

**The Case of Count Von Arnim.**

The mystery which has enveloped the case of Count Von Arnim, the German Minister at the French Court, receives a new light, from statements just now made public. The arrest of the Count upon a charge of having appropriated correspondence and papers which did not belong to him, appeared to be unreasonable and unjust. A political intrigue lay at the bottom of the affair. Having acceptably discharged the task of preparing the treaty of peace and obligations on the part of France, he was sent to Paris in the winter of 1871-72 as Ambassador, explicitly charged to maintain the most peaceful and agreeable relations in all dealings with French officials. The harshness of the terms made with France was intensified by the brusque and almost insulting manner of the German representative, at a time when the highest courtesy and most consummate tact were required. It was thought that Bismarck had inspired this discourtesy, this rude bearing towards a defeated but honorable foe. But it is charged upon Count Arnim that, in violation of instructions, he hastened to make himself disagreeable to every one connected with the French Government. His manner was, upon all occasions, cold and repulsive. He sought to involve the Chancellor in unpleasant relations with the Emperor William, to whom he wrote, making accusations against him, and, in consequence, drew upon himself the pointed notice of the German Government in a correspondence of eighty odd letters, instructing and scolding him. Upon leaving the post, he took these letters, claiming that they were private and personal, not liking that such scathing rebukes should be read by his successor in the embassy. Such is the story, in brief. The Count is held a prisoner, and suit is brought to make him restore the letters. The apology is sent out for this scandal that the Ambassador sought to increase his impudence by the ways of intrigue, deception and strife, and that it became necessary, in the interests of peace and good understanding between the two countries, to remove and disgrace a man who deliberately sought to imperil them.

**Third Termism and Radicalism.**

It was in West Virginia that President Grant revealed to a relative, last summer, his willingness to be elected President for the third term. The delegation in Congress from that State, by the recent election of Mr. Wilson as member of the House, is now entirely Democratic. The unreasonable aspirations of the President, and the cruel, heartless and base policy towards the South of Williams and such in his cabinet, and of Morton and such out of it, are bearing their legitimate fruits. It is earnestly to be hoped that rampant and offensive Radicalism will meet the same rebuke in New York and Pennsylvania that it has met in Ohio and Indiana. Conkling ought to have a lesson as well as Morton, and Radicalism at large needs it badly. And it will get it. Men who sow the wind must reap the whirlwind.

**Unemployed Capital.**

In its financial and commercial report, of last week, the New York Herald says that capital was never more sensitive than at this moment. Millions are ready to be lent, but only on shortcall, and the next month will add, by the payment of interests, many more millions to the already plethora coffers of unemployed capital. It seeks use everywhere; but in the face of declining prices, overstocked markets, reduced rents, factories running on half time, with labor, on the other hand, demanding its former wages and refusing to adopt itself to the new condition of things, capitalists find little encouragement to embark in new ventures.

**Grant and Sherman.**

Grant's Washington organ calls for the resignation, by General Sherman, of the office of General of the Army. Sherman has spirit and a horror of red tapeism, and does not brook dictation well, of course. Nobody hereabouts can ever stomach him. It was bad enough to burn Columbia, but atrocious to deny it, and to try to place the blame on innocent shoulders. But, notwithstanding all that, we should be sorry to see him displaced to make way for Grant, in case the third term should turn out to be a failure. We believe that Sherman would have been a better and more capable man than Grant has been towards the South, if he had been in Grant's place.

**How it Happened.**  
The Republican press is still mystified about what hurt the party so in Ohio and Indiana. Some journals represent that the Democratic victories were due to the popularity of the ideas of inflation and repudiation. But the New York Herald shows that facts and results have been wrought out right in the teeth of what it considers heretical platforms. The most splendid success of the Democracy in Indiana was the election of Mr. Kerr, in the third district, by two thousand majority, yet he repudiates everything looking like inflation. In Ohio, the same result was shown in the triumphant election of Mr. Paine in the twentieth district, a pronounced anti-inflationist. Those States were just in the position of the traveler who demanded if it was coffee that was brought him, that he should have tea, and if it was tea, then that he would take coffee. It was a change they wanted. A Cincinnati editor on the losing side attributed the disaster to general cussedness. All his theory lacks of being correct, is that he shall place the cussedness in the defeated and routed party.

