

Continued from the Sixth Page.

plained in broken sentences how matters had... Every room but the little parlor into which the soldiers' help had carried me, was full of soldiers. Wood had been taken away to work at repairing the railroad, and Lucy had run off from fright; but the cook had stopped at her post, and served up supper and opened the cellar for the soldiers' use; she did not understand what they said, and they were rough and boorish, but not unwell. I should now go, she said, when my wounds were dressed, to look after my own home, where I might be wanted; for herself, she wished only to be allowed to remain there—pointing to the room where lay the bodies of her husband and child, whereas she would not be molested. I felt that her advice was good. I could be of no use as protection, and I had an anxious longing to know what had become of my sick mother and sister; besides, some arrangement must be made for the burial. I therefore limped away. There was no need to express thanks on either side, and the grief was too deep to be reached by any outward show of sympathy. Our handful of regular troops was sacrificed almost to a man in a vain conflict with numbers; our volunteers and militia, with officers who did not know their work, without ammunition or equipment, or staff to superintend, starting in the midst of fighting, we had soon become helpless mob, fighting desperately here and there, but with whom, as a manœuvring army, the disciplined invaders did just what they pleased. Happy those whose bones whitened the fields of Surrey; they at least were spared the disgrace we lived to endure. Even you, who have never known what it is to live otherwise than on sufferance, even your cheeks burn when I talk of these days; think, then, what those who endured what I do your grandfather, had been citizens of the proudest nation on earth, which had never known disgrace or defeat, and whose boast it used to be that they bore a flag on which the sun never set! We had heard of generosity in war; we found none; the war was made by us, it was said, and we must take the consequences. London and our only arsenal captured, we were at the mercy of our oppressors. Need I tell you what rest?—of the ransom we had to pay, and the taxes raised to cover it, which keeps us paupers to this day—the brutal frankness that announced we must give place to a new naval power, and be made harmless for revenge?—the victorious troops living at free quarters, the yoke they put on us made the more galling that their requisitions had a semblance of method and legality? Better have been robbed at first hand by the soldiery themselves, than through our own magistrates made the instruments for extortion. How we lived through the degradation daily and hourly underwent, I hardly even now understand. And what was there left to us to live for? Stripped of our colonies, Canada and the West Indies gone to America, Australia forced to separate; India lost forever, after the English there had all been destroyed, vainly trying to hold the country when cut off from aid by their countrymen; Gibraltar and Malta ceded to the new naval power; Ireland independent and in perpetual anarchy and revolution. When I look at my country as it is now—its trade gone, its factories silent, its laborers empty, a prey to pauperism and decay—I can see all this, and think what Great Britain was in my youth, and myself whether I have really a heart, or any sense of patriotism that I should have witnessed such degradation and still care to live! France was different. There, too, they had to eat the bread of tribulation under the yoke of the conqueror; their fall was hardly more sudden or violent than ours; but war could not take away their rich soil; they had no colonies to lose; their broad lands, which made their wealth, remained to them; and they rose again from the blow. But our people could not get to see how artificial our prosperity was—that it all rested on foreign trade and financial credit; that the course of trade once turned away from us, even for a time, it might never return; and that our credit once shaken might never be restored. To hear men talk in those days you would have thought that Providence had ordained that our government should always borrow at three per cent, and that trade came to us because we lived in a foggy little island set in a boisterous sea. They could not get to see that the wealth heaped up on every side was not created in the country, but in India, China, and other parts of the world; and that it would be quite possible for the people who made money by buying and selling the natural treasures of the earth, to go and live in other places, and take their profits with them. Nor would men believe that there could ever be an end to our coal and iron, or that they would get to be so much dearer than the coal and iron of America that it would no longer be worth while to work them, and that therefore we ought to insure against the loss of our artificial position as the great center of trade, by making ourselves secure and strong and independent. We thought we were living in a commercial millennium, which must last for a thousand years at least. After all, the bitter part of our reflection is, that all this misery and decay might have been so easily prevented, and that we brought it about ourselves by our own shortsighted recklessness. There, across the narrow straits, was the writing on the wall, but we would not choose to read it. The warnings of the few were drowned in the voice on the multitude. Power was passing away from the class which had been used to rule, and to face political dangers, and which had brought the nation with honor unsullied through former struggles, into the hands of the lower classes, uneducated, untrained to the use of political rights, and swayed by demagogues; and the few who were wise in their generation were denounced as alarmists or as aristocrats who sought their own aggrandizement by wasting public money on bloated armaments. The rich were idle and luxurious; the poor grudging the cost of defense. Politics had become a mere bidding for radical votes, and those who should have led the nation stopped rather to ponder to the selfishness of the day, and humored the popular cry which denounced those who would secure the defense of the nation by enforced arming of its manhood, as interfering with the liberties of the people. Truly the nation was ripe for a fall; but when I reflect how a little firmness and self-denial, or political courage and foresight, might have averted the disaster, I feel that the judgment must have really been deserved. A nation too selfish to defend its liberty could not have been fit to retain it. To you, my grandchildren, who are now going to seek a new home in a more prosperous land, let not this bitter lesson be lost upon you in the country of your adoption. For me, I am too old to begin life again in a strange country; and hard and evil as have been my days, it is not much to wait in solitude the time which cannot be far off, when my old bones will be laid to rest in the soil I have loved so well, and whose happiness and honor I have so long survived.

