

FURNERAL - Cleveland, Ohio

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The Assassination of Abraham Lincoln

Funeral Train Route

Cleveland, Ohio

April 28, 1865

Excerpts from newspapers and other
sources

From the files of the
Lincoln Financial Foundation Collection

CLEVELAND & ERIE RAIL ROAD.

TIME CARD

For Special Train, Friday, April 28th, 1865,



CONVEYING REMAINS OF ABRAHAM LINCOLN, LATE PRESIDENT OF THE UNITED STATES, AND ESCORT.

| STATIONS. | MILES. | MILES. | Pilot Engine. | Cortege Train. | |
|------------------|--------|--------|---------------|----------------|--|
| | | | LEAVE | LEAVE | |
| Erie..... | | | 2.15 A.M. | 2.25 A.M. | |
| Swanville..... | 8½ | 8½ | 2.42 | 2.52 | Pilot Engine & Cortege Train extra Stock Express No. 1. Pilot Engine & Cortege Train extra Stock Express No. 2. |
| Fairview..... | 11 | 2½ | 2.49 | 2.59 | |
| Girard..... | 15½ | 4½ | 3.05 | 3.15 | |
| Springfield..... | 20½ | 4½ | 3.17 | 3.27 | |
| Conneaut..... | 27½ | 7½ | 3.39 | 3.49 | Pilot Engine & Cortege Train passing Fast Freight No. 3. |
| Kingsville..... | 35½ | 7½ | 3.59 | 4.09 | |
| Ashtabula..... | 41 | 5½ | 4.17 | 4.27 | |
| Saybrook..... | 45½ | 4½ | 4.30 | 4.40 | |
| Geneva..... | 50½ | 4½ | 4.42 | 4.52 | |
| Unionville..... | 53½ | 3½ | 4.51 | 5.01 | |
| Madison..... | 55½ | 2½ | 4.59 | 5.09 | |
| Perry..... | 61 | 5½ | 5.13 | 5.23 | |
| Painesville..... | 66½ | 5½ | 5.31 | 5.41 | |
| Mentor..... | 72½ | 6½ | 5.47 | 5.57 | |
| Willoughby..... | 77 | 4½ | 5.58 | 6.08 | |
| Wickliffe..... | 81½ | 4½ | 6.10 | 6.20 | |
| Euclid..... | 86 | 4½ | 6.22 | 6.32 | |
| Cleveland..... | 95½ | 9½ | 6.50 A.M. | 7.00 A.M. | |
| | | | ARRIVE. | ARRIVE. | |

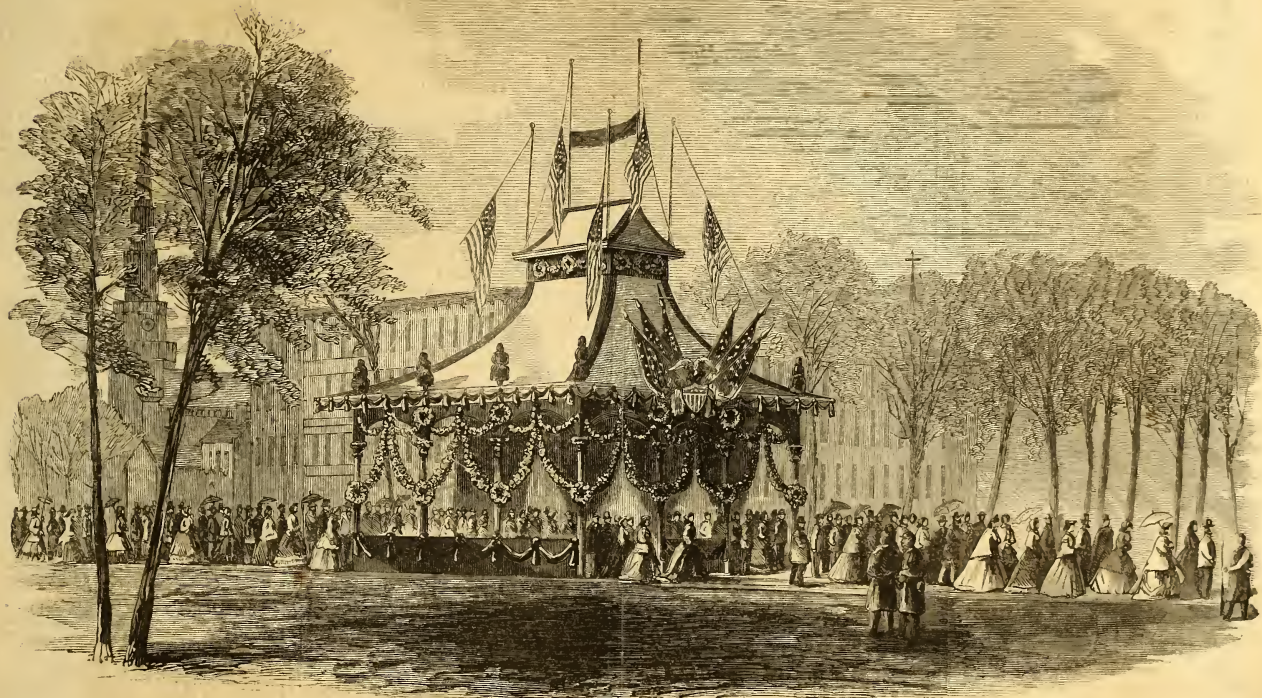
This Train and the Pilot Engine will have the POSITIVE RIGHT OF ROAD, and all Trains must be kept entirely out of their way.

