

THE PROFESSIONAL POLITICIAN.

The professional politician is somewhat of a puzzle. To begin with he belongs to a class of the biggest liars in the world. He is full of schemes and resources, and is as changeable as a chameleon. He makes himself "all things to all men" with the view of deceiving the greatest number possible; he affects to be virtuous and godlike in his feelings and aspirations, but does not hesitate to descend to and partake of the evils of the lowest and most vicious elements of our society. He is full of deception, adulation and dissimulation, a veritable "wolf in sheep's clothing;" he assumes an air of cheerfulness and indifference, when as a matter of fact he is the most miserable and anxious fellow you ever met. No one knows better than he that his defeat leaves him out of a job.

If he be a politician of small calibre he will do his own lying; if of larger bore, others do it for him with the hope of being graciously remembered when their chief is exalted to place and power. Deception and misrepresentation are his characteristics, and his hope of success depends upon his ability in evading the truth, covering up errors, in making false promises, and in fixing the blame on the other party for the legislative, executive and judicial evils of every name and sort that afflict the people.

His party is always right, his opponents party is always wrong. As Representative Patterson forcibly puts it, "His party is hell for war in time of peace, and hell for peace in time of war." The things the other party are doing or have done are always wrong; the country's prosperity, if guided by his party, will go forward by leaps and bounds; if entrusted to the other party, ruin and chaos will surely follow.

The best thing that could possibly happen to this country would be to side track these professionals at the earliest possible moment. The country is safe, but would be much safer without them.

Public office is a public trust, and the office should seek the man, not the man, the office.

When this course shall have been adopted we shall have officials in every branch of our government in whom the people have confidence and for whom they have a decent respect; we shall have men entrusted with power that have a some regard for those whose opinions differ from their own; we shall have less of error and more of truth; we shall have leaders who will correct rather than condone their party's mistakes; and, though we shall not have the millennium, we shall have peace on earth.

"Righteousness exaleth a nation."

THE DEMOCRATIC OUTLOOK.

Death and taxes are the only two future events without contingencies, in all other things grave elements of doubt exist and will exist to the end of time. One of the most uncertain events now immediately in front of us is the result of the presidential election. It is reasonably certain that the election will be so close as to warrant the belief that three of the forty-five States of the American Union will determine the issue. The great battle grounds for supremacy lie in West Virginia, New York and Indiana, and if these all shall cast their electoral votes to the same candidate for the presidency, the election of that candidate will be assured.

It is thought by the Democratic management that these three pivotal States will cast their vote for Judge Alton B. Parker; but we are not going to make any unnecessary demonstrations until further advised, or, possibly until the returns are all in. The delusions of hope are often grateful, but hope itself has recently been accused of being a liar.

We publish elsewhere some extracts from Judge Alton B. Parker's letter of acceptance and regret that we cannot publish it entire. These extracts will show that the Judge thinks deeply and before the enemy is aware will have broken his silence to their disadvantage. The Judge is neither deaf, dumb nor blind.

SIXTY-TWO DIE IN A COLLISION

Overlooked Orders Is Said To Be The Cause.

120 INJURED, HAVOC GREAT.

The Southern Railway Passenger Train Nos. 12 and 15, Carrying Heavy Lists of Passengers, Collide Head-On West of Hodges Station, Tenn., While Running At a Speed of 35 Miles an Hour And Death and Havoc Result—Five North Carolinians In The List Injured—The Known Dead.

KNOXVILLE, Tenn., September 24.—Running on a road bed in a supposedly high condition of maintenance and haying about them every safeguard known to modern railroad, two trains on the Southern Railway carrying heavy lists of passengers came together in a frightful head-on collision near Hodges, Tenn., today, sending 54 people to death and injuring 120, several of whom will probably die. This appalling loss of life and maiming of the living resulted, apparently, from the disregarding of orders given to the two trains to meet at a station which has for a long time been their regular meeting point. The claim of failure to see either the station or signals cannot be set up by the engineer of the westbound train, were he alive to enter a plea of defense, as the accident happened in broad daylight, and according to the best information obtainable, he had the orders in a little frame in front of him as his monster of iron and steel rushed by New Market and soon after came upon an east-bound passenger train No. 12, making for New Market in compliance with instructions to meet the west-bound train which carried the sleepers from the East for Knoxville, Chattanooga and other Southern cities.

