

HEROIC LIFE SAVER
Tom Conroy, Who is Known as St. Christopher

STORIES OF HIS COURAGE

The Giant Guide Who Has Braved the Terrible Rapids to Save Men Death - Remarkable Rescues

While there is talk of establishing a life-saving station at Niagara Falls, the oldest inhabitant of that town shakes his head at the suggestion and wisely observes that all the life-saving station they need is big "Tom" Conroy.

New, who is "Tom" Conroy? He is the St. Christopher of Niagara, the giant who thinks it a mere nothing to walk into the rapids and pick up a drowning person, take him on his lumpy back and walk ashore.

Five rescues are chalked up to "Tom" Conroy's credit in the records which are kept by the names of those who were rescued by him. Five? Well you say, here is a life saver who has done his credit, and still another has done his.

That's different. Those rescues were made in the Niagara river. It is one thing to plunge into a smooth current with perhaps a boat or launch at hand, and many wading hands anxious to help near by.

It is quite a different story to calmly walk into that awful hell of waters, with the terrible, never-ending roar of the monster below eager for its victims. One rescue from Niagara weighs quite as much as five in any other body of water.

It would need the pen of a writer of epic to fitly describe the sublime exploits of this unpretentious hero, who modestly says that he thinks nothing of his strolling about the rapids above the falls, especially if he can save a life.

Conroy is a fine specimen of the stalwart Irish-American. Joined with his superb physique and muscles of steel are a tremendous will and absolute freedom from fear. His face is that of the typical life-saver. It is the same face that has in many cities of this land fought fires and faced mobs.

It is the same face that is seen in the bow of the boat that shoots out from the life-saving stations along the coast, through the surf to the vessel pounding to pieces on the rocks—steadfast, dauntless—the face that fights and never flinches.

Conroy was for many years a guide who took parties under the American Falls to the Cave of the Winds, one of the most treacherous and dangerous points of interest about the great cataract. One day, when he was guiding a party along the narrow path, over bulging boulders and jagged rocks, he suddenly saw the boom of the descending fall overhead rang a mighty shout.

The party instantly hurried up the stairs. Conroy, looking like an old Norse Viking in his quaint oilskin costume and winged cap, went up to the top of the bank, walked hastily around the lower end of Goat Island and saw, out in the rapids above the Horseshoe Falls, an old man clinging desperately to a rock two feet square.

Three Sisters were back with agonized persons, churning, wining their hands in impotency of despair, groaning and praying. Instantly Conroy heard the story. A painter, McCullough by name, an elderly man, highly esteemed in the village of Niagara Falls, had been working on the bridge leading from the second to the third Sister Island, had—smaller wonder—grown dizzy hanging to his ladder over that roaring, tumbling vortex, slipped below—caught by some merciful interposition on the tiny rock a few rods above destruction.

Phil's sight indeed was the gray head out there in that awful waste of waters—pitiful the helplessness of the frenzied crowd along the shore.

Said Conroy, quiet, hard-headed, cool: "Have ye a rope?" Seven hundred feet of line was instantly thrust into his hands. He calmly wound the rope around one brawny arm, crossed to the foot of the First Sister Island, took one look about him, and then "St. Christopher" walked out into the rapids.

Folk say that along the shore ran up a deep groan. Then all was silence. Up and down, up and down went this hero, the rapids shrieking in his ears, striking at him, pulling at him from beneath, but some way he swam down and around the rock to which clung the little frail old man. He had come to save.

What a meeting that! Two souls on the very brink of eternity looked into each other's eyes. No word spoken, only the quick harp command by the giant and the whispered "Yes" of the almost exhausted painter. The rope was made fast around the latter, and then came that heroic backward swim against the current until eager hands drew the two in, and men fell upon each other's necks and wept aloud and danced and shouted and sang the Doxology.

And then "Tom" Conroy quietly went back and took another party down the Biddle stairs to the Cave of the Winds.

an appreciative letter, of which he is quite a proud.