Train and Pilot Engine must be run strictly to card time as possible.

Strict carefulness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.

Supt's Office C. & E. R. R., Cleveland, April 26, 1865.

H. NOTTINGHAM, Supt.



PRESIDENT LINCOLN'S FUNERAL—BUILDING ERECTED FOR THE RECEPTION OF HIS REMAINS AT CLEVELAND, OHIO.

[SEE FIRST PAGE.]

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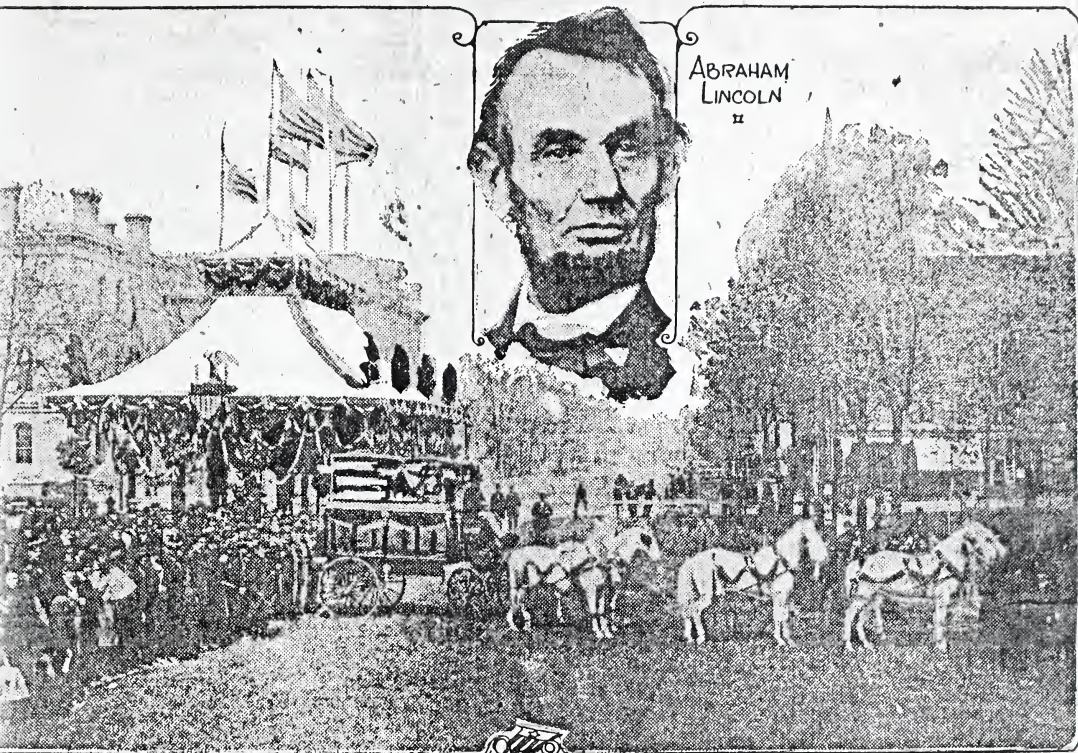
LINCOLN visited Cleveland twice, the first time February 15, 1861, in his triumphant voyage to Washington for his inauguration ceremonies; the second when, on April 28, 1865, the city was permitted to pay its final tribute to him as his body lay in state in Monumental park here.

On the first occasion throngs of Clevelanders met the distinguished party at the Cleveland & Pittsburg railway station at Euclid ave. and Willson ave., now E. 55th st., and joined in a parade down the avenue to Public Square, and from there to the Weddell House.

Cleveland's next great tribute to the emancipator was when the entire nation had been plunged in sorrow by his assassination, and the city mourned at his bier. On the day following the news of the assassination, George B. Senter, then mayor, issued a proclamation of mourning, directed that the entire city be draped and business suspended, while the people assembled at the Square in the afternoon and gave expression to their sorrow.

When it was definitely known that his body would pass through the city a reception committee was named and an imposing catafalque was erected on the Square. Here simple services were conducted and here for seven hours throngs passed by the bier. It was estimated that fully 100,000 mourners viewed the remains.

WHEN LINCOLN'S BODY LAY IN STATE HERE



REMAINS OF ABRAHAM LINCOLN LYING IN STATE IN CLEVELAND PUBLIC SQUARE
 This portrait of President Lincoln was taken in 1861 by Matthew B. Brady. It is one of the numerous pictures acquired through years of collecting by P. Palmer, president of the Western Reserve Historical society. This scene in Monumental park is also in the possession of the historical society.