**The Corporation.**

Corporations have no souls, but they subjugate the souls of men, and bind them to the chariot of their power. In the massing of capital, they supply a most productive force, possessed by antiquity in its power of massing men in subjection, but lost in the changes of modern civilization. A writer in the North American Review presents the agreeable side of the great modern institution of the corporation, or combined capital. It is the corporation, he says, that tracks the ocean with magnificent steamships; "that binds the continent together with its rails; that drops its wire along the bed of the sea, and over valley, hill and plain; that rears these splendid temples to art, to trade, to religion, and to charity; that develops the hidden mineral wealth of the world, and in its factories, meets the demands of the necessity and the luxury of civilization. And yet its activity is undiminished, and it is always seeking some new field for the exercise of its powers. Aggregating all these under the suggestion that it has already done much, the writer in the Review turns his thoughts to the future, and exclaims: "Who knows what reclamation of wastes, what restoration of denuded lands, what system of drainage and irrigation, well-nigh continental, what corrections of climate even may one day issue from it?" "Imagine this force," he says, "brought to bear in its grandest proportions upon the valley of the Amazon, upon the wilds of Africa, upon the deserts that are such from mere luxuriance, regions starved by abundance, barren from over-ferocity, and closed to civilization by their very ability to feed it." And almost in connection with this picture of the future comes to us through the columns of the foreign daily press the discussions of scientific men over the feasibility of filling a depression in the Sahara Desert with water from the Mediterranean, and the effects thereof, not only upon the fertility of the surrounding lands, but upon the climate of the countries North of the Mediterranean and the possible effect upon the glaciers of the Alps, and here the great activity of the age stands ready to carry into execution whatever science may say is feasible.

**EDITOR OF THE PHOENIX:** A card having appeared in the PHOENIX, of yesterday, placing in nomination a ticket for County officers, under the style of "the honest peoples' ticket," upon which our names appear as candidates; with the utmost respect for those who have thus made use of our names, we desire to say, that while appreciating the compliment, we respectfully decline the nomination. Our reasons must be obvious to every one. On the 8th instant, we were placed in nomination by a wing of the Republican party in this County. This nomination was accepted by us, after consultation with prominent conservatives. On the 16th instant, the Executive Committee of the Conservative party, the only body whose authority to represent that party we can recognize, gave a formal sanction to our acceptance of this nomination, and passed a resolution that the conservatives of this County should give their unanimous and undivided support to the Nash County ticket. Pledged, then, to the parties we represent, it would be manifestly inconsistent to accept such a nomination, as well as bad faith in our friends to support it.

JOHN T. SLOAN, Jr.,  
G. W. DAVIS.

MR. EDITOR: In your issue, this morning, I see my name put in nomination for the Legislature. The Conservative Executive Committee of Richland County having, after mature deliberation, declined to take measures for bringing out a straight-out ticket, and having recommended to the Conservative voters one of the tickets already in the field, and believing, as I do, that a third ticket would only strengthen the more objectionable of the two tickets, I respectfully beg leave to decline the nomination.  
JOHN H. KINSLER.  
October 21, 1874.

**RAILWAY BRAKES.**—O. De Geise, a correspondent of the Budget, writes as follows from Quebec, relative to a railway brake which has recently been introduced:

