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Is a Food Drink

The scientific malting and brewing at just the right temperature produces this ideal food beer—the flavor is uniform—"just right"—smooth and delicious.

"Ehrenpreis" contains only 3 1/2 per cent alcohol—great doctors say that's just the right amount to make it healthful.

The entire combination of Brewing, Aging, Clarification and Filtration makes "Ehrenpreis" absolutely pure.

It's aged cold months after brewing. With the method of brewing Ehrenpreis, its uniform flavor is assured—

Say "Ehrenpreis" once—

You'll say it every time.

"BREWED IN BUCYRUS"



RAN THE FIRST ENGINE

ENGINEER OF FAMOUS "ROCKET" IS STILL ALIVE.

Edward Entwistle, of Des Moines, Ia., Has Unique Claim to Distinction—Recalls Building of Locomotive and Trial Trip.

St. Louis.—The engineer who ran the famous Rocket of George Stephenson, the first passenger locomotive to draw a passenger train in the world, is still alive, in good health, and celebrated his ninety-second birthday a few weeks ago at his home in Des Moines, Ia. Edward Entwistle is the name of the man who has this unique claim to distinction.

Entwistle was a lad not 16 years of age when Stephenson completed his plans, secured a charter for the railroad between Liverpool and Manchester, laid his track and was ready to run the train. Entwistle was recommended to Stephenson by no less a personage than the duke of Bridgewater, whose steward informed his highness that Entwistle was the best mechanic in the shops.

Mr. Entwistle, in his humble home, delights to live over the old days and tell the story of the preparations and the trial trip, the events of which are fresh in his mind from frequent iteration. His story is told in this manner:

"I was born at Tilsley's Bank, Lancashire, England, March 24, 1815. When less than 16 years old I was apprenticed for seven years to the trade of mechanical engineering in the



The "Rocket."

large works of George Stephenson and his son Robert, at Newcastle.

"In 1825 the Liverpool & Manchester Railway company began building a railroad across Chat Moss, an immense bog between the two cities. Steam carriages had been in use for some time carrying light merchandise at slow speed over the ordinary roads. The Stephensons believed the engines could be made to run on iron rails at high speed. The directors of the railway company were decidedly skeptical, but finally decided to offer a prize of \$2,500 for an engine, conditioned that if of six tons weight it must consume its own smoke, draw, day by day, 20 tons weight, including its own water tank and tender, at ten miles per hour, with a steam pressure not exceeding 50 pounds per square inch, and must be delivered at the Liverpool end of the road before Oct. 1, 1825, the price not to exceed \$2,750.

"My employers, the Stephensons, decided to compete for the prize, notwithstanding the opinion of the leading engineers of the country that not only a high speed engine, but the building of the road, would be a failure. The elder Stephenson contracted to construct the railroad across the bog, a huge undertaking.

"The locomotive was constructed in the shops where I was employed, I being engaged for some weeks on various parts of its mechanism and assisting in putting it together at the last. I was then but a mere lad, but had good mechanical ingenuity and understood machinery thoroughly, having a special knack and fancy for it.

"When our locomotive was completed it was named the Rocket, was given a trial trip, and won the prize against three competitors, settling the question for all time whether horse traction or steam traction was to be used on railroads.

"By the skill and inventive genius of George and Robert Stephenson that first engine took on the form in all essentials maintained in the great engines drawing transcontinental flyers to-day.

"After the trial trip the Rocket was put in service hauling material for construction of the road. The gauge was four feet eight and one-half inches, or that of the regular wagon road, Stephenson intending that if his locomotive failed on iron rails to run it on dirt roads. It is a singular fact that the gauge of the Rocket has been the standard gauge of railroads all over the world. Other widths have been tried, but abandoned.

"When the railroad was completed, Sept. 13, 1825, was set for the date of the trial trip drawing passenger cars. The train consisted of two double-decked carriages, each seating 18 persons—nine on the upper deck and nine below. The weight of the train was not quite ten tons. The average speed was 14 miles an hour, although at times we got as high as 29 miles an hour.

Mr. Entwistle has not seen the Rocket since it was exhibited at Philadelphia, and greatly regrets that he was unable to go to St. Louis two summers ago and see his pet once more before he dies.

BANSHEE OR DEATH WRAITH.

This is One of the Oldest and Most Respectable Ghosts.