Cleveland Prepares for Lincoln's Funeral

BY S. J. KELLY

S. J. Kelly of the Plain Dealer staff is reviewing Cleveland history during the close of the Civil War. Starting with Lee's surrender he has progressed to Lincoln's assassination. This is the fifth of the series. Another installment follows soon.

Preparations

When word was received in Cleveland that the committee of congressmen had agreed upon a long funeral tour for the body of Lincoln and that the train bearing the remains would reach here on the morning of April 23, the City Council adopted a resolution by Amos Townsend appointing a committee to make necessary preparations. They were Mayor George B. Senter; Thomas Jones, jr., president of the Council; Joseph Sturges, Ansel Roberts and Amos Townsend. At the first meeting on April 19 the mayor was made chairman and Thomas Jones, jr., permanent secretary. Within a day the Hon. Rufus P. Spalding, Gen. A. S. Sanford, Col. W. H. Hayward, W. B. Castle, Amasa Stone, Jr., L. M. Hubby, Hon. E. B. Payne, Col. James Barnett, William Bingham, A. J. Begges, M. Barlow and Mayor-elect Herman M. Chapin were made members. On Thursday, April 20, the Board of Trade chose Philo Chamberlin, R. T. Lyon, J. F. Freeman, S. F. Lester, W. Murray and A. J. Begges to act and at a meeting Saturday evening they became a general committee of arrangements. J. C. Sage was made additional secretary. Sub-committees were created on location of remains, reception, procession, military, entertainment, decoration, music, carriages, and to meet the remains and the mayor was authorized to appoint all members.

The Civic Guard

Then came the forming of the famed Civic Guard of Honor. One hundred and fifty-five leading citizens of Cleveland were appointed—financiers, public men, judges, lawyers, businessmen, clergymen and manufacturers. It is impossible to give their names but the guard was in six divisions under the direction of J. Ensworth, Louis Smithknight, Robert Hanna, Peter Thatcher, H. F. Brayton, F. T. Wallace, J. P. Robison, George F. Marshall and Thomas Quayle.

No room or building was found for the remains of Lincoln that would accommodate the vast crowd so the committee authorized the erection of a suitable catafalque. No street ran through the Public Square then and the area was surrounded by a low-railed fence. A site was selected directly east of Perry's Monument, which then stood at the center, and work on the structure commenced.

white festooned decorations, two great golden eagles held national shields at either end. Eight immense plumes of black and white ranged along the top at either side. Slender flagpoles bearing crepe flags and streamers ranged about the top. Its pagoda-shaped double roof was supported by shrouded columns. The sides were open save for low walls covered with black, on which were fastened large evergreen wreaths, and later beautiful floral devices.

The interior was in keeping with the exterior decorations. Heavy draperies of black cloth covered pillars and roof with festoons of evergreen.

Within

On the day of the ceremonies floral wreaths and bouquets nearly hid the somber hangings. At the center was a raised dais, twelve feet long, four feet wide and two feet high at its lower end, covered with black velvet. Along the sides east

and west ran wide passageways. The people were to enter from the eastern end. The coffin would be tilted so that every visitor on entering the building could keep the remains in sight until nearly leaving at the western end. Every sound would be deadened by the thick matting on the floor and the interior well lit by gas at night.

At each end of the dais were seats covered with black cloth for detachments of Cleveland's guard of honor. Every detail of the civil and military program had been arranged. Mayor Senter appointed the following pallbearers:

Governor John Brough, ex-Governor David Tod, Hon. John Sherman, Rufus P. Spalding, James M. Ashley, J. C. Deven, Horace Foot, John Crowell, J. P. Robinson, D. P. Tilden, Gen. R. P. Buckland and Gen. O. M. Oviatt.

Cleveland was ready for the funeral of Lincoln.

In Washington

At Washington solemn and elaborate funeral ceremonies took place. In the east room of the White House thousands viewed the dead president. Second day services were held there and regiments of infantry, artillery, cavalry, army and navy commanders escorted the remains to the rotunda of the Capitol where for one day, Thursday, April 20, 1865, they were viewed by thousands. Early the next morning, soldiers with Lieut. Gen. Grant and ten brigadier generals on foot and officers of the navy followed by President Johnson, had accompanied the hearse and body to the Baltimore & Ohio Depot. The long train with the national guard of honor, relatives and friends, members of Congress, delegates from Illinois, three governors and their staffs, and the veteran reserve guard, was in readiness. The casket containing Lincoln's remains was placed in the last black-draped car, and the train left Washington promptly at 8 o'clock on April 21.

In Cleveland

In Cleveland, the catafalque was an oblong structure 24 by 36 feet and fourteen feet high. Double-roofed with its elaborate black and

2-5-38 Cleveland
Plain Dealer

How Cleveland Awaited the Martyred Lincoln

BY S. J. KELLY

S. J. Kelly, *Plain Dealer* staff writer, has sketched the surrender of Lee and incidents following the death of Lincoln as Cleveland knew them. This is the sixth of the series. Another installment follows soon.