INSURANCE.
Life Insurance Policies
Secured from Forfeiture
BY A LAW OF THE STATE OF MASSACHUSETTS.
AQUILA HAINES, of Philadelphia, Pa., insured September 11, 1868, under Policy No. 11,319, for \$5,000, giving one-third loan note, and paying semi-annually. He failed to pay the premium due March 11, 1869. He died August 6, 1869, FIVE MONTHS after failure of payment. The whole amount of the Policy, less the premium due the Company, was promptly paid at the Pennsylvania Office, SIXTH and WALNUT Streets, Philadelphia, Nov. 27, 1869.
Nineteenth Annual Statement
OF THE CONDITION OF THE
Massachusetts Mutual
Life Insurance Company
OF SPRINGFIELD,
MASSACHUSETTS.
CALEB RICE, President.
CHAS. McLEAN KNOX, Secretary.
JAMES WELCH MASON, Actuary.
GEORGE JUNKIN, Solicitor in Philada.
DIRECTORS IN PHILADELPHIA.
J. LIVINGSTON ERRINGER, D. C. WHARTON,
Attorney to accept service in Pennsylvania.
JOHN KNOX MARSHALL.
First Capital stock, nothing. Company purely mutual. Dividends declared and paid annually on the contribution plan. The value, as nearly as may be, of the real estate held by the company, \$97,000.00. Cash on hand, including the bank, \$5,681.26. First National Bank, Springfield, 13,467.95. Second National Bank, Springfield, 11,704.15. Cash in hands of agents in course of transmission, 46,705.29. Amount of loans secured by bonds and mortgages, constituting the first lien in real estate, on which there is less than one year's interest due and owing, 1,928,097.61.
Amount of stocks owned by the Company, specifying the number of shares and their par and market value:
44 shares of New York and Massachusetts Nat. Bank stock, \$46,400 \$65,500
U. S. bonds 1851, 64, 1868, 5-20 year ad 1865, 5-20 year ad, 258,700 250,456
City of Springfield, New York, and Michigan State bonds, 74,000 75,679
10,264 shares of Railroad stocks and bonds, 176,400 181,273
\$555,500 \$606,580
Ant. loaned on them.
Amount of stocks held by the company as collateral security for:
Interest on investments due and unpaid, \$39,430.90
Other available miscellaneous securities, 5,000.00
Specifying their character and value:
Policy notes secured by value of 768,953.63
Loans on personal securities, 64,294.26
Loans on policies, 1,517.62
Deferred dividends, 230,922.66
Amount of losses paid on every adjusted but not due, less 10% reinsurance, 6,309.49
Amount of losses reported, 67,500.00
Amount of dividends declared during the year, 131,143.20
Amount of expenses paid during the year, 237,344.65
Amount of other expenses and expenditures, 148,853.27
The Commonwealth of Pennsylvania, STATEMENT OF THE CONDITION OF THE MASSACHUSETTS MUTUAL LIFE INSURANCE COMPANY, ON THE 31ST DAY OF DECEMBER, 1870.
State of Massachusetts, County of Hampden, ss.—
Be it remembered that on this fourteenth day of March, A. D. 1871, before the subscriber, a Notary Public in and for the State of Massachusetts, duly commissioned and authorized by the Governor of the State of Pennsylvania to take the acknowledgment of the said Massachusetts Mutual Life Insurance Company, personally appeared Charles Rice, President of the Massachusetts Mutual Life Insurance Company, and made oath that the following is a true statement of the condition of the said Massachusetts Mutual Life Insurance Company upon the 31st day of December, A. D. 1870.
