amboy Express.... 3-00

At 6 P. M., for Amboy and intermediate stations.

At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M., and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton. Trenton. At 6:30, S, and 10 A. M., 12 M., 2, 5:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, everly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:36, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry,

(upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wisstnoming, Bridesburg, and Frankford, and at 5:30 P. M. for Holmesburg and intermediate stations.

PROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9-20 and 11 A. M., 1-20, 4, 6-45, and 12 P. M.
New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Parc, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buifalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

Lambertville, Flemington, etc. The 339 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and CAMDEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL-ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M., for Merchantville, Moorestown, Harriford, Masonville, Halnesport, and Mount Holly.
At 7 A. M., 2.15 and 6.30 P. M. for Lamberton and Medford.
At 7 and 10 A. M., 1, 3.30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown. PEMBERTON AND HIGHTSTOWN RAIL town, New Egypt, and Hornerstown,
At 7 A. M., 1 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Horners-

town, Cream Ridge, Imlaystown, Sharon, and Hight town. WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-

RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 2 95, 10, 11, 12 A. M., 2, 834, 834, 4 05, 4 25, 5, 534, 6, 6 %, 7, 8, 2 20, 10, 11, 12
M. Leave Germantown at 6, 6-55, 736, 8, 8-20, 9, 10, 050, 12 A. M., 1, 2, 3, 350, 434, 8, 534, 6, 634, 7, 8, 9, 10, 1 P. M. The 8-20 down train and 334 and 534 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 945 A. M., 2, 405, 7, and 1034

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 920, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 5%, 540, 646, 840, and 1040 P. M. ON SUNDAYS.

Leave Philadelphia at 945 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 6, 4, 4%, 5%, 6%, 8 05, 10 05, and 11% P. M.
Leave Norristown at 5 40, 6 25 7, 7%, 8 50, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop at Morres. Pottar Landing. Domino, or Schurck landing.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane, The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11% A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M.

Leave Manayunk at 610, 635, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAHROAD.

Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAHROAD.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets. NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA. WINTER ARRANGEMENT.

Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:— At 840 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Malanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, connection with the EKIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. Hazleton, At 5 00 P. M. for Bethiehem, Easton, Allentown,

and Mauch Chunk.
For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M.
For Fort Washington at 7-30 and 10-45 A. M., and For Abington at 1·15, 5·20, and S. P. M. For Lansdale at 6·20 P. M. Fifth and Sixth Streets, Second and Third Streets,

d Union City Passenger Railways run to the new TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2:15, 4:40, and 3:25 P.M. From Doylestown at 8:35 A. M., 4:30 and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 2°35, 6°45, and 9°20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9°30 A. M. Philadelphia for Doylestown at 2 P. M. Dovlestown for Philadelphia at 7-90 A. M. Bethlehem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

tions. 3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

3:30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5:30 P. M., Woodbury and Glassboro accommodation.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)
Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent,
September 16, 1869

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MARCHANTS. No. EM MORTH WHARVES NO. 27 NORTH WATER STREET, \$ 25)

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 139 and 141 S. Fourth

SHPERIOR HOUSEHOLD EURNITURE, MIRRORS, PIANOS, CABINET ORGAN, MELODEON, FIRR-PROOF SAFES, VELVET, BRUSSELS AND OTHER CARPETS, Rtc. Etc.

On Thursday Morning,
Dec. 30, at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior household furniture, comprising. Three walnot parlor suits, covered with plush, rep, and hair cloth, three walnut chamber suits, cottage chamber suits; fine French plate mirrors; three superior walnut secretaries and bookcases; walnut wardrobes, sideboards, extension and centre tables, hat stands, etageres, lounges, arm chairs; two mahogan high case clocks; fine hair mattresses, feather beds, businers and pillows; chima and glassware; superior office farmiture; two superior irre-proof safes, made by Evans & Watson and Farrel & Herring; gas consuming and cooking stoyes; platform scales; sewing machines; chandeliers; velvet, Brussels, and other carpets, etc.

Also, Chimese Pageoda, carved in ivory.

Also, large case Stuffed Birds

Also, three superior rosswood 7-ootave Plano-fortes, made by Haines Bros., S. Drucker, and R. Hasford.

Also, superior Cabinet Organ, made by S. D. & H. W.

PIANOS, CABINET ORGAN, ETC.

Also, three superior rosewood 7-ootave Piano-fortes, made by Haines Broa, S. Drucker, and R. Hasford.

Also, superior Cabinet Organ, made by S. D. & H. W. Smith, in walnut case.

Also, superior Melodeon, made by Great, Kinsley & Co., in walnut case.

Also, by order of Executers, a quantity of House-bold Furniture, Feather Beds, Carpets, fine Oil Paintings, etc.

BUNTING, DURBOROW & CO., AUCTION-RERS, Nos. 233 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LAST SALE FOR THIS SEASON OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning,
Dec. 30, at 10 o'clock, on four months' credit. 12 24 4t

MARTIN BROTHERS, AUCTIONEERS,—
One of the Charles of the Council o

No. 529 CHESNUT Street, rear entrance from Minos.

PEREMPTORY SALE OF A VERY VALUABLE COLLECTION OF HIGH-PRICED BOOKS.

On Friday Afternoon.