The Funeral Train Arrives

Leaving Washington April 21, 1865, the train bearing the remains of the two Lincolns stopped at six eastern cities before arriving here. In each, were held elaborate funeral ceremonies occupying one or two days.

In the Exchange at Baltimore; in the Capitol at Harrisburg; in Independence Hall at Philadelphia; in the City Hall of New York, in the state capitol at Albany, and in St. James Hall at Buffalo, the body of Abraham Lincoln had rested under catafalques or upon raised platforms and was viewed by thousands.

Cannons roared; bells tolled; minute guns were fired; government troops, militia, artillery, infantry, cavalry, generals, admirals, officials, societies, organizations and citizens marched in monster processions. Stops were made at many cities and towns where touching scenes of grief and respect were enacted. Crowds massed at all depots. Rain sometimes poured in torrents.

At Philadelphia, thousands of men, women and children stood to pay respect to the memory of the dead president. In New York, the procession of 60,000 was still marching on Broadway long after the train had left the depot of the Hudson River Railroad, for Albany. As the train roared up the Hudson with the pilot engine, Constitution, running ten minutes ahead and the engine, Union, drawing the train, West Point cadets lined up, bonfires blazed from the heights and the locomotives rolled into depots, their muffled bells tolling mournfully. William Raymond was the engineer of the Union, which had conveyed the president on his triumphal trip through the valley in 1861.

The train left Buffalo at 10 o'clock in the evening, April 27, for Cleveland. At Dunkirk there was a group of young ladies, representing the states of the Union, each holding a national flag. At Westfield, Mrs. Drake, Mrs. E. B. Brewster, Mrs. L. A. Skinner and Miss

Abbie and Miss Elizabeth Tucker brought in a cross and wreath of flowers. On the New York-Pennsylvania state line, Gen. Dix and staff took leave of the funeral and Mayor F. F. Farrar and prominent citizens of Erie came aboard. Twelve-year-old Leonora Crawford presented a wreath with an inscription.

At Wickliffe, Gov. Brough received the funeral party in behalf of Ohio. With him were Maj. Gen. Joseph Hooker, Senator Sherman, Samuel Galloway, and prominent men of the state. Mayor George B. Senter of Cleveland had appointed a committee to meet the remains. Members joining the party here were:

Ex-Gov. David Tod, Thomas Jones, jr., Col. Anson Stager, R. P. Spalding, Amasa Stone, jr., H. B. Payne, John A. Foot, H. V. Willson, Stillman Witt, Ansel Roberts, William Bingham, W. B. Castle, Charles Hickox, John Martin, William Collins, H. N. Johnson, Dr. G. E. Weber, Dr. Proctor Thayer, Edwin Cowles, B. Hurlbut, Jacob Hovey, James

Worswick, George Willey and Lemuel Crawford.

Supt. Henry Nottingham had entire charge of the train. The locomotive was the William Case; engineer, John Benjamin; fireman, George Martin. E. D. Page was the conductor. At dawn April 28, the city awoke to the thunder of artillery.

At 6:40 that morning the pilot engine, Idaho, ran down the Lake Shore track. In ten minutes it was followed by the funeral train of nine cars. It ran into the Union Passenger Station promptly at 7.

Thousands had lined the tracks from the city limits. Every public building was draped and nearly every business structure. Flags were at half mast. A Cleveland & Pittsburgh engine coupled on Lincoln's funeral train and in twenty minutes had drawn it backwards to where the procession was to start, at the corner of E. 55th and Euclid Avenue. Thousands had arrived from outlying cities and country Thursday, the day previous. Rain was falling steadily.

Cleveland Pays Final Honors to Abraham Lincoln

2-10-37

BY S. J. KELLY

(In a series on events following the Civil War and how Cleveland received them, S. J. Kelly of the Plain Dealer staff has told of the surrender of Lee and incidents surrounding the assassination of Lincoln. In this, the final article, he recounts the story of Lincoln's funeral here.)

The Funeral Train

The national salute of 36 guns broke the silence at 7.30 on the morning of April 26, 1865, when the funeral train bearing the remains of Abraham Lincoln and his son, Tad, drew into the Euclid Avenue Station of the Cleveland & Pittsburgh Railroad.

The depot was heavily draped with mourning and flags. Over the Avenue, a large flag was suspended. The funeral car stood on the track almost across the street. Gov. John Brough and his staff, the Veteran Reserve Guards, the Guard of Honor, leading committee members and pallbearers took their positions about the car.

The Camp Chase Band stood before the depot. A plumed hearse drawn by six white horses was a few yards distant. On the shoulders of eight of the Reserve guards, the coffin was taken from the car and borne to the hearse. With drawn swords others of the guards marched at either side, attended by the pallbearers.

This cortege marched south on Willson Avenue and was saluted by the Twenty-ninth Ohio National Guard. At Prospect Avenue, the guard of honor met the cortege and returned with it to Euclid Avenue, where the procession was forming. Then down the long vista of the avenue, marching to the step of dirges, went the six great divisions of Lincoln's funeral.