And I further certify that I have made personal examination of the condition of said Massachusetts Mutual Life Insurance Company on this day, and am satisfied they have assets safely invested to the amount of \$2,419,967.74. That I have examined the securities now in the hands of the company, as set forth in the annexed statement, and the same are of the value represented in the statement. I further certify that I am not interested in the affairs of said company.
In witness whereof, I hereunto set my hand and affixed my official seal on this fourteenth day of March, A. D. 1871.
STEPHEN B. BEYMOUE,
Notary Public.
John Knox Marshall, State Agent for Pennsylvania.
George H. Wiltbank, General Agent Eastern Penna. and New Jersey.
OFFICES, S. E. Cor. SIXTH and WALNUT Streets, Philadelphia.
ROBERT P. HARRIS, M. D., Medical Examiner in Philadelphia. 639 mw16

SAFE DEPOSIT COMPANIES.
THE PENNSYLVANIA COMPANY
FOR INSURANCES ON LIVES AND GRANTING ANNUITIES.
Office No. 304 WALNUT Street.
INCORPORATED MARCH 10, 1812.
CHARTER PERPETUAL.
CAPITAL \$1,000,000.
SURPLUS UPWARDS OF \$750,000.
Receive money on deposit, retrievable on demand, for which interest is allowed.
And under appointment by individuals, corporations, and trustees, as AGENTS, JEWELERS, AND EXECUTORS, ADMINISTRATORS, TRUSTEES, GUARDIANS, ASSIGNEES, COMMITTEES, RECEIVERS, AGENTS, COLLECTORS, ETC.
And for the faithful performance of its duties as such all its assets are liable.
CHARLES DUTLICH, President.
WILLIAM B. HILL, Actuary.
DIRECTORS.
Charles Dutlich, Augustus Heaton,
Henry S. Vaux, P. Robinson Starr,
John R. Wucherer, Edward J. Townsend,
Adon E. Horn, Anthony J. Anselmi,
Alexander Biddle, Charles S. Lewis,
Henry Lewis.
THE PHILADELPHIA TRUST,
SAFE DEPOSIT
INSURANCE COMPANY.
OFFICE AND REGISTER-PROOF VAULTS IN
THE PHILADELPHIA BANK BUILDING,
No. 421 CHESTNUT STREET.
CAPITAL, \$500,000.
FOR SAFE-KEEPING OF GOVERNMENT BONDS AND OTHER SECURITIES, JEWELRY, AND OTHER VALUABLES, UNDER SPECIAL GUARANTEE, AT THE LOWEST RATES.
The Company also offer for Rent, at rates varying from \$15 to \$10 per annum, the center holding the key, SMALL SAFES IN THE BURGLAR-PROOF TOWER, FIRE-RESISTING, AND SECURITY AGAINST FIRE, THEFT, BURGLARY, AND ACCIDENT.
All fiduciary obligations, such as TRUSTS, GUARDIANSHIP, EXECUTORSHIP, &c., will be undertaken and faithfully discharged.
All trust investments are kept separate and apart from the Company's assets.
Circulars, giving full details, forwarded on application.
DIRECTORS.
Thomas Robinson, Augustus Heaton,
Lewis R. Ashhurst, P. Robinson Starr,
J. Livingston Erringer, Daniel Haddock, Jr.,
K. P. McCullough, Edward J. Townsend,
Edwin M. Lewis, John B. Taylor,
James L. Claghorn, Hon. William A. Porter,
Benjamin B. Comings, Edward S. Handy,
Joseph Clark, M. D.
OFFICE, No. 217 N. 5TH STREET.
President—LEWIS R. ASHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary—R. M. MCCULLOUGH.
Treasurer—W. M. DUBOIS. 3 Strw1
LUMBER.
1871 SPRUCE JOIST, 1871
HEMLOCK, 1871
SEASONED CLEAR PINE, 1871
SEASONED CLEAR PINE, 1871
SPANISH CEDAR, FOR PATTERNS, RED CEDAR.
FLORIDA FLOORING,
FLORIDA FLOORING,
VIRGINIA FLOORING,
DELAWARE FLOORING,
WALNUT FLOORING,
FLORIDA STEP BOARDS.