CAUSE OF THE WRECK. The possibility exists that the ill-fated engineer may have been asleep or that death had suddenly taken the sight from his eyes before New Market was reached. But nothing is known save that the orders were not obeyed. The trains were on time and not making over 35 miles an hour, yet the impact as they rounded a curve and came suddenly upon each other was frightful. Both engines and the major portions of both trains were demolished, and why the orders were disregarded or misinterpreted probably will never be known, as the engineers of the two trains were crushed, their bodies remaining for hours under the wreckage of the monster locomotives, which, but a short time before, had leaped forward at the touch of their strong hands upon the throttle.

Some of the bodies have not been recovered, and many remain unidentified.

THE KNOWN DEAD.

- The known dead are as follows: Ralph Mouncastle, of Knoxville, Tenn. W. A. Galbraith, of Knoxville. Monroe Ashmore, aged 19 of Knoxville. John Black, White Pine, Tenn. Jas. King, of Knoxville. Two children of Jas. King, of Knoxville. William Kane, of Knoxville, engineer of west-bound train. Richard Parrott, of Knoxville, engineer of east bound train. Jas. Mills, colored, of New Market, Tenn. Roscoe King, of New Market, Tenn. E. G. Earnest, of Johnson City, Tenn. G. W. Brown, of Dandridge, Tenn. R. B. Godwin, of Jefferson City, Tenn. J. D. Bird, of Jefferson City, Tenn. M. Jones, son of Jas. Jones, of South Knoxville. Mrs. R. B. West, of Grainger county, Tenn. J. B. Gass, of Dan Ridge, Tenn. Mrs. J. B. Gass, of Dan Ridge, Tenn. Miss Gass, daughter of J. B. Gass. Eight Italian immigrants, name unknown. John P. Connor, of Knoxville, night foreman at Lonsdale round house. Mrs. John P. Connor, of Knoxville. Daughter of John P. Connor. Clayton Heiskell, of Cincinnati. Mrs. Mary Phelps, residence unknown. J. H. Stevens, of Dan Ridge, Tenn. One man found with an envelope in his pocket bearing the name of J. W. Daly, Greensburg, Ind. Miss Nannie Murray, of Newport, Tenn. Mrs. W. O. Haddin, of Knoxville. W. M. Brewer, of Knoxville. Mary Ethel Shipp. J. M. Atkins, Jellico, Tenn. Jno. Holyneaux, Glen Mary, Tenn. Rev. Isaac Emory, Knoxville, Tenn. J. P. King, Newport, Tenn. Dr. D. A. Fox, Nashville, Tenn. Miss Haylow, Birmingham, Ala. Mrs. Kinsell, Knoxville. Mrs. Ewen, Knoxville. John Black, White Pine, Tenn. Julia W. Haddock, Dandridge, Tenn.

THE INJURED.