Col. James Barnett was the chief marshal, assisted by many aids. In the first division was the hearse with its high plumes, its white horses decorated with crepe, each attended by a colored groom. Crowds lined the streets to the curbs. Every residence was decorated, as were many streets and

homes in the city. Slowly and solemnly, without stop, this great procession moved down the Avenue. Bells tolled over Cleveland. At intervals the firing of cannon was heard. Led by the Camp Chase Band, followed by a regiment, came national, state and city officials, generals and admirals, companies of cavalry, infantry, artillery. It was estimated that 6,000 members of organizations, societies, orders, leagues and brotherhoods marched to the music of many bands.

Rounding at the corner of Erie (E. 9th) the long procession turned again at St. John's Cathedral into Superior Street and proceeded to the eastern entrance to the square. Cannon fired a salute. The hearse moved to the catafalque.

The casket was placed on the dais.

At the Bier

A committee of ladies laid floral decorations and evergreen wreaths upon it. The undertaker and embalmer opened the coffin and inspected the remains. The procession had filed into the fenced square. Bishop Charles Pettit McIlvaine read from the burial service of the Episcopal Church beginning with the line:

"I am the resurrection and the life, saith the Lord."

An eloquent prayer was offered and those within the inclosure filed through the pavilion, viewed the body and passed through the Rockwell gate.

Then the public was marshaled

in column and admitted. As they approached the catafalque they parted into lines, moving through the two passageways. A silver plate upon the coffin bore the inscription.

Abraham Lincoln,
Sixteenth President of the United States.

Born July 12, 1809.

Died April 15, 1865.

More than one hundred thousand people gazed on the leaden and shrunken features of the dead president. A heavy rain continued.

Farewell

Bands played dirges on hotel balconies. People passed through the catafalque 8,000 an hour throughout the day.

At sunset a salute was fired. As gaslight illuminated the pavilion the crowd thickened. At 10 the gates were shut. At 10:10, the coffin was closed. An hour later it was placed in the hearse. Rain was pouring a deluge. Preceded by the Guard of Honor bearing flaring torches, through torrents of wind and rain, the weird cortege hurried—the 29th Ohio National Guard, the plumed hearse, the Father Mathew Temperance Society and the Eureka Lodge of Masons.

Around the Square and down Superior they marched, down South Water Street Hill, three bands playing dirges.

The funeral train left at midnight for Columbus. Two thousand miles were traveled in its complete journey to Springfield.

HOOP SKIRTS 'OUT' AT LINCOLN'S BIER

Clevelander Recalls Warning Given Due to Crowds

When Lincoln's catafalque was brought to Public Square here in 1863, crowds were so great that women were warned against wearing hoop skirts, Mrs. W. J. Gibbs, 89, of 10123 Superior Avenue N. E., recalled yesterday.

Mrs. Gibbs saw Lincoln when he passed through Cleveland on his way to Washington in 1861, but all that she remembers about him is a tired, drawn face.

The Plain Dealer yesterday told how William Ganson Rose was having a tough time to find a Lincoln witness for a WGAR radio program at 4:15 p. m. today. Several persons, he said, telephoned him the names of such persons outside Cleveland, and Mrs. Mary L. Forrest told him of Mrs. Gibbs.

The time is too short to prepare a program for Mrs. Gibbs for today, but later in the week Rose will try to have her on the air. Mrs. Gibbs, incidentally, is probably the oldest former employe of the Plain Dealer. When she was 15 she sorted pied type, the Civil War having depleted the Plain Dealer's composing room force.

Two hundred Sons and Daughters of Union Veterans yesterday celebrated Lincoln Day with a luncheon in Hotel Cleveland, where John A. Bomhardt recited the Gettysburg address and Peter Witt read his own sketch of Lincoln. Mayor and Mrs. Harold H. Burton and Mrs. Bertha Droz of Mansfield, national president of the daughters' branch of the organization, were present.

Principal observance today is the re-enactment of Lincoln's visit here in 1861, to take place in Lincoln's room in the Weddell House at 3 p. m. It will be broadcast over

WCLE *Cleveland of Lincoln*
2-12-49

Body of Son Also Was on Train That Took Dead President Home

Abraham Lincoln, whose body today will be observed on the train, twice visited Cleveland, Ohio.

The first time was as a tripartite candidate who had lost his fight and was en route to Washington for his funeral. That was on Feb. 11, 1861.

Lincoln again came to Cleveland on Apr. 28, 1865, and it was a day of deep sorrow, black-edged, with more than 100,000 persons filing past his coffin as his body lay in state in Public Square.

For Abraham Lincoln, the great backwoodsman turned statesman, then President of the United States, had been killed by an assassin's bullet three days later, the train which bore the body of the Great Emancipator to its final resting place paused in Cleveland.

A little known fact of that mournful visit was revealed today by Juvenile Court Judge Albert A. Woldman, regarded as a foremost authority on the life and times of Lincoln.

