

In speculating on the possible outcome of the present misunderstanding between the United States and Great Britain, we sometimes since expressed the opinion that the condition of home affairs in that country would hardly permit her to go to the length of declaring war. The Government's extreme would be the misfortune's opportunity, and it is not at all improbable that Great Britain would, in such an event, provoke a "fire in the rear," quite as dangerous as the first side which she would be likely to receive in front. That we are not alone in this view is shown by the following extract from that temperate and judicious English journal, the Spectator, which speaking of the internal affairs of that country, says in a recent number—

"Rowdiness increases in every direction, till the right of public meeting, once supposed to be a bulwark of freedom, is not only threatened, but is gone. Monarchy is defended against Republicanism by cayenne pepper, Republicanism against ability by chair-legs, the right to drink against the right to sustain by bags of flour. We confess, Radicals though we are, we watch the gradual pulverization of all the restraining influences except force, legal and illegal, with an increasing dismay."

Every man in either country who knows anything of the incalculable horrors and miseries of war, will of course be anxious that the difficulty may be honorably settled in a pacific manner; but even if England should so far persist in her wrongheadedness as to repudiate the treaty, she will hardly care to invite attack from without, without such dangerous elements of disintegration at work from within.—Pittsburgh Commercial.

—We take the following items from the Warren Ledger:

The First National Bank Building—not yet finished, is in a critical condition. It has a leaning toward the Post Office building, and many entertain the fear that it may fall. The outer wall is now supported by the Post Office building and it is believed it may fall and crash it. The question was being discussed on Tuesday by members of the Council whether to order it taken down or have it more securely supported.

On Saturday evening last, at about eight o'clock, the dwelling house of Mr. Uri Fluent, a lumberman in Kinzua township took fire and was wholly consumed, together with all the clothing except what was at the time being worn, and the bedding and sheets for a large number of beds. The fire took from a stove pipe. Mr. Fluent's loss is from \$2,000 to \$2,500. He has for a number of years kept many men in his employ, and necessarily had to have considerable invested to make them comfortable. Nearly everything was consumed. He was in town on Monday making purchases to begin again. He is a man of pluck, and seemed but little cast down by his loss of property.

—The East Brady Independent gives an account of a daring robbery which was perpetrated in that borough on Saturday night. On the evening in question, an unknown man stopped at the hotel of John Yost, on Broad street, for the purpose of staying all night. He must have been a happily constituted individual, as in short time he had the "run of the house" and considerable familiar with all the inmates. He sat in the bar room until the hour of closing, and carefully noted events as they transpired. The most important to him was the fact that Mr. Yost handled considerable money, and in changing a \$10 bill for a neighbor, dug layed a heavy roll of greenbacks; and that the strange lodger sat with his hand down over his eyes, he did not fail to see this tempting display. Bed time arrived and the festive stranger was "put in his little bed," where it is supposed he remained just long enough to assure himself that everything else was sleeping soundly. Nothing further is known of him, save that in the morning he was gone and with him about \$400 of Mr. Yost's greenbacks. The thief didn't stop to say good-by.

—We take the following items from the Venango Citizen:

On Saturday the jury in the case of Ouston & Sowers vs. the Allegheny Valley Railroad Company, on trial at Pittsburgh, brought in a verdict of damages for Ouston & Sowers to the amount of \$27,094.90. The defendants gave notice that they would appeal the case to the Supreme Court.

L. D. Davis, Esq., of this city, was seriously injured, on Friday last, in attempting to get off the accommodation freight train, on the A. & G. W. R. Y., at lower Frenchers bridge, while the train was in motion. He was thrown violently to the earth, so severely bruising and cutting his face and head, and injuring his right arm. He is slowly recovering his hurts.

—A find the following in the Sharon Times: "If Conductor Hitchcock, on the E. & P. Railroad, is mad at Fred. Douglas during the balance of his natural life, why, we don't blame him. The provocation was too great for a high-toned thorough bred white man to endure. As Fred was on his way to Pittsburgh on Monday last, Hitchcock was officiating as conductor of the train, and as he neared

the champion colored orator, those in the immediate neighborhood noticed a broad grin mantle his face, and when Hitchcock approached, Fred congratulated him and said he was surprised to see one of his own color officiating as conductor on a first-class railroad. Hitchcock told him he was mistaken, and it is said took up the balance of the tickets in that car as rapidly as that job was ever done before.