One of Conroy's most dramatic rescues, a description of which is here- with, was for the first time, was that of Father Moran, a Catholic priest, just below the American Falls. There is a pool there much affected by drenching bathers. It attracted the priest, whom Conroy was guiding. The latter warned the priest against venturing beyond a certain point, but he disobeyed.

Conroy saw his extremity and plunged to his aid. He caught the priest as he was sinking for the third time. "Never mind me, Tom," said the good father; "let me go. Save yourself."

But Conroy is not made of that sort of metal. Holding up the priest, he swam through that tremendous current below the Falls to the ferry. Both men were exhausted when help reached them.

"Ye may know," said Conroy, his grey eyes twinkling, "that I was pretty far gone when I tell ye that I arrived at the ferry with the priest in one hand and one of my felt shoes in the other. I have never been able to find out what I was doing with that shoe."—St. Louis Republic.

Took the Steamship.

(Arthur Goodrich, the World's Work.) "The Morgan Steamship Trust came nearer wakening up the average Englishman than any preceding incident. The dramatic appeal of it startled him. Britannia had always ruled the seas, and behold, a group of Americans comes abroad, buys many of England's important ships and takes control of her largest ship-yard. The Englishman was stunned silent and then he began to sulk. He wasn't stirred so much to find a way to meet the attack but, as one of the papers phrased it, he looked upon the transaction with resentment." He wrote letters to the newspapers declaring that it was all the fault of the Admiralty. He said half threateningly that it was not likely to draw the bonds of the nations closer. He raved at Harland and Wolff, at the White Star Line, at Mr. Morgan, at trusts, at Americans.

"As a matter of fact, England had been losing something of her high place on the seas for a number of years. At the beginning of the South African War, Germany took control of the large business done previously by English ships, then turned into transports. The entire self-satisfied shipping business of Great Britain has not advanced rapidly during the last few years. Here is a table which will illustrate the way in which the two great German lines have been reaching swiftly and successfully after English shipping trade:

Table showing shipping trade statistics. Columns: Passengers, Lines (The N. G. Lloyd, Hamburg-American, The English Lines, The French Line, The American Lines, etc.).

The Central Hotel

office and waiting room have been beautifully painted and renovated and with many additional electric lights they will be perfectly illuminated.

C. E. Hooper & Co. PROPRIETORS

OLD SOLDIER'S EXPERIENCE.

M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health."



HO! For the FAIR

THE FIRST ANNUAL MEETING OF The Mecklenburg Fair Association.

TO BE HELD AT CHARLOTTE, N. C., TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY, SEPTEMBER 30 AND OCTOBER 1, 2, 3, 1902.

A solid week of enjoyment and instruction for visitors to the Queen City of North Carolina.

Full program of unrivaled attractions. A premium list that runs into big money. Complete line of competitive exhibits.

Notable running and trotting races. Reduced rates on all railroads. Ample accommodations for everybody.

Nothing will be left undone towards making this initial meeting of the Mecklenburg Fair Association the greatest success of the State.

Come and bring all your friends and kin with you. DR. R. J. BREVARD, President, JUNIUS H. HARDEN, Secretary.

The Seaboard Air Line Railway.

DOUBLE DAILY SERVICE. Between New York, Tampa, Atlanta, New Orleans and Points South and West.

IN EFFECT MAY 25, 1902.

Table with 2 columns (No. 32, No. 40) and 4 rows of train schedule information.

Table with 2 columns (No. 33, No. 41) and 4 rows of train schedule information.

Table with 2 columns (No. 32, No. 40) and 4 rows of train schedule information.

Table with 2 columns (No. 33, No. 41) and 4 rows of train schedule information.

Table with 2 columns (No. 32, No. 40) and 4 rows of train schedule information.

Table with 2 columns (No. 33, No. 41) and 4 rows of train schedule information.

Trains arrive Charlotte daily, 10:08 a. m., 10:32 p. m. From East and South 7:17 p. m. From the West.