Lincoln's Body Also Aboard

"The body of Lincoln's son, also, was in the baggage coach," Judge Woldman said. "The boy, whose formal name was William Wallace Lincoln, had fallen victim to disease at the age of 12, and had been buried in February, Washington."

Woldman said Mrs. Lincoln, who was leaving Washington never after the death of the president, had their son's body removed from its grave

so it could be taken for burial beside that of his father.

When the train pulled into Cleveland, near what is now Euclid Ave. and E. 55th St., Lincoln's flag-draped coffin was placed on a wagon for the journey to the center of town.

As the hearse moved slowly toward Public Square, cannon boomed in slow cadence and church bells were tolled.

Crowd Follows

A crowd estimated at 6000 followed the procession to where the casket was placed in a pavilion just east of Perry's monument.

Following the reading of the service of the Episcopal Church, the people began to pass the bier.

They wept, some of them. Others were silent but moist-

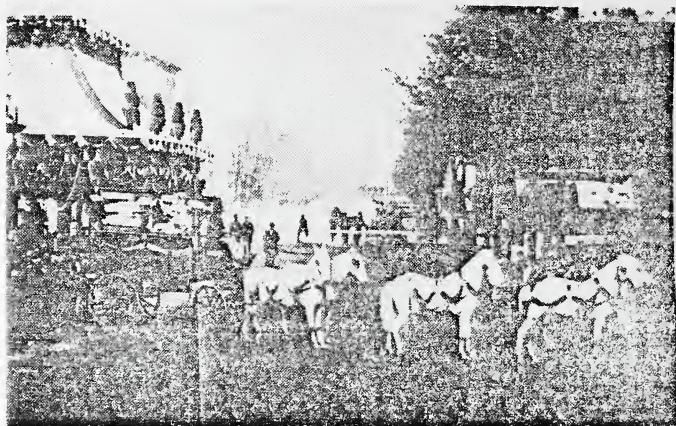
eyed. And they continued to walk past the coffin and pause to look at that familiar, bearded gentleness lying so still.

Continued Late

When the sunset guns were sounded the crowd still was large, and it was not until 10 p. m. that the gates were closed and the coffin replaced in the horse-drawn hearse.

At 11 p. m. the hearse, flanked by a guard of honor, began the somber trip back to the train station. Torches carried by many who stood along the street illuminated the tearful faces of the silent throngs.

And at midnight the train, departed for Columbus, next stop on the sad journey to Springfield, Ill., where Abraham Lincoln would be laid to rest.



LINCOLN'S LAST VISIT TO CLEVELAND was on Apr. 28, 1865, when the body of the Great Emancipator was placed in the pavilion on Public Square, where 100,000 mourners paid their last respects.



Lincoln Lore

Bulletin of The Lincoln National Life Foundation . . . Dr. R. Gerald McMurtry, Editor
Published each month by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 1562

Fort Wayne, Indiana

April, 1968

Lincoln's Funeral In Cleveland

Editor's Note: The recent acquisition of two original photographs of the "Remains of President Lincoln lying in State at Monument Square and Pavillion, Cleveland, Ohio" has prompted the publication of this article. These two photographs by Sweeney have likely never before been published. In addition, two other photographs (one by Ryder) have been selected to illustrate this topic. For minute details regarding the route of the funeral procession in Cleveland, the editor relied heavily upon an article by S. J. Kelly which appeared in the *Cleveland Plain Dealer*, February 10, 1938.

It was on a special train furnished by the *New York Central Railroad* that Abraham Lincoln's remains were transported to the Euclid Avenue (and

E. 55th Street) Station (Cleveland & Erie Railroad) in Cleveland, Ohio. The train arrived on Friday morning the twenty-eighth of April at seven o'clock. At 6:20 that morning at Wickliffe, Ohio, Governor John Brough and his staff had received the funeral party. Also at Wickliffe Major General Joseph Hooker, commanding the Department of Ohio, came aboard the train with his staff. Under General Orders No. 72 he took chief command of the funeral escort. Also at this point some twenty-five citizens of Cleveland joined the funeral cortege

and rode the train along the shore of Lake Erie to the station.

On this day (just one week since Lincoln's remains left Washington) Cleveland was drenched in a heavy rainfall, but its citizens contended that "tears were falling for the great, good man."

As the train moved slowly into the station, Governor Brough and General Hooker could see through the windows vast crowds of people on the green hillsides along the track of the railroad. The depot was heavily draped with mourning cloth and flags,



MONUMENT SQUARE PAVILLION
CLEVELAND, O.

Remains of President Lincoln lying in State

From the Lincoln National Life Foundation

This photograph by Sweeney may have hitherto been unpublished. It depicts in excellent detail the plumed hearse with its six white horse hitch.

Body of Son Also Was on Train That Took Dead President Home

Abraham Lincoln, whose so it could be taken for burial walk past the coffin and birthday will be observed on beside that of his father. Monday, twice visited Cleveland, near what is now still.