1871 WALNUT BOARDS AND PLANK, 1871
WALNUT BOARDS, 1871
WALNUT PLANK, 1871
UNDECKED LUMBER, 1871
UNDECKED LUMBER, 1871
WALNUT AND PINE, 1871
SEASONED POPLAR, 1871
SEASONED SHERRY, 1871
ASH,
WHITE OAK PLANK AND BOARDS, HICKORY.
1871 OAK AND MAKERS' 1871
CIGAR BOX KERRERS, 1871
SPANISH CEDAR BOX BOARDS, FOR SALE LOW.
1871 CAROLINA SCANTLING, 1871
CAROLINA SCANTLING, 1871
NORWAY SCANTLING, 1871
CEDAR SHINGLES, 1871
MAULE BRICKS & CO.
No. 200 SOUTH STREET.
DANIEL PLANK, ALL THICKNESSES—
COMMON PLANK, ALL THICKNESSES—
1 COMMON BOARDS,
YELLOW PINE FLOORING BOARDS,
WHITE AND SAP PINE FLOORINGS, 1 1/2 AND 4/8 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. T. W. SMALLEY,
5300th No. 175 RIDGE AVENUE, north of Poplar St.
LEGAL NOTICES.
IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
FISHER et al., Executors, vs. PATTERSON.
Levy Facias. March Term, 1871, No. 1033.
The auditor appointed by the Court to report distribution of the fund arising from the Sheriff's sale under the above writ of all that certain lot of ground, situate on the south side of Arch street, at the distance of 92 feet 4 inches east of Seventeenth street, in the city of Philadelphia, containing in front on Arch street 30 feet 7 inches, and in depth southward of that width 150 feet to Ann street, will meet the parties interested for the purpose of his appointment on MONDAY, June 13, 1871, at a clock P. M. at his office, No. 209 S. FIFTH Street, in the city of Philadelphia, when and where all persons interested are requested to make their claims, or be debarred from coming in upon said fund.
530 16c T. BRADFORD DWIGHT, Auditor.
IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of JAMES QUIGLEY, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of JOHN M'ELROY, administrator of the estate of JAMES QUIGLEY, deceased, and to report distribution of the balance in the hands of the administrator, will meet the parties interested for the purpose of his appointment on TUESDAY, June 13, 1871, at a clock P. M. at his office, No. 623 WALNUT Street, room No. 3, in the city of Philadelphia. INMAN HORR, Esq., C. S. I. w1m5.
IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of WILLIAM H. FLANAGAN.
The Auditor appointed by the Court to audit, settle, and adjust the accounts of S. FLANAGAN and H. B. TATHAM, Assignees, etc., of the said estate, to report distribution of the balance, will meet the parties interested for the purpose of his appointment on TUESDAY, June 5, 1871, at 3 o'clock P. M. at his office, No. 123 S. FIFTH Street, in the city of Philadelphia. L. R. FLETCHER, Auditor.
FURNITURE.
JOSEPH E. CAMPION (late Moore & Campion), WILLIAM SMITH, RICHARD B. CAMPION.
SMITH & CAMPION,
Manufacturers of
FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS,
No. 349 SOUTH THIRD STREET, Philadelphia. 219
SAXON GREEN
Is brighter, will not Fade, Costs Less than any other because it will Paint twice as much surface.
SOLD BY ALL DEALERS IN
PAINTS.
STEAM ENGINES, WITH PLAIN SLIDE Valve, or cut off. Vertical, Horizontal, and Portable. Governors, Pumps, Pipes, and Valves.
5 m1 No. 17 S. EIGHTEENTH STREET.
RAILROAD LINES.
PHILADELPHIA AND READING RAILROAD.
June 5, 1871.
Depot—THIRTIETH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows:
TRAINS LEAVE.
Reading and Allentown Way..... 7:30 a. m.
Harrisburg and Pottsville Way..... 8:30 a. m.
Philadelphia and Pottsville W. Trn..... 12:30 p. m.
Harrisburg and Pottsville Express..... 3:30 p. m.
Pottsville Accommodation..... 4:30 p. m.
Reading and Pottsville Accommodation..... 5:15 p. m.
ON SUNDAYS.
To Reading..... 8:30 a. m.
To Pottsville..... 3:15 p. m.