The American Railway Journal, of 21st of June, 1873, says: "There never was a more interesting trial of brakes to stop a train of cars, than that which took place lately on the Boston and Maine Railroad. Two trains of cars were placed at the disposal of the competitors, one having a compressed air brake, the other a vacuum brake; to each train were attached twelve cars for the first trial and nine cars for the other; they started simultaneously on two parallel lines—the result was that the vacuum brake stopped the train in the third trial in thirty-one seconds, and in the fourth in twenty-six seconds; in several of the trials the compressed air brake had the advantage of from two three seconds, but some part of the machinery in the vacuum having failed to work, the judges could not agree, and the question as to the superiority of the brakes was not decided. Last Saturday, a large number of intelligent and competent persons, amongst whom were several engineers, attended at Point Levis to witness the trial of a railway brake invented by Mr. E. O. Richard, of this city; the train of cars placed at the disposal of the inventor, consisted of an engine, tender and three baggage cars, with about three to four miles of road on which to run the train. The distance though short was, however, sufficient to allow the locomotive the necessary speed. The trials varied as steam was kept up, in some, one hundred and forty-five pounds of steam to the square inch were carried by the engine, whilst the brakes were being applied, and the result was always about the same—in three or four consecutive trials, the cars whilst running at from forty to forty-five miles per hour, were completely stopped in from five to six seconds, without the least shock or jar. No doubt, had the brake, which was only temporary and made in a hurry, had the necessary strength to resist the strain, the train, even at that high rate of speed, would have been stopped almost instantaneously. The trial was resumed on Monday, but unfortunately the chains and hooks of the brakes were not sufficiently strong, and gave way on Saturday's trial, when the cars had been stopped at seventy-five feet; they were then hurriedly repaired, and it was found that the brake on one side only was capable of working in an efficient manner; nevertheless the cars were stopped in the space of twelve, ten and eight seconds. Whilst on the Boston and Maine Railroad, the trains, although running at a less speed, took a longer time to stop. It is easily understood that the more cars the more weight, the more effect on the engine. Notwithstanding the disadvantages, and that the machinery had been gotten up in a hurry and for a first trial, the result has been greatly, in fact, three times superior, to that obtained on the Boston and Maine road. Moreover, there is another important advantage, that Richard's brake stops the train even when some of the cars are off the track, and the engineer or driver of the train is astonished to find the train stop when he was not aware of the mishap. Mr. Richard has also another useful invention, known as the car coupler, requiring no assistance from any person on the train, the engine merely backing, and the cars immediately couple themselves, even if some part of the train were higher than the other.

All these inventions, according to the opinion of competent persons, are adapted to make quite a revolution on railways. Mr. Richard has taken out patents in many countries, and received most flattering commendations from gentlemen of large railway experience and knowledge, who have seen his brakes work. It is to be hoped that all railway companies will adopt these inventions, as they are sure to be protectors to the lives of the employees of the roads and the traveling public, and also to the property.

COLUMBIA, S. C., October 21, 1874.  
To the Editor of the Phoenix.—DEAR SIR: Please announce that I cannot accept the nomination as a candidate for the Legislature, as tendered me by "Many Conservatives," in your issue of yesterday. I highly appreciate the compliment, but am unwilling to give my aid to anything that will bring disaster to the good people and honest tax-payers of this County—feeling satisfied of this result, should the movement be insisted upon by "Many Conservatives." Yours, very respectfully,  
CHRISTOPHER HAYNESWORTH.

**GENERAL MCGOWAN'S APPOINTMENTS.**  
Gen. McGowan will address the voters of the Third Congressional District at the places named, on the days indicated below:  
Anderson, Tuesday, October 20; Wall-halla, Thursday, October 22; Pickens, Saturday, October 24; Laurens, Tuesday, October 27; Newberry, Thursday, October 29; Columbia, Saturday, October 31.  
The Congressional Executive Committee, in each County, are expected to make the necessary arrangements.  
JOEL S. PERRIN,  
Chairman Abbeville County Executive Committee.  
**APPOINTMENTS FOR CONSERVATIVE CANVASS FOR FOURTH CONGRESSIONAL DISTRICT.**—Lancaster, October 22; Camden, October 24. The meetings will be arranged for 12 M. Other appointments hereafter. J. B. KERSHAW.

MR. EDITOR: We send you the ticket which we believe will be earnestly supported by all good and true men in Richland County, who value principles above expediency. The two tickets now in the field, headed by O. S. Minort and W. B. Nash, respectively, cannot receive the hearty endorsement and friendly hand of aid from us at least. This ticket can win without a doubt, if every Conservative does his duty; because it is generally admitted that the two contending parties will never compromise. Let it then be considered by every good citizen his ticket.