The first time was as a tri-umphant candidate who had won his fight and was en route to Washington for his inaugural. That was on Feb. 18, 1861.

Lincoln again came to Cleveland on Apr. 23, 1865, but it was a day of deep sorrow, black-edged, with more than 100,000 persons filing silently past his coffin as his body lay in state in Public Square.

For Abraham Lincoln, the gaunt backwoodsman turned lawyer, then President of the United States, had been felled by an assassin's bullet. Three days later, the train which bore the body of the Great Emancipator to its final resting place paused in Cleveland.

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MONUMENT SQUARE & PAVILLION

CLEVELAND, O.

Remains of President Lincoln lying in State

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From the Lincoln National Life Foundation

and over Euclid Avenue a large flag was suspended. However, the attention of those passengers on the train was first attracted by "a magnificent arch, bearing in large letters, the inscription: 'Abraham Lincoln'. Immediately under the arch was a female, dressed to represent the Goddess of Liberty. She held in her hand a flag, and this, together with her cap, was braided in mourning."

Once the train stopped, Governor Brough and General Hooker with their staffs, the Veteran Reserve Guard, the Guard of Honor, leading Committee Members and pallbearers took their positions about the cars. As the train arrived, a national salute of thirty-six guns was fired, and half-hour guns from then on until sunset, boomed.

By half-past seven an immense crowd had formed at the depot. The military and civic associations formed themselves into six divisions, each led by a band. By this time, bells throughout the city tolled and "the shipping in the harbor and all the hotels and other public buildings displayed the American flag at half-mast. All business houses, (including the saloons), were closed and remained so throughout the day."

A Camp Chase band stood before the depot while a plumed hearse drawn by six white horses was only a few yards away. On the shoulders of eight of the Reserve Guard the casket was borne from the railroad car to the hearse where with drawn swords others of the guard marched at either side, attended by the pallbearers.

The funeral cortege marched south on Willson Avenue and was saluted by the Twenty-ninth Ohio National Guard. At Prospect Avenue, the guard of honor met the cortege and returned with it to Euclid Avenue, where the

procession was forming. Then down the long vista of the avenue, marching to the steps of dirges, went the six great divisions of Lincoln's funeral.

The chief marshal that day was Colonel James Barnett, assisted by many aids. The hearse with its high plumes was in the first division. The six white horses were decorated with crepe, and each was attended by a colored groom.

The streets were crowded with people to the curbs, and many residences were decorated in mourning. Following a regiment of soldiers led by the Camp Chase band, were national, state and city officials, generals, admirals, and companies of cavalry, infantry and artillery. It was estimated that some 8,000 members of organizations, societies, orders, leagues and brotherhoods marched to the music of the six different bands.

After rounding the corner of Erie (E. 9th) Street, the great funeral procession turned again at St. John's Cathedral into Superior Street and proceeded to the eastern entrance to the Monument Square. Here a beautiful temple had been erected. It was a Chinese pagoda-type of temple that Cleveland's citizens had constructed between dusk and dawn. Those people who traveled with the funeral cortege expressed to the eager citizens their belief that this temple was the most magnificent that they had encountered on the tour. However, word had come to Cleveland that the display being planned in Chicago would stagger the imagination.

The Cleveland pagoda measured twenty-four by thirty-six feet, and fourteen feet high to the cornice. John Carroll Power, in his book concerning the "Death and Great Funeral Cortege" of Abraham Lincoln, has provided a detailed description of the in-

terior of the temple: "Within this temple was a gorgeous catafalque. The coffin was laid on a dais, about two feet above the floor of the catafalque. The columns were wreathed with evergreens and white flowers, and trimmed with mourning. Black cloth fringed with silver, drooped from the corners and the centre of the canopy, and looped back to the columns. The floor and sides of the dais were covered with black cloth, bordered with silver fringe. The cornice was brilliantly ornamented with white rosettes and stars of silver. The inside of the canopy was lined with black cloth, gathered in folds, and black and white crape. In the centre of the canopy was a large star of black velvet, ornamented with thirty-six silver stars, representing the States of the Union. The dais was covered with flowers and a figure representing the Goddess of Liberty was placed at the head of the coffin. The ceiling of the temple was hung with festoons of evergreens and flowers. Lamps were attached to the pillars of the catafalque, and the columns of the temple, that the remains might be viewed at night as well as by day."

Powers commented: "This temple seemed, in daylight, as if it was a creation of fairy land, and when lighted up with all the lanterns, and standing out amid the surrounding darkness, looked more like the realization of an enchanted castle than the work of men's hands."

The cost of the pagoda must have been great, and Powers described it minutely because there was nothing comparable to it in any other city on the whole journey. Truly, Cleveland had solved the problem of excessive crowds who flocked into the city from all over northern Ohio, western Pennsylvania and eastern Michigan, while boatloads of people had used the lake to approach the city from Detroit. As one observer put it, "the size of the crowd was only limited by what all outdoors could hold."