TRAINS ARRIVE.
Pottsville Accommodation..... 8:45 a. m.
Reading and Pottsville Accommodation..... 12:30 p. m.
Harrisburg and Pottsville Express..... 1:30 p. m.
Philadelphia and Pottsville W. Trn..... 4:30 p. m.
Pottsville Accommodation..... 4:30 p. m.
Harrisburg and Pottsville Accommodation..... 5:15 p. m.
ON SUNDAYS.
From Pottsville..... 12:15 a. m.
From Reading..... 7:30 a. m.
The Sunday trains connect with similar trains on the Potomac and Catoctin roads on Chester Valley Railroad take 7:30 a. m., 12:30 and 4:30 p. m.
For Schuylkill and points on Perkiomen Railroad take 7:30 a. m. and 4:30 p. m.
For Mt. Pleasant and points on Catoctin Railroad take 7:30 a. m. and 4:30 p. m.
ALL ACCOMMODATIONS EXCEPT SUNDAY, Leave Depot, Thirtieth and Callowhill streets, For West Manayunk at 8:45 a. m. and 6:30 p. m. For Pottsville at 9:30 a. m. and 10:10 p. m. For Belmont at 8:45 and 11:10 a. m., and 3, 4, and 6:30 p. m.
Leave Belmont at 8:45 and 10:45 a. m., 12:14 noon, 3:40 and 6:30 p. m.
SUNDAYS.
Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2 a. m., 1, 2, 3, 4, 4:30, 5:40, and 6:40 p. m.
Exchange between Belmont and Pottsville is conducted by conductors of Park train of this company, and Thirtieth and Fifteenth, Seventeenth and Nineteenth streets, and Coates street cars, good on lines mentioned.
New York Express for Pottsville and West.
Express for New York at 9 a. m. and 5 p. m. Express for Philadelphia at 9:30 a. m. and 5:30 p. m. Express for Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, and New York.
Sleeping cars accompany these trains through between Jersey City and Chicago without change.
Trains leave Philadelphia at 4:45 and 8:10 a. m., and 2 p. m.
Additional train leaves New York for Harrisburg at 10:30 a. m.
For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 311 Chestnut street, and at all ticket offices.
Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 27 South Fourth street, or of J. E. Woods, Assistant Superintendent, Reading, Street Cars.—The Thirtieth and Fifteenth, and Race and Vine streets, connecting with other lines, will leave Philadelphia at 4:45 and 8:10 a. m., and 2 p. m.
Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 27 South Fourth street.
Through tickets and baggage checks to all principal points in Old England, New York State, Canada, West, and Northwest, may be obtained at the new Ticket Office, corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 311 Chestnut street. Tickets to principal local points, and to all other points, may be checked from hotels and residences by the Union Transfer Co., GERMAN TOWN and NORRISTOWN BRANCH, Depot, Ninth and Green.
ON MAY 31.
TO GERMAN TOWN—6, 7, 7:15, 7:35, 8:30, 9:05, 10, 11, 12 a. m.; 12 noon; 1, 2, 3, 2:30, 3:45, 4:30, 5:05, 5:40, 6:45, 7:30, 7:45, 8:15, 9:15, 11, 11:40, 12:30, 11:40.
SUNDAY—7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
FROM GERMAN TOWN—6, 6:25, 6:50, 7:35, 8:05, 8:30, 8:45, 9:25, 10, 11:05, 11:55 a. m.; 1, 1:30, 2, 3:30, 4:30, 5:30, 6:15, 6:40, 7:30, 8, 9:05, 10, 10:30, 11:25 p. m.
SUNDAY—5:10, 9:05 a. m.; 1:05, 2:35, 3:55, 6, 8:20, and 8:45 p. m.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Thirtieth and Callowhill streets.
TO CHESTNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 12:30, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p. m.
FROM CHESTNUT HILL—6:10, 7:10, 7:50, 9:10, 9:40, 10:40, 11:40 a. m.; 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40, 12:40 p. m.
Sunday—7:45, 9:45 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 6:45, 7:30, 8:15, 9:15, 10:15, 11:10, 12:30.
ON SUNDAY.
The 8:20 and 9:25 a. m. down trains, and 3:30, 5:35, 6:45, and 8:45 up trains, will not stop on the Germantown Branch.
Passengers taking the 6:20, 7:35, 10 a. m. and 5:30 and 6