One of the oldest and most respectable types of ghost is the banshee, which may be regarded as a near relative of the "death wraith," inasmuch as it gives warning of impending death by uttering lamentable wails, says Lippincott's. Some families take great pride in the possession of such "spooks," a good example of which is described by Mrs. Lavey of 7 Castle terrace, London, who writes: "The night when my mother lay dying was one of great pain. At about nine o'clock there came a fearful wail of a woman's voice, as if away to and fro past the windows. I ran to the window, but no human being could be there, as the room was two flights up and no houses near. She died at 10:30 p. m. My father and family sat at dinner on the evening of February 4, 1868, when the same fearful cry or wail filled our house. At eight o'clock next morning my youngest brother died quite suddenly. The same thing happened on my father's death in 1887; likewise on the death of my sister in 1889, and on the death of another brother in 1890." This banshee seems to have been rather out of place in London, such wailing ghosts (which are not seen and cannot therefore be properly termed apparitions) being especially domesticated in Ireland, where they are usually associated with dilapidated castles and an impoverished and long-descended gentry.

Where Camel Got Hump.

Did the camel develop his hump because of countless generations of burden-carrying in the deserts? Some scientists say so. The thoroughbred mehari, or saddle camel, of central Algeria, which carries no burden, heavier than a slim Arab dispatch bearer, is losing its hump. Prof. Lombroso, the Italian anthropologist, has identified similar callouses—miniature humps—upon the neck and shoulders of Hottentot and Malagasy porters employed in work more appropriate to the camel.

Substitutes.

"We haven't any deviled crabs, sir," said the waiter. "I can offer you some very nice deviled eggs." "Umph! I presume if you were out of mock-turtle soup you'd suggest some very nice mock oranges?" retorted the diner. "Yes, sir," answered the waiter, calmly. "At least I would suggest that you give them a mock trial!"—Harper's Weekly.

A Revision.

"After all," said the dyspeptic philosopher, "what a man is depends largely on what a man eats and how he digests it. The cook is the most responsible factor in our civilization." "Quite true," answered Miss Cayenne. "The old song should be changed from 'Hail to the Chief,' to 'Hail to the Chef.'"

Tough Indeed.

"It's hard," said the sentimental landlady at the dinner table, "to think that the poor little lamb should be destroyed in its youth just to cater to our appetites." "Yes," replied the smart boarder, struggling with his portion, "it is tough."

Daily Market Report

EAST BUFFALO.

East Buffalo, N. Y., June 12.—Cattle—Receipts 75; slow at steady prices. Veal calves—Receipts 400; dull and 50c lower; top veals 7.25 @ 7.50; cull to fair 3.50 @ 7. Sheep and lambs—Receipts 3,600; slow, quarter lower for both grades closing weak. Choice lambs 7 @ 7.50; cull to fair 5.75 @ 6.75; yearlings 6.50 @ 7; wethers 6.25 and 6.50; ewes 5.50 and 5.75; mixed sheep 5.50 and 6; cull sheep 2.50 and 4.25.

UNION STOCK YARDS.

Union Stock Yards, Ills., June 12.—Cattle—Receipts 17,000; estimated for Thursday 9,000; market steady to the lower; prime heaves 5.50 @ 6.00; poor to medium 4.50 @ 5.45; stockers and feeders 2.90 @ 5.20; cows and heifers 2.70 @ 5.40; canners 1.70 @ 2.65; Texans 4.25 @ 5.40. Hogs—Receipts 32,000; estimated for Thursday 23,000; market the lower. Light 5.95 @ 6.22 1/2; rough 5.70 @ 5.90; mixed 5.95 @ 6.20; heavy 5.95 @ 6.15; pigs 5.65 @ 6.20. Sheep—Receipts 20,000; estimated for Thursday 9,000; market 10c lower; native sheep 4 @ 6.30; western sheep 4 @ 6.25; native lambs 6 @ 8; western lambs 6 @ 8.

CLEVELAND.

Cleveland, June 12.—Hogs—Receipts 50; shipments 450; lower. Yorkers 6.25 @ 6.30; mediums 6.20; heavies 6.20; best pigs 6.25 @ 6.30; stags and roughs 4 @ 4.50. Calves—Receipts 300; lower. Good to extra 7 @ 7.50. Sheep and lambs—Receipts light; slow. Choice yearlings 7 @ 7.25. Cattle—Receipts 4 cars; dull.

