

Punishment for Drunkenness in the British Army.

Drunkenness is a national vice of Great Britain, and its evil effects are especially notable in the British army. But a reform has been attempted. The Pall Mall Gazette says: "An experiment is now under trial which deserves to be regarded with more than common interest. The 77th Article of War for 1803 lays down that 'if any soldier shall be drunk, whether on duty or not on duty, his commanding officer may, with or without any other lawful punishment, award him to pay a fine not exceeding 10s., such fine to be levied by stoppages from the offender's daily pay. Indeed the whole of the Articles of War relating to drunkenness have been entirely remodelled this year. Hitherto a soldier was tried by court-martial for drunkenness and sentenced, if found guilty, to imprisonment and stoppage of pay, but the courts-martial from this cause became so frequent, and the loss of soldiers' services by imprisonment so great, that the regulation came practically to a dead-lock. Trying the soldier by court-martial for what very few of that class regard as a crime had the effect of exciting or adding to his discontent with his lot, and did not help him to get over his falling, but the reverse. A second trial during his imprisonment, and increasing terms of imprisonment he was non-effective for duty, and the practical result was that the aggregate available numbers of the army were considerably reduced in a constantly increasing proportion. Thus nobody gained, neither the soldier nor the public; the militia prisons were populous and the ranks were thinned, while drunkenness was on the increase. "This year sees a new order of things. Soldiers will no longer be tried by court-martial for acts of drunkenness—except as in-remediable drunkards preparatory to discharge for that cause—but they will be fined by their commanding officers in accordance with the following scale of fines, which was published to the army in a general order on the first of May. For the first and second acts the soldier will be admonished or confined to barracks. "The fines are progressive in amount on the repetition of acts of drunkenness, and on the other hand are subject to reduction in proportion to the length of time elapsing between the offenses; thereby holding out strong inducements to the soldier to abstain. The fines are to be enforced by an 'actual daily stoppage' of one thirtieth of the soldier's pay, according to circumstances. From the soldier's pay. The soldier in every case of fine has the right of appeal to a court-martial. Another good rule is that in all cases soldiers, after getting drunk, are to be kept in barracks for twenty-four hours; defaulters, however, are to be permitted to enter the canteen during certain fixed hours of the day, say from 6 to 8 P. M. It will be interesting to watch the result of this experiment, and we may probably look for statistics on the subject when next year's mutiny bill is before Parliament. "There is another point connected with this subject which seems to admit of consideration, if not of radical improvements. The seventy-sixth Article of War runs as follows: 'If any officer shall be drunk on any duty under arms he shall, on conviction thereof before a general court-martial, be sentenced to be cashiered.' But the soldier is punishable for drunkenness 'whether on duty or not on duty,' and this, no doubt, leads to a good deal of what regards hardship and petty oppression in his idle hours. An 'old soldier' who has learnt to conceal it will go to bed happy every night in the week, but others have had less success. We get a glimpse of this in a clever and lively novel of military life in the West Indies, which appeared about two years ago, 'John Thorpe's Marriage.' "Atkins," said the Sergeant, 'you're drunk.' "No, I am not, Sergeant Jones," answered Atkins, with great indignation. "Ten-shun!" called the Sergeant. "Right about face!" The man faced about. "Legs all right!" remarked the non-commissioned officer. "Left about three-quarter past." Atkins executed that difficult manoeuvre perfectly. "Heads all right!" said the Sergeant, meditatively. "Now then, Atkins, if you're sober, what do you mean by telling such lies here?" "Had Atkins been at all wrong, either in his head or his legs, he would most probably have been tried by court-martial."

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DIVIDENDS, ETC.
OFFICE OF THE PHILADELPHIA AND CHESTER RAILROAD COMPANY.
The Board of Directors have this day declared a dividend of ONE PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, JAMES M. SCOVILLE, No. 227 S. FOURTH STREET.

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA.
The Board of Directors have this day declared a semi-annual dividend of SIX PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, MATTHIAS MAIRIS, No. 100 WALNUT STREET.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
The Board of Directors have this day declared a dividend of FIVE PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, ALEX. W. WISLER, No. 712 N. SECOND STREET.

DIVIDEND.—OFFICE OF THE FAME INSURANCE COMPANY.
The Board of Directors have this day declared a dividend of SIX PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, W. I. BLANCHARD, No. 712 N. SECOND STREET.

OFFICE OF THE WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.
The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, SAMUEL P. HUBB, No. 712 N. SECOND STREET.

PHILADELPHIA AND READING RAILROAD COMPANY.
The Transfer books of this company will be closed on Thursday, July 8, and reopened on FRIDAY, July 23, at a dividend of FIVE PER CENT.

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The Transfer books of this company will be closed on Thursday, July 8, and reopened on FRIDAY, July 23, at a dividend of FIVE PER CENT.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Reading Railroad Company will pay at their office, No. 227 S. FOURTH STREET, Philadelphia, on and after the 29th day of July, 1869, a DIVIDEND of 10 per cent, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Company, as they stand registered on the books of the said East Pennsylvania Railroad Company on the 1st day of July, 1869.

NOTE.—The transfer books of the EAST PENNSYLVANIA RAILROAD COMPANY will be closed on July 1 and reopened on July 11, at a dividend of 10 per cent, clear of all taxes, to the stockholders of the said East Pennsylvania Railroad Company, as they stand registered on the books of the said East Pennsylvania Railroad Company on the 1st day of July, 1869.