Pullman sleeping cars between Charlotte and Portsmouth on Train No. 32. Connects at Monroe with fast through trains and through sleepers to the East and South.

Quickest time between Charlotte and New York. Leaving Charlotte 4:50 a. m., arrive in New York at 12:45 night, same night.

For detail information address, AB. V. HARRILL, Charlotte, N. C.

For Whooping Cough Use CHENEY'S EXPECTORANT.

PEACE

INSTITUTE for YOUNG LADIES and CONSERVATORY of MUSIC

LARGE FACULTY. HIGH STANDARDS. FULL EQUIPMENT. AMPLE ACCOMMODATIONS FOR OUR LIMITED NUMBERS

PEACE appeals to its patrons on account of its few, not its many, pupils. Many schools cost more, but none yield more on the investment.

For Free Catalogue Address President James Dinwiddie, Raleigh, N. C.

Southern Railway

In Effect June 8th, 1902.

This condensed schedule is published as information and is subject to change without notice to the public: 6:00 a. m. No. 8 daily for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Newbern and Morehead City, at Danville for Norfolk.

7:10 a. m. No. 27 daily, for Columbia and C. C. & A. local stations. 7:15 a. m. No. 16 daily, except Sunday, for Statesville, Taylorsville and local stations, connects at Mooresville for Winston-Salem, at Statesville for Asheville, Hickory, Lenoir and Blowing Rock.

7:45 a. m. No. 39 daily, Atlanta Express, Pullman sleeper and day coaches to Atlanta, Pullman tourist sleeper to San Francisco, Tuesdays, Thursdays and Saturdays, via New Orleans and Southern Pacific; close connection at Spartanburg for Hendersonville and Asheville.

8:30 a. m. No. 33 daily, Florida Express, for Rock Hill, Chester, Winnsboro, Columbia and Savannah; Pullman sleepers to Jacksonville, Port Tampa and Augusta, first-class coach Washington to Jacksonville. Dining car service.

9:25 a. m. No. 36 daily, U. S. Fast Mail, for Washington and all points North; Pullman drawing rooms, sleepers to New York and Richmond, day coaches New Orleans and Memphis; Pullman observation car, New York to Macon. Dining car service. Solid Pullman train.

10:05 a. m. No. 30 daily, for Danville, Richmond and Washington and all points North. Pullman sleeper to New York; first-class coach to Washington. This train is operated via Richmond, Va.

11:10 a. m. No. 28 daily, for Winston-Salem and Roanoke, Va. 12:35 p. m. No. 11 daily, for Atlanta and local stations; connects at Spartanburg for Hendersonville and Asheville.

6:40 p. m. No. 12 daily, for Richmond and local stations, connects at Greensboro for Raleigh and Goldsboro. 7:15 p. m. No. 24 daily, except Sunday, for Statesville and local stations, connects at Statesville, for Asheville, Knoxville, Chattanooga and Memphis.

8:18 p. m. No. 38 daily, Washington and Southwestern limited, for Washington and all points North. Pullman sleepers and Pullman observation car to New York. Dining car service. Solid Pullman train.

9:30 p. m. No. 34 daily, New York and Florida Express. Pullman sleepers to New York; first-class coach to Washington.

10:10 p. m. No. 35 daily, U. S. Fast Mail, for Atlanta and all points South and Southwest, Pullman drawing room sleepers to New Orleans and Birmingham, day coaches Washington to New Orleans. Dining car service.

10:35 p. m. No. 40 daily, for Washington and joints North. Pullman sleeper for Washington, Charlotte to Richmond, Charlotte to Norfolk. First-class coach Atlanta to Washington. C. H. ACKERT, General Manager.

S. H. HARDWICK, Gen. Pass Ag't, Washington, D. C. R. L. VERNON, Traveling Pass. Ag't.

T. J. WITHERSPOON, City Ticket Ag't 11 S. Tryon Street, Charlotte, N. C. Baggage called for and checked from hotel and residence by Wadsworth's Transfer Co., on orders left at City Ticket Office.

