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- 25 Elegant Kuppenheimer and Schloss Bros. \$40 and \$45 Overcoats \$30.
- 50 Schloss Bros. and Styleplus \$35 Suits and Overcoats \$26.25.
- 15 Overcoats sold at \$12 to \$17 now \$9.50.
- Knee Pants \$15 and \$16 Suits now \$11.00.
- " " \$10 and \$12 Suits now \$7.50.
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WESTMINSTER MARYLAND

## NEVER JUMPS FROM DANGER

### "BILL" SHAW, DEAN OF WESTERN MARYLAND PILOTS, HAS CLEAR HEAD AND STEADY NERVES.

By Alfred T. Newberry in the Baltimore Sun of Feb. 12.  
Men and women scurry down the train shed. The second hand of the dispatcher's clock jumps to 50 minutes past six. George W. Brodbeck closes his ticket window. A locomotive bell clangs. Train No. 43 moves. "Bill" Shaw's starting on his run.

For the last 41 years this scene has been enacted at Hillen Station with Shaw, senior passenger engineer of the Western Maryland Railway, at the throttle.  
Passengers rush to his train; his conductor glances nervously at his watch; hasty and confusion predominate. But not so with Shaw. Three minutes before leaving time, whether he is running "fast mail" or the slowest accommodation, he can be seen walking serenely around his engine, touching a cylinder head here, a bolt there, and so on, enjoying a pipe or a cigar the while.

"Those who know him say he has nerves of iron." And these men "who know him" constitute practically the entire roster of the company's engineers, nearly all having "fired" for Shaw at one time or another and having been taught by him the mechanism of the locomotive.

Fellow-trainmen say he can look from his cab window, see other trains coming toward him on the same track and with a single movement stop the train. Shaw has never been known to jump.

A few weeks ago—January 23—he saw a runaway carload of lumber dashing down the mountainside just east of Highfield, Md. A collision was inevitable. His fireman, Herman C. Cramer, who lives near Ellicott City, yelled to him and jumped.

There was a crash. Lumber was hurled in the air and set afire by sparks from the engine's firebox. Shaw was half-conscious. But he stuck to his post.

Several years ago he was running the Chicago Limited and when rounding a curve at Patapsco, Md., his engine jumped the track, ran a few hundred yards on the crossties and careened over on its side. The whistle became disconnected and blew a continuous shrieking blast.

Passengers of the train and neighboring farmers, together with the train crew, walked around the howling steel monster enveloped with steam and looked for the engineer. Later a hand was seen to grasp the window of the overturned engine, and then came a face—it was "Bill" Shaw crawling from his post dazed and hurt. His fireman escaped injury by jumping. But Shaw stuck to his post.

These men who know Shaw will tell you of the head-on collision this engineer had with a freight train in 1902. Both engineers remained in their cabs. The engineer of the freight was killed. Shaw was injured badly.

Shaw has driven every freight and passenger "run" operated by the Western Maryland since 1881. It was on April 6 of that year that he mounted his first engine. It was a wood-burning locomotive, and he is, perhaps, the only engineer in active service today who fired an engine of this type.

He starts out firing a 16-hour-a-day freight "drag" and worked up to engineer of the "Fast Mail," which he held for 11 years. He gave it up to take another run so he could spend his nights with his family. For years he operated the "Blue Mountain Express."

Miles of track was washed away by the overflow from the Johnstown flood. It was "Bill" Shaw who drove the first engine over the washed-out territory.

During the blizzard in 1899 he was running the milk train. At Avondale, below Westminster, the train got snowbound and the monster engine was powerless in the deep snowdrifts. This occurred on Friday, and it was the following day that the train started to move toward its destination. The passengers and crew obtained food from farmers and slept in the coaches. The milk cans in the baggage cars were empty, it having been served to the passengers. After reaching Baltimore his engine was turned and with three other engines in the rear started out to open the main line with a snow plow from Baltimore to Hagerstown on Monday afternoon.

It is estimated that "Bill" Shaw has carried at least the equivalent of every man and woman resident of Cumberland, Hagerstown and virtually all the towns and villages which the Western Maryland passes through.