- MANY CONSERVATIVES.**  
THE HONEST PEOPLES' TICKET.  
Governor,  
JOHN T. GREENE.  
Lieutenant-Governor,  
M. R. DELANEY.  
Senator,  
JOHN C. SEEGERS.  
Representatives,  
CAPT. W. H. STACK,  
CHRISTOPHER HAYNESWORTH,  
JOHN AGNEW,  
GENERAL H. W. PURVIS  
Judge Probate,  
SANDERS D. SWYGERT.  
County Commissioners,  
JESSE G. LYKES,  
SAMUEL GARNER,  
G. A. SWYGERT.  
School Commissioner,  
CAPTAIN E. S. PERCIVAL.

Independent Republican Party—Order of the Campaign.  
HEADQUARTERS INDEPENDENT REP. PARTY,  
ROOMS STATE EX. COMMITTEE,  
COLUMBIA, S. C., October 7, 1874.

- By virtue of the authority vested in the Executive Committee of the Independent Republican party by the State Convention, held in the city of Charleston, October, 1874, some of the following gentlemen will address the citizens of the State at the places and times annexed:  
Conwayboro, Friday, October 23—T. C. DUNN, Sam'l Lee.  
Allendale, Friday, October 23—A. J. RAUSIER.  
Greenwood, Friday, October 23—R. H. CAIN, W. H. THOMAS.  
Winnboro, Friday, October 23—J. MIMS SULLIVAN, T. A. DAVIS.  
Mims Sullivan, Saturday, October 24—T. C. DUNN, Samuel Lee.  
Georgetown, Saturday, October 24—Martin R. Delany, W. H. Jones.  
Aiken, Saturday, October 24—E. B. SEABROOK, W. E. JOHNSTON.  
Liberty Hill, Monday, October 26—Martin R. Delany, Samuel Lee, J. D. WARLEY.  
Lancaster, Monday, October 26—J. MIMS SULLIVAN, E. M. PINCKNEY.  
Barnwell, Monday, October 26—R. H. CAIN, W. A. HAYNE, A. J. RAUSIER.  
Prosperity, Tuesday, October 27—E. M. SEABROOK, W. H. THOMAS.  
Camden, Tuesday, October 27—Martin R. Delany, Samuel Lee, W. E. JOHNSTON.  
Newberry, Wednesday, October 28—J. MIMS SULLIVAN, E. B. SEABROOK, W. H. THOMAS.  
Abbeville, Thursday, October 29—Martin R. Delany, E. B. Seabrook, W. H. THOMAS.  
Bennettsville, Thursday, October 29—Samuel Lee, John M. Freeman, Jr., T. A. DAVIS.  
Anderson, Friday, October 30—Martin R. Delany, E. B. Seabrook, W. H. THOMAS.  
Society Hill, Friday, October 30—Samuel Lee, John M. Freeman, Jr., T. A. DAVIS.  
Walhalla, Saturday, October 31—Martin R. Delany, E. B. Seabrook, W. H. THOMAS.  
Kingstree, Saturday, October 31—Samuel Lee, John M. Freeman, Jr., T. A. DAVIS.  
Greenville, Saturday, October 31—To be appointed.  
Charleston, Monday, November 2—To be appointed.  
Pickens, Monday, November 2—Martin R. Delany, E. B. Seabrook, W. H. THOMAS.  
All meetings will be held at 12 M., unless otherwise ordered by County Chairmen.  
County Chairmen will please take notice of the time and places of meeting, and act accordingly.  
THOS. C. DUNN, President.  
Attest: J. EVANS BRITTON, Secretary.  
**To the Conservative Voters of Richland County.**  
At a meeting of the Executive Committee of the Conservative party for Richland County, it was  
Resolved, That in view of the character and surroundings of the two Republican tickets presented for the support of the voters of Richland County, the committee deem it desirable, in the interests of good government, that the Conservatives of this County should give their undivided and unanimous support to the Nash County ticket.  
Resolved, That we recommend every citizen of the County who desires an honest administration of the State Government, to give their earnest support to John T. Greene for Governor, and M. R. Delaney for Lieutenant-Governor.  
F. W. McMASTER, CHAS. F. JANNEY,  
R. O'NEALE, JR., J. W. SMITH,  
JOHN MCKENZIE, SAMUEL GARNER.