N & W Norfolk and Western

Schedule in effect June 8th, 1902, Through Train Daily, Charlotte and Roanoke, Va.

Table with 2 columns and 4 rows of train schedule information.

Connects at Roanoke via Shenandoah Valley Route for Natural Bridge, Luray, Hagerstown and all points in Pennsylvania and New York. Pullman sleeper, Roanoke and Philadelphia.

Additional train leaves Winston Salem 8:00 a. m. daily except Sunday for Southwest Virginia and Shenandoah Valley points.

W. B. BEVILL, Gen. Pass. Ag't, Roanoke Va. M. F. BRAGG, Trav. Pass. Agent.

WAR ON INSECTS

Sallade's Mosquito Bite Cure and Insect Exterminator. Kills Bugs, Roaches, Moths, Fleas, Ants, etc. Never fails. Wonderful disinfectant. 25c. Bottles 1.2 gal., \$1.00; gallons, \$2.00. At all dealers, or SALLADE & CO., 122 CEDAR ST., N. Y.

The Only Negro Dentist in the State. Dr. O. H. Arnold, (Dentist.) Office hours: 9 a. m. to 1 p. m. 2 to 6 p. m., 216 N. Trade Street, Charlotte, N. C. CONSULTATION FREE.

STA-STA-STAMMERING. A Minister's Great Discovery—The One Cause and its Sure Remedy. No Knife, No Medicine. Infalible, natural, scientific, quick. No other cure. Other methods artificial and afford only temporary improvement.

SUMMER RESORT.

The Seashore Hotel, WRIGHTSVILLE BEACH, N. C. Opens for the Summer, June 1st, 1902. For the coming season of 1902 we have added sixty large, airy bedrooms, twenty en suite, with private baths, bowling alley, pool and billiard hall.

EDUCATIONAL

CLAREMONT COLLEGE FOR GIRLS & YOUNG WOMEN & HICKORY, N. C. FIFTEEN UNIVERSITY TRAINED TEACHERS IN A NOTED HEALTH RESORT. TWELVE COURSES OF STUDY. EUROPE-AMERICAN CONSERVATORY.

OAK RIDGE INSTITUTE 51st Year PREPARES FOR THE UNIVERSITIES AND COLLEGES as well as for BUSINESS, for TEACHING, and for LIFE. SITUATED NEAR GREENSBORO, N. C., over 1,000 feet above the sea level.

PRESBYTERIAN COLLEGE

FOR WOMEN Charlotte, N. C. Opens Thursday, Sept. 11th, 1902. Magnificent building with all modern conveniences. Enlarged faculty of experienced teachers. Physical culture a special feature.

ELIZABETH COLLEGE

FOR WOMEN Select ONLY THE BEST when it comes to EDUCATION. If you do not you will regret it. In your search for a school whose motto is THOROUGHNESS IN ALL THINGS, consider ELIZABETH COLLEGE.

Earn More Money. SADLER'S BRYANT & STRATTON BUSINESS COLLEGE. Turn your talents to more profitable and more pleasant work. Business men everywhere are looking for competent managers, assistants, confidential secretaries, bookkeepers, stenographers, etc.

Great Opportunities. No mistake in attending SADLER'S BRYANT & STRATTON COLLEGE, with its record of thirty-seven years' success. This institution prepares men and women for these positions by actual training in the work—one that will make you a success and prepare you for a good salary.

INSTITUTE for YOUNG LADIES and CONSERVATORY of MUSIC. LARGE FACULTY. HIGH STANDARDS. FULL EQUIPMENT. AMPLE ACCOMMODATIONS FOR OUR LIMITED NUMBERS

PEACE appeals to its patrons on account of its few, not its many, pupils. Many schools cost more, but none yield more on the investment.

For Free Catalogue Address President James Dinwiddie, Raleigh, N. C.