Those known to be injured are: Congressman Henry R. Gibson, of

- Knoxville, bruised about legs and shoulders and back wrenched. Mrs. Nichols, of Dandridge, fatally injured. J. N. Smith, of Knoxville, express messenger. J. T. Saurrey, of Morristown, Tenn., slightly bruised. J. A. Jones, of Knoxville, face bruised, not serious. J. S. Helms, of Knoxville. J. Hare, of New Market, Tenn. Mrs. J. Jones, of Union, S. C. J. E. Arthur, of Union, S. C. J. W. White and wife, of Strawberry Plains, Tenn. Oscar Dalton, of Knoxville. Miss Lucy Gray, of Knoxville. C. M. Livingston, of Louisville, Ky. S. S. Parks and E. W. Robinson, of Columbia, S. C. G. H. Graves, of Asheville, N. C. B. C. Trent, of Chattanooga. Mollie Clowers and child, of Anniston, Ala. Bert Moore, of Dandridge, Tenn., bruised. Mrs. James McCampbell, of Knoxville, slightly hurt. Mrs. G. G. Moore, of Knoxville. Mrs. Norrie Eubrie, of New York, serious, perhaps fatal. Mrs. Lucy Harbin, of Morristown, Tenn. Mrs. Will Jones, of South Knoxville. W. B. Seaton, of Jefferson City, Tenn. C. E. Wright, of Jefferson City, Tenn. Mrs. L. C. Blankenship, of South Knoxville, both limbs broken. Mrs. T. O. McCallie, of Knoxville, back injured, prostrated. Miss Pearl Jones, of South Knoxville, slightly bruised. J. O. Welch, Swannanoa, N. C., painfully injured. Paul Henry, Asheville, N. C., badly hurt. D. W. Robinson, Columbia, S. C., slightly hurt. Mr. and Mrs. W. E. Hay, of Wilmington, N. C., slightly hurt. Miss Mary Bryan, Hendersonville, N. C., bruised. S. T. Lawyer, Louisville, Ky., seriously hurt. B. C. Prince, division freight agent of Central of Georgia Railroad, of Atlanta, badly bruised. Mrs. Geo. Broughton, of Jackson, Ill. Rev. J. Knox Montgomery, of Charlotte, N. C. J. A. McDonald, Winoosboro, S. C. Mrs. Fred Weir, Winoosboro, S. C. C. B. Peace, negro Pullman porter, of New York City. J. H. Miller, negro Pullman porter, of New York City. T. W. Ellis, of Jersey City. F. C. Turner, Morganton, N. C., postal clerk, serious. B. S. Green, Sylva, N. C., serious. J. F. Turley, Grainger county, Tennessee, not serious. Ed. Blackman, Jefferson county, Tennessee, not serious. J. W. Wampler, supervisor, Johnson City, Tenn., slight. J. P. Shell, Knoxville, not serious. Jos. F. Alderson, Rogersville, Tenn., not serious. Millburn P. Gant, Shelby, N. C., serious. J. H. Shepell, Johnson City, slight. Mrs. J. H. Shepell, Johnson City, not serious. Hollis Nichols, Dandridge, Tenn., serious. Rev. W. B. Brady, Asheville, slight. Charles Lester, Knoxville, hurt in back. Thomas Masher, White Pine, Tenn., not serious. L. S. Borah, Asheville, hurt leg, hip. T. M. Livingston, Ocala, Fla., not serious. R. P. Keith, fireman, Morristown, Tenn., slight. Arthur Mardin, colored, Johnson City, not serious. Harrison Cannon, colored, Johnson City, not serious. Bert Rhea, Johnson City, not serious. George Campbell, colored, Johnson City, not serious. J. W. Cole, colored, Johnson City, leg, not serious. Mrs. C. V. Taylor, Morristown, serious. Wm. Hickery, attorney Southern Railway, Morristown, not serious. W. S. Rumbley, Oliver Springs, Tenn., not serious. O. C. Rougers, Knoxville, not serious. Jim Hartsell, colored, Washington College, Tenn., not serious. Jim Rader, colored, Mohawk, Tenn., not serious. Richard Brown, colored, White Pine, Tenn., not serious. Ed. Flemming, colored, Limestone, Tenn., hurt in hand, not serious. Sam Flemming, colored, Limestone, not serious. L. E. Aimeine, Lowell, Tenn., not serious. Mrs. George Brogton, Jackson, Ill., not serious. John Bellhow, no address, not serious. Miss Julia Hillips, Hot Springs, N. C., not serious. J. J. Wright, baggage man, No. 2, deranged. Minnie James, Knoxville, serious. Wm. Kennedy, Johnson City, not serious. E. C. Moore, Dandridge, Tenn., not serious. Minnie Jane, Greenville, Tenn., serious. J. N. Balleu, Mohawk, Tenn., not serious. H. D. Basington, Detroit, not serious. Ethel Cap, Bean Station, Tenn., aged three years, not serious. Wm. Kites, Luttrell, Tenn., not serious. Isabel Kennedy, Johnson City, Tenn. hurt in arms and back. Gladys Snyder, Johnson City, face hurt.