"THE OLD WORLD AND ITS WAYS"

Col. William Jennings Bryan announces a new book of travel entitled "The Old World and Its Ways" which recounts his recent tour around the world and his journeys through Europe. It is profusely and elegantly illustrated with 240 artistic engravings representing men and things seen in the various countries of the earth, during the noted journey. The engravings are made from photographs taken by him or his party specially for this publication. It is the monumental literary work of his life, and is published under his special supervision. He has, by special contract with his publishers, made the retail price low down with the view to putting it within the easy reach of every reader and book buyer.

The book gives his experiences—what he saw and did—whom he met and his impressions and conclusions. He made a profound study of men and things as he saw them in this noted journey around the world. He gives governmental, educational, religious and other conditions, from the standpoint of a student and one profoundly interested in all the people of the earth.

While Col. Bryan traveled as a private citizen he went with the prestige of having made two memorable contests for the Presidency of the United States, and he was everywhere recognized and entertained as a great representative American, having a leading part in the direction of American affairs. He was given opportunity for observations never before accorded to any one traveling in private capacity.

If one wants to see the world, and the people who are at the head of affairs in all countries, as well as the masses, he has in this book an opportunity of seeing them through the eyes of Col. William Jennings Bryan. It is sold by subscription, and the Thompson Publishing Company of St. Louis, Mo., are the fortunate publishers. They offer an especially inviting opportunity to solicitors in another column of this issue.

Hard to Answer. One day Robert Herrick, the novelist, was impressing upon his class in English literature, in the University of Chicago, the importance of reading what had been written with a purpose and had character and power. He contrasted forcefully such literature with the light, rapid, frivolous sort, that seemed to appeal to such a large percentage of readers. He then asked each student to tell him frankly which kind he was reading. After nearly all had confessed to something light, he came to a tall westerner, who showed a tendency to evade the question. "It can't be possible, I hope," said Herrick, "that you are not reading anything?" "No, it is not that," replied the westerner. "The fact is, I am reading your latest novel, and I can't decide to which class it belongs."—Lippincott's Magazine.

His Face for the Pie. A seven-year-old who, at dinner, without a thought of the dessert, had eaten not wisely but too well, was marked: "Gee! I'm full up to my neck." His mother said: "That's too bad, for we are going to have pie." Undaunted, he replied: "Bring it out! I've got my face for the pie."

STEEL STREETS IN PARIS.

Made of Harrow Points Filled in with Fine Concrete.

Paris is experimenting with the latest thing in pavement. They call it steel pavement, but it is really a concrete pavement reinforced with a steel framework.

The trial section of it has been laid on the rue Saint-Martin, in front of the conservatoire of arts and industries.

The metal part of the pavement is a plate of perforated steel with strong bolts of steel running through it between the perforations. Each section has some resemblance to a steel harrow, only the prongs project equally on each side and they are square and blunt.

The plates are arranged close together on a bed of rough concrete, such as is used for wood block pavement. Then a specially prepared cement is shoveled upon them in a soft condition and rammed down until it makes a solid mass, with the steel frame just leveled off evenly with the upper tips of the prongs.

The steel prongs are so close together that the shoe of every horse and every wheel of any width must rest in part on them and in part on the cement.

It is expected in this way to secure a highly durable, but distinctly uneven surface, one on which horses will have sure footing in all weathers and on which they can secure the necessary purchase to pull heavy loads.

It will be superior to asphalt in ultimate economy and to wood, both in the better footing that it affords to the horse and in the fact that it admits of dangerous ruts developing.

The life of such a pavement without serious repair is estimated at ten years as a minimum.—N. Y. Sun.

Prizes for Tanned Faces.

With the object of encouraging the pupils of the Farnham grammar school to spend their recent holiday in the open air as much as possible, the Rev. S. Priestley, the head-master, offered a prize to the boy who returned to school with the brownest face. On the pupils reassembling for the summer term 12 were picked out as being the most tanned, and it was announced that the judges had awarded the prize to Foster, the captain of the school. It is understood that Foster declines to divulge to the other boys the secret of his preparation, if any.—London Globe.

Poor Orphans.

Two of the young friends of Bishop Wilberforce of Oxford gave the authorities of the university so much trouble that they won the nicknames of Hoppat and Phinehas. One day they were lounging about the hall at Cuddensdon palace, singing the Lutheran refrain: "The Devil is Dead," when the bishop suddenly appeared. He walked very gently up to them, and in his most caressing manner, placing one hand on each head, said in consolatory tone: "Alas, poor orphans!"—Youth's Companion.

More Thorough.

Bobby had gone to Canada to visit his English aunt, and was trying to be on his best behavior all the time, but at luncheon, when his aunt asked him if he would like some curried chicken, he was speechless with surprise. "What is the matter, Bobby?" asked his aunt. "Don't you like curried chicken?" "I don't know," answered Bobby. "I don't curry out; we pick them."—Lippincott's.