December 31, at 3% o'clock, at the anction rooms, No. 529 Chesnut street, a very valuable collection of books. Included in the catalogue are the following works:—
Chambers' Encyclopedia, Edinburgh edition: Audubon's Birds of America; Waverley Novels, 12 vola, original Abbotsford edition: Knight's Shakespeare, 7 vols.; Froissart's Chronicles of England, France, and Spain; Elliott's Monograph: Indian Tribes of North America; 3 vols.; Perry's Japan Expedition, 2 vols.; Pacific Railroad Reports, 13 vols.; Ireland's Hogarth: Royal Gallery of British Art; Dusseldorf Gallery; Vernon Gallery; Menuments of Arts, 2 vols.; London Art Journal; Irving's Works, 15 vols.; Waverley Novels; Bayard Taylor's Travels: Webster's Umberidged Dictionary; Littelf's Living Age; Fine Illustrated Books; Poetical and Biographical Works; Works on Science, Art, and Architecture.

Catalogues ready and the books arranged on Wednesday.

18 27 4t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
OHESNUT Street, rear entrance No. 1107 Sansom street.

Sale Nos. 6 and 8 N. Ninth street.

STOCK OF LOOKING-GLASSES. PHOTOGRAPH AND PICTURE FRAMES, CLOCKS. PLATED WARE, CHILDREN'S GIGS, COACHES, ROCK-ING HORSES, ETC.

On Thursday Morning.

At 10 o'clock, at Nos. 6 and 8 N. Ninth street, will be sold the entire stock of I. J. CRISWELL, declining business, comprising elegant gilt frame pier mirrors, walnut and malrogany frame glasses of all sizes, gilt and walnut photograph and picture frames, bronze and gilt mantel clocks, rosewood and walnut office, dining room, and latchen clocks; silver-plated ware, children's gigs, coaches, and rocking horses, etc.

Catalogues will be ready and the goods can be examined on Wednesday.

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE, [11 24 6
No. 230 MARKET Street, corner of Bank street,
Cash advanced on consignments without extra charge.

FURS! FURS! FURS! FURS!
THIRTEENTH CLOSING SALE OF AMERICAN
AND IMPORTED FURS, COMPRISING 1000 LOTS,
BY CATALOGUR.
On Thursday Morning,
Dec. 30, commencing at 19 o'clock, viz.:—Russia, Hudson Bay, Mink Sable, Siberian Squirrel, Ermine, Fitch, etc. Also.

etc. Also,
ROBES.
Viz., Wolf, Fox, Cat, etc.
Also, Afghaus, Lap Blankets, etc.

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCCLELLAND, Auctioneer. SALE OF ELEGANT HOUSEHOLD FURNITURE. SALE OF ELEGANT HOUSEHOLD FURNITURE.

Thursday.

Dec. 30, at 10% o'clock, will be sold at Concert Hall auction rooms, No. 1219 Chesnut street, a spiendid assortment of very desirable household furniture, pianos, etc., consisting of elegant walnut parlor furniture, in various styles and coverings, rosewood pianos, chamber furniture, in great variety of styles, handsome sideboards, bookcases, centre and bouquet tables, tounges, hat and umbrells stands, fancy clocks, mirrors, beds and mattresses, extension tables, dining-room chairs, towel racks, etc., etc.

Also, two superior rosewood pianos.

LIPPINCOTT, SON & CO., AUCTIONEERS,

On Wednesday, Dec. 29.

LARGE POSITIVE SALE OF 850 LOTS FOREIGN
AND DOMESTIC DRY GOODS, A STOCK OF
GOCDS, RTC.

12 27 24 C. D. McCLEES & CO., AUCTIONEERS

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869 1869SEASONED CLEAR PINE. SEASONED CLEAR PINE. 18691869

CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR. FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, 1869 DELAWARE FLOORING ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS.

RAIL PLANK. 1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS, WALNUT PLANK.

1869 UNDERTAKERS' LUMBER. 1869
RED CEDAR,
WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1869

WHITE OAK PLANK AND BOARDS. HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, 1869 1869

FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING. 1869 CEDAR SHINGLES. 1869 1869

MAULE, BROTHER & CO., No. 2500 SOUTH Street. INITED STATES BUILDERS' MILL: FIFTEENTH STREET, BELOW MARKET,

ESLER & BROTHER, Proprietors. WOOD MOULDINGS,

BRACKETS, ETC.

BALUSTERS AND TURNING WORK. A Large Stock always on hand. DANEL PLANK, ALL THICKNESSES .\_

PANEL PLANK, ALL THICKNESSES.—
1 COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 Land 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
VELLOW AND SAP PINE FLOORINGS. 14 and 44.
SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash.
11 14 8m FIFTEENTH and STILES Streets.

LUMBER UNDER

ALWAYS DRY. Wainut, White Pine, Yellow Pine, Spruce, Hem lock, Shingles, etc., always on hand at low rates. WATSON & GILLINGHAM.

No. 924 RICHMOND Street, 18th ward, O R N E X C H A N G E
BAG MANUFACTORY,
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets,
Philadelphia DEALER IN BAGS AND BAGGING Of every description, for Of every description, for Dust, Super-Phosphate of Lime, Bon Dust, Etc.

Large and small GUNNY BAGS constantly on hand.

23, Also, WOQL SAOKS.