**CITY MATTERS.**—Subscribe for the PHOENIX—don't borrow.

Beginning to leave—the leaves. A sign-board can't tell anything. It takes an advertisement to do that. Millinery opening every day at the old stand of R. O. Shiver & Co. The very best chemically pure kerosene oil is at Heinitch's drug store. Call at the old stand of R. C. Shiver & Co., if you want to see something pretty and fashionable in millinery. You can get the best of oysters from Messrs. Hoffman & Albrecht, this morning. The sale of the Blue Ridge Railroad takes place to day—Judge Bryan having declined to postpone it. Transient advertisements and notices must be paid for in advance. This rule will be adhered to hereafter. The weather, yesterday, was of a kind to please "all the world and the rest of mankind." We enjoyed it. Haverley's Minstrels, the original Cal. Wagner party, perform in Columbia on Thursday evening next. Undoubtedly the handsomest millinery in Columbia can be had at the old stand of R. C. Shiver & Co. The kind of whiskey that makes men lie down on railroad tracks is being introduced in nearly every Western State. Gen. Kershaw was serenaded at Spartanburg, a few nights ago, and responded in a speech, which was loudly applauded. Congressman Elliott has tendered his resignation, and entered the contest for member of the Legislature from Aiken. The convicts who attempted to escape from the penitentiary, the other night, climbed the board fence—not the granite wall. Jim Faison, a colored train hand in the employ of the Wilmington, Columbia and Augusta Railroad Company, was killed near Wilmington, last Saturday afternoon. A student of anatomy says he has not yet been able to discover the "bone of contention," but he thinks it must be situated near the jaw-bone. Job printing of every kind, from a miniature visiting card to a four-sheet poster, turned out, at short notice, from PHOENIX office. Try us. It appears that the excitement was so great in Newberry, on Tuesday last, that the military were called out. Two of the suspected parties have been lodged in jail. Messrs. Elkins & McJaukin have retired from the Temperance Advocate, and Mr. W. H. Tutt has become the editor and proprietor. He is fully competent, and we wish him success. "Garth did not write his own dispensary." But we know who did. The perplexing mystery remains, however, who wrote Wilson's Cook's card in the Union-Herald. Old John Robinson, the circus man, wants to go to Congress, but his friends are trying to prevent him from taking the downward step which must surely destroy all the reputation he now possesses. A camp-meeting, under the auspices of the A. M. E. Church, commences on Friday next, at 11 o'clock, at Treuhorn's Grove, on the South Carolina Railroad. Special trains for the accommodation of visitors will be run every day during the meeting. The Governor has appointed Wm. J. Etter and Josephus Whelstone as Commissioners of Election for Richland, vice S. H. Spencer and R. J. Palmer, resigned; Major Julius Mills, Commissioner for Chester, vice John Lilly, removed. He has also appointed W. W. Adams Trial Justice of Hopkins T. O., vice James J. Goodwyn, removed; John Hough, Trial Justice for Gadsden, has also been removed.

**MAIL ARRANGEMENTS.**—Northern mail opens 6.30 A. M., 3 P. M.; closes 11 A. M., 6 P. M. Charleston opens 8 A. M., 5.30 P. M.; closes 8 A. M., 6 P. M. Western opens 6 A. M., 1 P. M.; closes 6, 1.30 P. M. Greenville opens 6.45 P. M.; closes 6 A. M. Wilmington opens 4 P. M.; closes 10.30 A. M. On Sunday open from 2.30 to 3.30 P. M.

**RICHLAND RIFLE CLUB.**—The Richland Rifle Club, President Hugh S. Thompson, Esq., were out Tuesday evening in full force, for company drill, on the green adjoining the Columbia Male Academy. They wore, for the first time, their new and beautiful uniform, of historic gray, and went through the maneuvers and evolutions with a gratifying success, encouraged by the presence of a large number of spectators, including many ladies. In a short time, a handsome flag will be presented to the company by some of their fair friends, the reception of which they will honor by a public parade.