PRISONERS IN A CAVE.

Party of Picnickers Has Exciting Adventure in Basutoland.

A remarkable incident occurred in Basutoland recently, writes the London Mail's Durban correspondent. A picnic party decided to make a trip into the Basuto country, which they entered by a pass known as the Lahl Ingubo, on the Natal frontier, and encamped for the night in a cave in the Drakensberg. Proceeding on their journey the following day they asked a native to direct them to a cave in which they could take their midday meal. The Basuto appears to have given information of their presence, for toward evening the party was intercepted by a number of natives, the old man who appeared to be in charge carrying a gun. The Europeans were then arrested, accused of being "white men's spies," and taken to a place which had the appearance of a mountain stronghold beneath an overhanging cliff. Here the visitors' horses were turned astray, and the headman, telling them that they would not be allowed to re-enter Natal, signified that they would have to continue without their horses, and would have to carry their saddles. After a night spent under surveillance in a cave the Basutos maintaining a close watch upon their captives, the party made their escape by means of a strategem, in which they were assisted by the Basuto guide, who helped them to capture the horses and led them back to the pass by which they entered. After a furious ride in the darkness, the precipitous nature of the country leading to several exciting adventures, the party reached the Natal side early on the morning after their escape, thoroughly spent and unweary.

TOOK THE MINISTER'S WATCH.

Last Action of Pickpocket Typical of His Life.

Rev. Dr. Chadwick, Bishop of Derry and Raphoe, in a speech at the synod of the Irish Protestant church, referred to the story of a pickpocket having been found dead with the watch of the clergyman who had come to attend him in his hand. The clergyman in whose experience this strange incident occurred was the late Rev. W. H. White, chaplain of the Savoy and chaplain to the speaker of the British house of commons in the reign of Speaker Brand. Mr. White was aroused in the small hours of the morning from his sleep by a sick call when, early in his ministry, he was a curate in a Brighton parish. He was summoned to a bad quarter of the town and was led to the bedside of a man who was rapidly sinking, amid surroundings of destitution and squalor. The man passed away while Mr. White was offering prayer in his behalf, and Mr. White, on rising from his knees, discovered to his astonishment that his watch had been removed from his pocket and was held tightly in the grasp of the dead man.

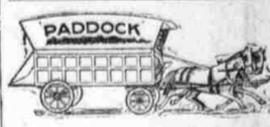
Hoist by His Own Petard.

Overshrewd lawyers often furnish their adversaries with weapons. "Did you see this tree that has been mentioned by the roadside?" an advocate inquired. "Yes, sir; I saw it very plainly." "It was conspicuous, then?" The witness seemed puzzled by the new word. He repeated his former assertion. "What is the difference," sneered the lawyer, "between plain and conspicuous?" But he was hoist by his own petard. The witness innocently answered: "I can see you plainly, sir, among the other lawyers, though you are not a bit conspicuous."—Tit-Bits.

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between 35 1-1 and 36 3-8; opening at 36 and closing at 35 3-8; No. 2 white 11 1-2 and 55.

TOLEDO GRAIN.

Toledo, June 12.—Wheat—Cash and July 31 3-4; September 93 5-8; December 95 3-4. Corn—Cash 55; July and September 54 5-8; December 51. Oats—Cash 45; July 43; September 35 3-4. Cloverseed—Cash 9 25; October 8.00; December and March 7.90; prime alsike 8.00; prime timothy 2 35. Rye—No. 1, 81 1-2; No. 2, 80; No. 3, 77.

NEW YORK PRODUCE.

New York, June 12.—Butter—Receipts 18,489; steady. Creamery extra 23 @ 24; firsts 22 @ 23; state dairy tubs finest 23; imitation creamery firsts 21 and 21 1-2; factory firsts 18 @ 19 1-2. Eggs—Receipts 25,720; steady. Note by white fancy 19; do extra mixed 17 1-2 @ 18; western firsts 15 1-1 @ 15 3-4; southern 14 @ 15.

CHICAGO PRODUCE.

Chicago, June 12.—Eggs—Extras 16 1-2; firsts 13 1-2; prime firsts 14 1-2. Butter—Extras in creamery 23; firsts 24 @ 22 1-2; packing stock 10. Live Poultry—Turkeys 11; chickens, hens 11 1-2; ducks 12; geese per dozen 6 @ 7.