NOTE.—The transfer books of the EAST PENNSYLVANIA RAILROAD COMPANY will be closed on July 1 and reopened on July 11, at a dividend of 10 per cent, clear of all taxes, to the stockholders of the said East Pennsylvania Railroad Company, as they stand registered on the books of the said East Pennsylvania Railroad Company on the 1st day of July, 1869.

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RAILROAD LINES.
READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA.
The Board of Directors have this day declared a dividend of ONE PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, JAMES M. SCOVILLE, No. 227 S. FOURTH STREET.

THE NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER TRAINS.
The Board of Directors have this day declared a dividend of ONE PER CENT, payable on the 19th inst. at 10 o'clock, at the office of the Treasurer, JAMES M. SCOVILLE, No. 227 S. FOURTH STREET.

MORNING ACCOMMODATION.
At 7:30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 8:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.
At 5:45 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, and Colton. Arrives in Philadelphia at 9:15 P. M.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION.
Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 6:15 P. M.; arrives in Reading at 8:30 P. M.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia, and the 8:15 A. M., 1:30, and 4:30 P. M. trains from Downingtown.

PERKIOMEN RAILROAD.
Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M., and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

THE WEST.
Leaves New York at 8 and 5 and 8 P. M., passing Reading at 1:05 A. M. and 1:50 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad trains for Columbia, Pottsville, Chicago, Williamsport, Elmira, Baltimore, etc.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 9:30 A. M., and 7:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 6:25 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Trenton, returning from Harrisburg at 6:20 P. M., and from Trenton at 4:40 and 7:40 P. M.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morris, Schenck, and Edgington, at Reading and Pottstown Accommodation Trains, at reduced rates.

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

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

COMMUTATION TICKETS.
At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.
Good for 2000 miles between all points, at \$32.50 each, for families and firms.

SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, at all points, reduced rates.

RAILROAD LINES.
PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—THIRTEEN TABLE.—Commencing MONDAY, May 10, 1869.
Trains will leave Depot, corner Broad street and Washington Avenue as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Wilmington for Ureigh and intermediate stations.

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

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elton, North East, Charleston, Ferrville, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chase's, and Stenmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Wilmington, Linwood, Claymont, Wilmington, Newark, Elton, North-East, Ferrville, Havre-de-Grace, Perryman, and Magnolia.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman, Aberdeen, Havre-de-Grace, Ferrville, Charleston, North-East, Elton, Newark, Linwood, Claymont, Wilmington, Claymont, Linwood, and Chester.

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RAILROAD LINES.
PENNSYLVANIA CENTRAL RAILROAD.
SUMMER TIME.
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 Chestnut streets cars run within two squares of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 116 Market street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:
8:00 A. M. Fast Accommodation, 10:30 A. M., 1:00 and 7:00 P. M. Erie Mail Express, 11:00 A. M., 1:30 P. M., 4:30 P. M., 8:00 P. M. Harrisburg Accommodation, 4:00 P. M. Lancaster Train, 8:30 P. M. Philadelphia Express, 8:00 P. M. Erie Mail and Pittsburgh Express, 10:30 P. M.

TRAINS ARRIVE AT DEPOT, VIZ.:
8:10 A. M. Philadelphia Express, 8:00 A. M. Erie Mail Express, 8:20 A. M., 9:40 and 10:20 P. M. Erie Mail, 9:30 A. M. Fast Line, 9:35 A. M. Lancaster Train, 9:10 A. M. Erie Express, 1:30 P. M. Erie Express, 4:20 P. M. Southern Express, 4:20 P. M. Harrisburg Accommodation, 4:40 P. M.

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AUCTION SALES.
MARTIN BROTHERS, AUCTIONEERS.
Sale on Wednesday, July 21, 1869, at 10 o'clock, at the auction rooms, 719 1/2 N. 3rd Street, Philadelphia, Pa. (Late of the late of M. Thomas & Sons.)

M. THOMAS & SONS, NOS. 129 AND 141 N. 3rd STREET.
THOMAS BIRCH & SON, AUCTIONEERS.
Office, No. 117 N. 3rd Street, Philadelphia, Pa.

BUNTING, DUMORVAY & CO., AUCTIONEERS.
Office, No. 232 and 234 Market Street, corner of Bank street. Successors to John H. Myers & Co.

LIPINCOTT, SON & CO., AUCTIONEERS.
No. 240 MARKET STREET.

BY B. S. GOTTIER.
SCOTT'S ART GALLERY, No. 1040 CHESTNUT STREET, PHILADELPHIA.

KEENAN, SON & CO., AUCTIONEERS.
112 N. FRONT STREET.

ENGINES, MACHINERY, ETC.
PENN STEAM ENGINE AND MILLER WORKS.—NEAR THE LEVY FRIGATE.
The undersigned has on hand a large stock of steam engines, high and low pressure, iron boilers, water tanks, propellers, etc., and is prepared to execute orders for the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the public on being presented with contracts for sets of patterns of different sizes, are prepared to execute orders with quick despatch. High and low pressure engines of all sizes. Marine, river and stationary, having tanks, propellers, etc., respectively offer their services to the