

MAURICE CONNOLLY was born at Dubuque, Iowa, March 13, 1878, and was killed in an aeroplane disaster near Washington, District of Columbia, May 28, 1921. He was graduated with the degree of A. B. from Cornell University, Ithaca, New York, in 1897, and in 1898 he received the degree of LL. B. from the New York Law School and was admitted to the bar of Iowa in 1899. He took postgraduate work at Balliol College, Oxford University, England, and at the University of Heidelberg, Germany. On the death of his father in 1903 he succeeded him in business and became president of the Connolly Manufacturing Company, vice-president of Dubuque Fire & Marine Insurance Company, and a director in the Iowa Trust and Savings Bank and other institutions. In 1897 he was president of the national convention of the Delta Kappa Epsilon college fraternity, in 1907 was president of the Carriage Builders National Association, and in 1909 was president of the Iowa State Elks. In 1912 he was elected representative in Congress, defeating Congressman Charles E. Pickett, and served in the Sixty-third Congress. In 1914 he defeated E. T. Meredith for the Democratic nomination for United States Senator, but at the general election was defeated by Senator A. B. Cummins. One month after the United States entered the World War, Mr. Connolly volunteered in the air service. He served as adjutant, executive officer, and commanding officer at different times at Chanute Field, Rantoul, Illinois, Wilbur Wright Field, Dayton, Ohio, and Hazelhurst Field, Mineola, Long Island. He also served in the executive division of the War Department. He was one of the few men of his years to become an expert pilot. He was honorably discharged from the army as a lieutenant-colonel in the reserved officers' air service. He was associated with the Curtiss Aeroplane and Motor Company and was greatly interested in furthering this industry and this branch of his country's service. At the time of his death he with five army officers and one other civilian were returning to Washington from attending aeroplane maneuvers on Langley Field, when their large Curtiss-Eagle plane encountered a storm and crashed to the ground, killing all seven occupants.

SAMUEL LOGAN MOORE was born at Canonsburg, Pennsylvania, April 6, 1844, and died at Boone, Iowa, May 30, 1921. When a child he removed with his parents to Macoupin County, Illinois, and in 1861 enlisted in Company F, Seventh Illinois Infantry, served in it throughout the war, and was mustered out as orderly sergeant at Springfield, Illinois, in June, 1865. In 1866 he came with his widowed mother to Boone, Iowa. His first work there was cutting ties for the North Western Railway. For the following eighteen years he was in the employ of that company, first in charge of the stockyards, then as switchman and later as yardmaster. In 1885 he entered banking as president of the First National Bank of Boone. In this line he was very successful, in time extending his interests to the Farmers State Bank of Boone, and to banks at Pilot Mound, Ogden, Madrid, and Luther,

and also to banks in Oklahoma and North Dakota. He was a partner in the real estate and abstract business of Moore & Crooks, and had extensive land holdings, was president of the Boone Blank Book Company, was interested in the Spurrier Lumber Company, the Boone Clay Works Company, and many other enterprises. Earlier in his career he was active in politics, was for a time city marshal of Boone, and was a member of the city council. In 1885 he was elected representative and served in the Twenty-first General Assembly. Mr. Moore never married and the hospital at Boone, largely built by him, is a memorial to his mother. In later life he became an extensive traveler, crossing the ocean several times and making world tours. He was active in helping promote all community welfare and patriotic movements.

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JOHN C. COOK was born near Tiffin, Ohio, December 26, 1846, and died at Algona, Iowa, June 7, 1920. He was educated in common school and at Heidelberg College, Tiffin. For a while he acted as a railroad brakeman. He taught school for a time, studied law with Judge Lee at Tiffin, was admitted to the bar there in 1867, and the same year removed to Newton, Iowa, where he began practice. In 1876 he was the Democratic candidate for attorney-general of Iowa. In 1878 he was elected judge in the Sixth Judicial District and served four years. In 1880 he was the candidate of the Democratic and the National Greenback Labor parties for Congress, the Republican candidate being M. E. Cutts. The result was very close, Cutts was given the certificate of election, but Cook contested and won the seat. In 1882 Cutts was elected, winning over Mackey, Democrat, and Weaver, National Greenback Labor, but Cutts died during his term and Cook ran as an independent and was elected to the vacancy. After finishing his term in the Forty-eighth Congress ending in 1885, he retired from political life and entered the employment of the Chicago & Northwestern Railway Company as attorney for the north part of Iowa, with location at Webster City. In 1896 he was appointed solicitor for Iowa for the Chicago, Milwaukee & St. Paul Railway Company with headquarters at Cedar Rapids. He held that position until 1915 when he retired at his own request. He became a large owner of land in northern Iowa. He was a very able lawyer, having few equals either before the court or jury.

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DANIEL KERR was born June 18, 1836, in Ayrshire, Scotland, and died at his home in Grundy Center, Iowa, October 8, 1916. He came with his parents in 1841 to Madison County, Illinois. In 1858 he was graduated from McKendree College, Lebanon, Illinois, in 1859 and 1860 was a teacher in high school at Edwardsville, Illinois, and in 1862 was admitted to the bar, having read law with Governor French, at Springfield. In the same year he enlisted as a private in Company G, One Hundred and Seventeenth Illinois Infantry, and was mustered out at the end of the war as a first lieutenant. He then entered on the prac-

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