F. W. Boden, the father of A. F. W. Boden was one of the oldest manufacturers of vinegar in the United States, and his vinegar generally allowed by competent chemists to be the purest in the United States. The father was the first who used filterers and generators in this country in manufacturing vinegar, and obtained the first premium, at the State and World's Fair in New York.

The subject of this sketch obtained the first prize at the fair lately held at Milwaukee, which is the best proof he could give of the superior excellence of his vinegar.

PETER V. DEUSTER

was born in Dueren, county of Aix-la-Chapelle, Prussia, Feb. 13th 1831; received an academical education, but left too young to finish the course. He completed his education in the printing office, is by profession a printer, publisher and editor. He came to Wisconsin in 1847, and settled at Milwaukee, where he published a literary paper, entitled "Milwaukee Hausfreund." He was Deputy Clerk of the Circuit Court of Washington county in 1854; and in 1856, he purchased the Milwaukee Seebote. He represented the Fifth District of Milwaukee in the Legislative Assembly of the state of Wisconsin; in 1869 was elected Senator of the Sixth District; and is now President of the Chicago Publishing Company, which publishes the "Chicago Union."

Mr. Deuster's career has been one of great success, having, in a few years, secured a handsome independence.

JEREMIAH QUINN,

born in Bomeystown, county of Limerick, Ireland, on the 20th day of January A. D. 1835; lost both his parents while an infant; was educated at Bomeystown National School, and at Kilfinane High School. He emigrated to the United States when about 17 years of age, landing in the City of Boston. Failing to procure a position in any law office, which profession he sought eagerly at that time, he apprenticed himself to a Massachusetts mechanic and learned a laborious trade, at which he worked for several years. He emigrated to Wisconsin, arriving in Milwaukee in the year 1857, where he worked at his trade in the employ of the Milwaukee and St. Paul Railroad for six years, when he obtained a position as clerk in the freight department of the road, and where he