

EDWIN C. McMILLAN was born in Columbiana county, Ohio, June 8, 1839; he died at Keokuk, Iowa, December 9, 1909. He removed to Indiana where he enlisted in the Sixth Indiana Cavalry, gallantly serving for three years, and when discharged was captain of Company F. At the close of the war, Capt. McMillan engaged in the practice of dentistry at Bowling Green, Indiana, from which place he removed to Albion, Marshall county, Iowa. He served as sheriff of Marshall county for a number of years. In 1878 he was appointed warden of the penitentiary at Ft. Madison, serving in that capacity for six years, and again, after an interval for four years. He was a resident of Marshall county the greater part of his life, but for four years had made his home in Keokuk.

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DANIEL JOHN PATTON was born in Fayette county, Pa., January 27, 1836; he died near Hampton, Iowa, March 14, 1910. He removed to Franklin county, Iowa, in 1869, locating in what is now Ingham township. Ten years later he purchased a farm in Mott township, and there resided for the greater part of the remainder of his life. He was a leading farmer and stock raiser in his county, a strong force in the moulding of opinion and the up-building of his community in every way. In 1900 he was elected to the lower house of the 28th General Assembly, serving again in the 29th.

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EDWARD ENTWISTLE was born March 15, 1815, at Tillsleys Banks, Lancashire, England; he died at Des Moines, Iowa, October 31, 1909. He was apprenticed to the Duke of Bridgewater who had large machine shops at Manchester. It was in these shops that the inventor, Stephenson, built his first locomotive, and a portion of the work on it was done by Mr. Entwistle. When Stephenson took the locomotive for its trial trip, he had Mr. Entwistle attend him as fireman. The "Rocket" drew the first train between Manchester and Liverpool, and for two years Mr. Entwistle as engineer, made two round trips daily. He was transferred on his own request to a coasting steamer owned by the Duke of Bridgewater, and as its engineer remained in that service until he was twenty-two years of age, when he migrated to America. He ran steamboats on the Hudson river, and on the Great Lakes until 1856, when he came to Des Moines, where his home remained the rest of his life. He made a few trips from Des Moines to Keokuk and return during the navigation of the Des Moines river, but for the most part was engaged as a stationary engineer throughout his active years.

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CHARLES M. HARL was born in Sandusky, Ohio, November 13, 1856; he died at Council Bluffs, Iowa, March 1, 1910. John W. Harl, the father of Charles M., removed with his family to Council Bluffs in 1858. The father died three years later and an only brother, Ed, was killed in battle at Helena, Ark. Charles was educated in the Council Bluffs public schools, graduating from the high school in 1874. Entering the office of Caleb Baldwin as a law student, he completed his studies and was admitted to the bar in 1876. He became a member of the firm of Smith and Carson, continuing until 1886

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