—We take the following items from the Petroleum Centre Record:

Day before yesterday, the foreman of one of the gangs of hands at work on the Warren & Venango Railroad, was struck with a pick axe by one of the men. The man claimed the blow was accidental. Foreman did not think so, and pitched into the individual and thrashed him soundly. All this happened on the Boyd Farm.

Mr. S. Arnold, better known as "Teach" Arnold, for several years the proprietor of the Railroad House, Pioneer, died at that place night before last, after a long and painful illness. Mr. Arnold was widely known throughout the oil region as a genial whole souled man in every respect. His death will be sincerely mourned by a large circle of friends and acquaintances. The remains were taken to Titusville, to day, for interment.

MAN KILLED.—On Friday evening last as the Oil Creek train was coming on, Mr. Newton Millard attempted to jump aboard at the First Avenue crossing. Missing his hold he fell with his legs under the cars and was run over crushing one leg nearly up to the thigh and breaking and bruising the other in the most fearful manner. The doctors amputated them as speedily as possible but his injuries were fatal and he died about ten o'clock in the evening. Mr. Millard was in the employ of the Corry Manufacturing and Lumber Company, and his friends live in Titusville. We trust others will take warning, and avoid the dangerous practice of jumping on trains when in motion.—Corry Republican.

THE WARREN AND VENANGO RAILROAD NOT TO BE BUILT.—The Philadelphia Telegraph, of Saturday, says: "In this city yesterday, contracts, for some time under discussion, were executed by the New York Central, Lake Shore and Dunkirk and Warren Railroad on the one part, and the Allegheny Railroad on the other part, for freight and passenger traffic between New York and Pittsburgh, and vice versa. The junction where this traffic will be interchanged is at Irvington, where the Oil Creek and Allegheny River and Philadelphia and Erie meet. It is said that the Vanderbilt interest has guaranteed not to build any parallel or rival road into the oil region.

HEADQUARTERS REPUBLICAN STATE CENTRAL COMMITTEE OF PENNSYLVANIA. PHILADELPHIA, Feb. 5, 1872. In pursuance of the resolution of the REPUBLICAN STATE CENTRAL COMMITTEE, adopted at Harrisburg, Jan. 18, 1872, a REPUBLICAN STATE CONVENTION, composed of Delegates from each Senatorial and Representative District, in the number to which such District is entitled in the Legislature, will meet in the House of Representatives, at Harrisburg, at 12 o'clock, noon, on WEDNESDAY, the 10th day of April, A. D. 1872, to nominate candidates for Governor, Judge of the Supreme Court, Auditor General (should the Legislature provide for the choice of one by the people), and an Electoral Ticket; and also to elect Senatorial and Representative Delegates to represent this State in the REPUBLICAN NATIONAL CONVENTION, to be held at Philadelphia, June 5, 1872. RUSSEL ERRETT, Chairman.

WM. ELLIOTT, D. F. HOUSTON, E. M. LUKENS, H. M. LYTLE, Secretaries.

The Best Jewelry House In Northwestern Pennsylvania is situated on the corner of Water and Chestnut Streets, Meadville, Pa., and is owned by M. P. Jenks. He has just received a large and superior stock of Jewelry, which he has marked down to the bottom figures, and we can conscientiously recommend this house to our readers if they want any thing in that line. The stock is very extensive, and one cannot fail to suit himself in anything in this line. Give Jenks a call when you go to Meadville, and you will not regret it. 27 if

"How To Go West." Forty years ago, Illinois was as far West as most people wished to go, and journeys were made in the legendary "Prairie Schooner," but in these days of Progress and Improvement, the world West has come to mean Iowa, Nebraska, Kansas, Colorado, California and the Territories, and the Traveler reaches almost any point therein by a splendid Line of Railroad.

This Line of Railroad is the Burlington Route, which starts from Chicago over the Chicago, Burlington & Quincy R. R., from Indianapolis over the Indianapolis, Bloomington & Western Short Line, and from Logansport over the Toledo, Peoria & Warsaw R. R., and running through Burlington, reaches Omaha, Lincoln, Nebraska City, St. Joseph, Atchison, Leavenworth and Kansas City, connecting with the Union Pacific, Kansas Pacific

and Missouri Pacific, and other lines in those cities. Always go "By way of Burlington," and you will be sure to be right. The Burlington Route has admirably answered the question, "How to go West?" by the publication of a truthful and interesting document filled with facts in regard to Time, Connections, Accommodations, rates of Fare, and other interesting items, and illustrated by a large map, truthfully showing the whole West which they distribute free of charge. Copies, and additional information, can be obtained by addressing, General Passenger Agent, B. & M. R. R., Burlington, Iowa.

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