**OLD JOHN ROBINSON—A FEW PARTICULARS ABOUT THE ORGANIZATION OF THE GREAT SHOW.**—Yesterday was a gala day for the residents of Columbia and the surrounding country. Early in the day, the streets of the city presented a holiday appearance; hundreds of strangers crowded our thoroughfares; excursion trains on all the lines of railway added to the vast multitude that had gathered to witness old John Robinson's advent. The street display attracted a vast concourse. The side-walks were lined by those anxious to gaze upon the moving panorama of glitter and gold. The magnificent vans, cages, chariots and tableaux cars were undoubtedly the finest ever presented to the public. The horses gaily caparisoned, the attaches in splendid uniforms, and the paraphernalia in its entirety being on a scale of grandeur unsurpassed by any previous display made in our city. In fact, the veteran showman for this, his fifty-third year as a manager, surpassed all previous efforts in his great desire to amuse and instruct his patrons. The menagerie is the most complete that has ever been gathered in any one traveling collection, especially arranged so as to enable all who visit this department ample facilities for examining specimens of the most rare and valuable animals. Here can be seen a pair of living giraffes; a huge rhinoceros, or unicorn of holy writ; a mammoth performing elephant; living sea lions; giant ostrich; tapir and young; African lion; lioness and cubs. In addition to which are very many cages and dens filled with the denizens of the forest—showing the many wonders of the Great Creator. The performances in the arena are wonderful—every attendee is a finished artist in his particular line. The vaulting is unrivaled, while the display of horsemanship is superior in all its details to anything of the kind heretofore presented in any traveling exhibition. But few of our readers have an idea of the immense amount of labor required in this enterprise—they do not pause to consider what vast wealth has been expended to place the combination on its present footing. It requires extraordinary administrative qualities to successfully conduct this immense establishment and manage it with necessary care. We gleaned a few facts during our visit, yesterday. Mr. Robinson employs, to advertise and herald his "show," over sixteen agents, who are continually engaged in giving notice of its coming in the different places they propose visiting during their tour. The salaries of these agents range from \$25 to \$100 per week—all their expenses being paid by the company. The amount of money paid for large pictorial paper during the past two years was \$156,278—this does not include the ordinary expenses of advertising. In addition to the above are the books, pamphlets, distributing bills, etc. Their newspaper, or local patronage, will amount to about \$150 daily. At each place the agents visit, a local or sub-agent is appointed, to distribute bills throughout the surrounding country. The "show" has assumed such wonderful dimensions, that it is necessary for the management to camp and board nearly 200 of their employees, as hotel accommodations are not always convenient, and all the paraphernalia is in perfect order. This canvassary has for its steward Mr. Archie Campbell, for twenty years a "jester" within the ring. The cuisine is excellent—we dined in the hotel yesterday and speak from actual observation. The salaries of the employees range from \$25 per month to \$500 per week—the latter sum being the highest amount paid, with one exception, that of Robert T. Stickey, whose salary for the past two seasons has equalled \$20,000 a season. In fact, the show business, as conducted by the veteran manager, represents a vast amount of capital, and disburses daily an almost fabulous amount of money. Costumes cost about \$20,000; horses valued at \$5,000; 60 ponies; \$12,000. The amount paid daily for bulletin boards average \$100. The management of this entire concern devolves upon Mr. J. F. Robinson, jr. Mr. S. H. Joseph directs the publications.

**LIST OF NEW ADVERTISEMENTS.**  
Hardy Solomon—Apple Butter. Meeting Acacia Lodge.  
**HOTEL ARRIVALS, October 22.**—Hendrix House.—J. M. Bookhardt, Camden; J. F. Probst, Newberry; William Banks, J. T. K. Belks, Fort Mills; Dr. J. Willingham and lady, Spring Hill; J. K. Rabb, Mrs. J. K. Rabb, Fairfield; J. B. Lathan, Prosperity; Mrs. D. McClinton and daughter, Philadelphia; Julius Dreyppos, Atlanta; W. A. McCorwell, S. C.; J. B. Minter, Union.

In view of the various narrow gauge railroads projected in this State, and of the question in the public mind whether narrow gauge railroads can be made a practical success, it is interesting to learn that the narrow gauge engines built, and in progress in the United States during the present year, amount to twenty per cent. of the whole locomotive business—a remarkable fact when we consider the shortness of the time since the narrow gauge idea was first developed.