- Mrs. R. M. Snyder and child, Johnson City, slight. J. E. Fuller, Morristown, not serious. J. A. Brady, Witt's Foundry, not serious. G. W. Bigham, Grady, Tenn., not serious. Marie Oonaris, New York, en route to France, serious. Lucy Harrison, Morristown, not serious. M. J. Harrison, slight. Rose Cameron, Moriah, New York, serious. Walter J. Bell, Pullman porter, Johnson City, not serious. W. T. East, Knoxville, not serious. Laurel Gardner, aged four years, not serious. Miss Cary Knight, Dandridge, Tenn., fatally. Child no name, aged about six years, serious. Fred H. Wagner, Washington College, Tenn., hurt in head, arms. Mrs. Dr. C. P. McNabb, Knoxville, not serious. Al Laymond, Knoxville, serious. Dan Harrison, Dandridge, Tenn., slight. Will Smith, colored, Asheville. Tom McDowell, colored, Asheville. Robert Jackson, Johnson City, Tenn., not serious. W. A. Pruitt, Whitesburg, Tenn., not serious. H. B. Lowry, serious. Wm. T. Keever, Johnson City, Tenn., not serious. Harrison Calhoun, colored. Frank Mantle. Walter Bailey, colored, Johnson City. Col. J. C. Craig, Knoxville, slight. Cora Mace, Knoxville, serious. J. A. Pickett, New Market, Tenn., not serious. George Prodder, Talbot, Tenn., serious. B. B. Webb, Statesville, postal clerk, not serious. C. M. Hestakell, whose name appears in the list of dead, has been identified as Clayton W. Heskell, of Memphis, Tenn. He was a medical student at the University of Pennsylvania, and was en route to Philadelphia to complete his college course this year. The collision was between east-bound passenger train No. 12 and west-bound passenger train No. 15, from Bristol. No. 12 was a heavy train, carrying two Pullmans, two day coaches and a mail and baggage car. No. 15 was a light local train. The greatest loss of life occurred in the east-bound train, while in the west-bound train only the engine crew were killed. Relief trains were dispatched from Knoxville within an hour and all physicians in the vicinity of the wreck were doing what they could when the local corps arrived. The first train arrived here from the scene of the wreck at 4:30 o'clock, bringing about 70 of the injured. Six of the injured aboard had died while en route to the city, and after their bodies were taken off, the train proceeded to a point near the general hospital, where vehicles were in waiting and a large force of physicians were ready to receive the wounded. The next train from the wreck arrived shortly after 8 o'clock. It brought the bodies of 44 dead. The six others who died en route brings the list up to 44, and there are at least five more at the scene of the wreck, none of the bodies of the train men having been yet recovered. John W. Brown, of Rogersville, Tenn., a newspaper editor, was in the rear coach of the west-bound train. When the fearful jolt came, he said, all the seats in the car were torn loose and people and seats were hurled to the front end of the car. When he recovered from the shock he heard the screams and groans of the injured and dying in every direction. A FEARFUL SIGHT. "I left the car," said Mr. Brown, "as soon as I could and walked to the main part of the wreck. It was the most horrible sight I ever witnessed. I saw a woman pinioned by a piece of split timber which had gone complete through her body. A little child, quivering in death's agony, lay beneath the woman. I saw the child die and within a few feet of her lay a woman's head, while the decapitated body was several feet away. Another little girl, whose body was fearfully mangled, was calling for her mother. I have since learned that she was Lucille Connor, of Knoxville, and that both her parents were killed. I heard one woman, terribly mangled, praying earnestly to be spared for her children but death relieved her sufferings in a few minutes. "Both engines and all of the coaches of No. 15 were literally demolished, the smoker and baggage car completely so. The sleepers remained on the track, jammed together into one mass of indescribable ruins. The cars which were demolished were piled on the wrecked engines." Congressman Henry R. Gibson, from the second congressional district of Tennessee, was a passenger in the day coach of the east-bound train. He and one other man whose name is not known were the only persons to escape alive from their demolished car. CONGRESSMAN GIBSON'S ESCAPE Congressman Gibson was en route to Russellville, Tenn., to deliver a political address and was reading his address when the collision occurred. When he realized what had happened, he found his legs pinned fast, but managed to extricate himself. One glance at the car showed it to be a mass of human beings, backs of car seats, grips, baskets, and wearing apparel of all sorts. There was not a sign of life except that near his side, a young man who had escaped death and was struggling to get out.

OFFICIAL ACCOUNT OF WRECK.