Sticking to his post when the runaway car crashed into his engine, "Bill" Shaw is now confined to his home, 1122 Forrest street, suffering from a badly bruised back and leg and probable internal injuries. Since the mishap he has not been able to "sign up" for run No. 43.

He lives near the Hillen yards, and each morning, while lying in bed, he can hear the whistle of his engine. He longs to be back in his cab.

Mr. Shaw was born and raised on a farm in Taneytown district. The first engine he fired was for the late Levi Black, a former resident of near this city.

### ATTACKED BY TWO BULLS

Allentown, Pa., Feb. 13.—Nathan J. Holben, of Germansville, in the upper end of Lehigh county, head of the Central Grange, is in a serious condition from wounds sustained in a desperate fight with a pair of bulls. Holben was working in his barnyard when the two animals, enraged by the color of his red bandana, attacked him simultaneously, goring him repeatedly. The farmer attempted to fight off the bulls with a pitchfork, but was finally cornered and pitched over the fence on the horns of one of the animals, sustaining a fractured hip, internal injuries and severe body bruises.

### HARDENED CROOK AT 17

Chicago, Feb. 15.—"Three Gun" Herman Allen, a 17-year-old negro lad, sat in the Hyde Park Police Station today and amazed hardened criminal chasers with his story of 200 burglaries and hold-ups in three cities, netting him more than \$100,000. He told the detectives that he was "the king of boy burglars."

He was arrested while trying to make away with a stolen automobile. He carried a .45-calibre pistol in each hip pocket, and another slung under his arm. His pockets were filled with pawn tickets and he led his captors to a flat filled with stolen goods.

The police quoted him as saying he had committed several burglaries in New York and was wanted by Detroit police for a shooting affair.

### SEVEN ASK STOMACH PUMP

Georgetown, Del., Jan. 29.—Declaring they had been poisoned by illicitly-distilled corn liquor, seven young men who refused to give their names, drove up in a motor car to the office of Dr. Frank Jones last night and asked to have the stomach pump used on them. The doctor found that all of them were badly poisoned by the grade of liquor sold in this section and, after using the pump and giving antidotes, he managed to get them in good enough shape to make their trip home. They claimed to be from Laurel but no one here recognized them.

### PAULINE FREDERICK WEDS

Santa Ana, Cal., Feb. 6.—Pauline Frederick, motion-picture actress, formerly well known on the legitimate stage, was married here Saturday evening to Dr. C. A. Rutherford, of Seattle, who she said was her second cousin and known to her all her life.

Miss Frederick returned quietly to Los Angeles after the wedding and she said she expected to return to work in a studio there at once. Miss Louise Dresser and Jack Gardner, both of Los Angeles, were the only witnesses.

The world is moving at the rate of 66,600 miles an hour, but Trouble nevertheless manages to keep up with her.—Manchester Herald



### SNOW SAVES A RAILROADER

Cootesville, Pa., Feb. 16.—Walking ahead of the engine as it reached a sharp curve near Wrightsville, as is customary, P. G. Koons, a Pennsylvania Railroad fireman, was caught in the cowcatcher when he slipped on ice and he was carried for several hundred yards before the engineer discovered his disappearance.

The train, eastbound, was stopped and the crew found Koons rolled up in snow on the cowcatcher, unharmed. Koons was assisted to his feet, walked to the locomotive, took his post and continued to Philadelphia, his destination. The train stopped here to have medical attention administered, but Koons said he was all right.

### FOUND HIS TRAIN SHORT

Pottsville, Pa., Feb. 13.—"Where's the rest of my train?" queried Conductor George Hendrick, on the Pennsylvania Railroad today, when he noticed that one of the 29 cars of freight was missing; it was found that the missing car jumped the tracks at Rock Point and fell down a steep embankment 100 feet into a swamp, the action being so swift and precipitate that for the moment the crew did not miss the car.

When the car toppled over it struck a portion of the Glen Rock Station, carrying away the steps and damaging the platform. A wrecking crew was assigned the job of heaving the car up the steep embankment.



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By order,  
SAMUEL J. STONE, Clerk.

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