

metropolis lie made his way westward to Wisconsin and was appointed priest to the Green Bay diocese, with which he was connected for four years. In 1899 he was appointed to take charge of the Sacred Heart church at Oxford Junction, Johnson county, Iowa, and presided over that congregation for three years. While there he built a fine stone and brick edifice at Prairieburg, which was then in his mission. In 1902 he was transferred to Chelsea, Tama county, Iowa, where he remained for three years, building a modern brick church at that point. In 1906 he came to Protivin as pastor of Holy Trinity church and the following year built the present church edifice in Protivin, which is one of the finest church buildings in Howard county. Rev. Lakomy drew the plans also for the Bohemian Savings Bank and for Beseda Hall at Protivin and was the superintendent of construction of both buildings, which were erected at a remarkably low cost considering the style of architecture and the construction work. Father Lakomy is one of the prominent figures in the life of his section of Howard county. It is said of him that he has never refused financial assistance to any worthy man regardless of nationality, creed or religion. Money to him has but one purpose—that of doing good to his fellowmen. Father Lakomy is beloved by all with whom he has come in contact, not only by the people of his own denomination but also by Protestants as well, his upright life, his high purposes and his many good deeds commending him to the respect and friendship of all with whom he is brought in contact.

WILLIAM L. RICHARDS.

William L. Richards is a civil engineer and well known railroad man living in Cresco and he has contributed in large measure to the substantial development and improvement of Howard county. His birthplace was on the Allegheny river east of Pittsburgh and his natal year was 1848. He is the son of Joseph and Rebecca (McBride) Richards. The father was born in Westmoreland county, Pennsylvania, and was there reared and married. He took up the occupation of farming as a life work and thus provided for his family. He removed from the east to Clayton county, Iowa, making the trip westward by way of the Ohio and Mississippi rivers. In that early day the section to which he made his way was a frontier district and McGregor was the only market place in this part of the country. He took up his abode south of Austin on the Cedar river, in Minnesota, and purchased a claim of one hundred and sixty acres on which was a log cabin. In true pioneer style he began life in the west and undertook the arduous task of developing and improving a new farm. Year by year his labors were carried forward and he remained upon his original claim until 1862, when he removed to Vernon Springs, Iowa. The following year, aroused by a spirit of patriotism, he offered his services to the Union and joined the Sixth Iowa Cavalry. With the command he went to the front and was wounded while at White Stone Hill, North Dakota. He served under General Sibley until the close of the war and with a most creditable military record returned to his old home in Howard county. He then took up farming again and after a time traded the old farm for a tract of land in New Oregon township comprising eighty acres, but at a later period traded that for his former property. He remained a resident of Vernon Springs until his death, which occurred in 1891. His political allegiance was always given to the democratic party and his religious faith was that of the Baptist church, which guided him in all life's relations. He belonged to the Grand Army of the Republic and thus maintained pleasant associations with the "Boys in blue" with whom he had marched on southern battlefields in defense of the stars and stripes. His wife died at the age of eighty years.

William L. Richards spent his boyhood between 1862 and 1868 upon the old home farm in Howard county and his early education, acquired in the district schools, was supplemented by study in the Cedar Valley Seminary. He afterward taught school through three winter seasons in Howard county and later became connected with the Davenport & St. Paul Railroad on location and construction work, spending five years in that connection. From 1873 until 1895 he was chief