ATLANTA, Ga., September 24.—The Southern Railway officials give out the following account of the wreck at New Market, Tenn.: "No. 11, a passenger train from Knoxville for Bristol, and No. 12, passenger train from Chattanooga to Salisbury, collided just west of New Market, Tenn., today. The engines and coaches were badly damaged. The wreck occurred on a curve. The baggage car and engine of No. 15 were destroyed. The engine, one combination car, one baggage car, and three coaches of No. 12, were almost totally wrecked. The four sleepers on No. 12 did not leave the track and were not damaged. No passengers in the sleepers were injured, but between 50 and 75 coach passengers were killed and 100 to 150 injured. Both engines are under their engines. It will take eight to twelve hours to clear the track. The passengers on No. 12 will be sent back to Knoxville and forwarded from there. The cause of the wreck is said to be misreading of orders by the conductor of No. 15. W. B. Caldwell was conductor of No. 15, and W. H. Kane engineer. Conductor Thomas Murphy was in charge of No. 12 and C. M. Parrot the engineer. "The accident occurred on account of the fact that the crew of the west-bound train, No. 15, overlooked or disregarded orders as to the meeting place with east-bound train No. 12. The track and equipment were in first-class condition and the crews were old and trusted employees, having been in the service of the company some 20 years. The killed and injured occupied the coaches. There were four sleepers on the east-bound train, none of which left the rails, and their passengers were uninjured. Surgeons and nurses were promptly sent to the scene, and every attention is being given the injured." VICE PRESIDENT FINLEY TALKS. WASHINGTON, September 24.—Vice President Finley, of the Southern, has made the following statement regarding the accident near New Market, Tenn.: "The accident was one which no foresight on the part of the management could anticipate nor prevent. It occurred upon a railroad track which has no superior in America. It is laid with heavy new rail, well ballasted with stone, and ties are standard in every respect. The equipment was up to the highest requirements and the crews of the colliding trains were old, trusted employees, having been in service on that track for something like 20 years. The two trains were accustomed to pass each other in that immediate vicinity for many years and were about on time. "Careful orders were issued to the west-bound train to meet the east-bound train at New Market, a few miles east of the scene of the accident. This order, in some unaccountable way, was overlooked or ignored by the west-bound train, and no power, under the circumstances, could have prevented the collision. So far as the management is concerned, every possible precaution was taken for safety, notwithstanding all of which the collision occurred. The killed and injured were the passengers occupying the day coaches; those occupying the four sleepers on the east-bound train were uninjured, the sleepers not even having been derailed." ASHEVILLE FOLKS IN WRECK. ASHEVILLE, September 24.—The one subject of conversation on the streets here tonight is the wreck that occurred near Knoxville to-day. A number of Asheville people are known to have been on train No. 12, but it cannot be learned yet whether any were killed. Paul Henry, of this city, with his uncle, Harrison Graves, of Washington, was on the train. Young Henry was injured, but how badly is not known. There are a great many people waiting about the depot, the newspaper offices and the telegraph office trying to learn the death list or the names of those injured. Several Asheville people also went to the scene of the wreck on No. 11 this afternoon. FORMER LINCOLN MAN WAS IN THE WRECK. COLUMBIA, S. C., September 24.—Mr. D. W. Robinson, formerly of Lincoln, N. C., was in the wreck at Knoxville. Mr. W. G. Childs, president of the Bank of Columbia and father-in-law of Mr. Robinson, has received a message saying his injuries may not be fatal. CHARLOTTE PASSENGERS IN THE WRECK. Among the passengers on the train that was wrecked yesterday near New Market, Tenn., was Rev. J. Knox Montgomery. He arrived here last night, uninjured. Another Charlotte passenger was Mrs. Houston, who lives on South Churcut street. It was reported that she escaped with slight injury. What's in a Name. Everything is in the name when it comes to Witch Hazel Salve. E. O. DeWitt & Co., of Chicago, discovered some years ago how to make a salve from Witch Hazel that is a specific for piles. For blind, bleeding, itching and protruding piles, eczema, cuts, burns, bruises and all skin diseases, DeWitt's Salve has no equal. This has given rise to numerous worthless counterfeits. Ask for DeWitt's—the genuine. Sold by Dr. T. B. Twitty, Crowell & Wilkie, Forest City. THE ONLY BOOK STORE IN TOWN.

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K. J. & H. L. CARPENTER.

New Millinery Store!

To THE LADIES: I have just returned from Baltimore, where I selected a stock of Millinery Goods for the coming season. Everything in the latest and prettiest styles. My opening day will be Wednesday, October 5th. All the ladies requested to come and see the styles for the coming fall and winter. We will also be glad to have your order for any particular kind of hat that you may want later on. One door south of Harris drug store building.

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