To control the movement of the vast multitude, the streets leading to the pagoda were fenced, and gates were placed in the center. The gates were guarded by soldiers, and the people were admitted no faster than they could view the remains and then move out. This procedure prevented crowding about the temple which the original photographs so aptly illustrate.

Right Rev. Bishop McIlvaine, of the Protestant Episcopal Church, conducted the religious exercises. He, of course, used the Episcopal service that was suitable for that occasion. With the conclusion of the service, columns of spectators, unhampered by walls, doors and inner obstructions, began filing past the corpse. It has been estimated that eighty (some authorities say one hundred and eighty) persons per minute passed by the opened casket despite the rain which at times came down in torrents. Perhaps the lines were better formed because all women had been requested to leave their hoops at home. Despite the constant drenching, there were no signs of disorder.

At frequent intervals fresh flowers were placed at the coffin by the ladies



MONUMENT SQUARE PAVILION
Remains of President Lincoln lying in State.

From the Lincoln National Life Foundation

This photograph by Sweeney may have hitherto been unpublished. The photograph may have been taken when Lincoln's remains were transferred from the hearse to the pagoda temple.



From the Lincoln National Life Foundation

This original photograph by Ryder is titled "Catfalque. Remains of President Lincoln lying in State, Cleveland, O." This scene depicts the orderly way the crowds were handled by not allowing them to crowd the area immediately adjacent to the pagoda-temple.

in attendance. It was estimated (according to Powers) that more than fifty thousand persons viewed the remains. Later estimates indicate that as many as 100,000 persons filed silently past the coffin. Apparently it is true that when the casket was closed about ten P.M. there were still hundreds of people waiting in line to look on the face of the dead President.

Most of the notable people who attended the Lincoln funeral in Cleveland, and who were guests of the city,

had rooms at the Weddell House. One of the most prominent visitors was Charles L. Wilson, the editor of the *Chicago Journal*, who was designated by the City Council of Chicago to head the "Committee of One Hundred Citizens" who were to receive the remains at Michigan City (see *Lincoln Lore* No. 1491) and to escort them to Chicago. In fact, it was Mr. Wilson who had related to the people of Cleveland the fabulous plans of Chicago for conducting Lincoln's funeral. He stated that up to the time of his departure, forty-one organizations and societies, representing twenty-five thousand men, had reported to the Chief Marshal their intention to form part of the procession.

About ten o'clock in the evening the people who made up the procession began to take their respective places in order to escort the remains back to the depot. At midnight, the funeral cortege left the Euclid Avenue station to continue its course westward. The sadness of the throng was unabated, and the rain continued to fall. The next city on the itinerary was Columbus, and the Cleveland, Columbus and Cincinnati Railroad would carry Lincoln's remains to the Capital City.

Accouterments For Lincoln's Funeral

As Abraham Lincoln's funeral was such a solemn and sorrowful event in our history it is easy to understand how certain commercial interests would become involved in selling their services and in profit making enterprises that would enable the people to show the proper respect for their fallen leader. Mercantile establishments did render a service in supply-

ing funeral accouterments that the people wished to purchase and hawkers of novelty funeral items hovered around the edges of the great crowds selling their photographs, badges, ribbons, flags, jewelry and mementoes to the thousands of mourners who attended Lincoln funeral services in the different villages, towns and cities throughout the United States.

Undoubtedly, the cotton textile industry, with its bolts of black and white cloth, received the lion's share of the profits, as these products were in great demand. Entire buildings were enshrouded in mourning cloth, and by May 4, 1865, the date of the final Lincoln funeral service, it was said that not a yard of black or white cloth could be found on the shelves of any dry goods merchant.

Florists' supplies were also widely used, not only for Lincoln's casket, but also for the huge floral arches that were constructed at railway depots and in the streets of some of the larger cities on the funeral route.

Great quantities of wood and tar barrels, which must have entailed considerable expense, were burned in the mammoth bonfires that were lighted along the railway tracks over which passed Lincoln's funeral train. Cannons boomed, and a sizeable amount of money must have been spent for black powder and, in some cases, for fireworks which may have been used to express the grief of the American people.

Certainly, flag manufacturers must have reaped a harvest for their thirty-six star flag, now that the war had ended and the great leader had fallen. In the 1860s it was not thought to be a desecration of the flag to border it with black crepe and to attach to it designs in black that might fulfill the mourner's desire in the expression of his own personal sorrow. (See *Lincoln Lore* No. 1522, page 3.)

Photographers had a field day in the sale of carte-de-visite photographs of the dead president and members of his family. Some even found a ready sale for photographs of the assassin, John Wilkes Booth. Photographs of Lincoln's hearse also sold readily to those who wished to retain some memento of the sad event. Miniature photographs of Lincoln were also used as badges, being attached to rosettes of black and white cloth worn in place of mourning bands. Other mourning badges contained eagles and flags as patriotic motifs.

The jewelry industry encased Lincoln photographs in attractive assimilated gold rectangular frames, and star frames. Even a mourning ring was manufactured for sale in black, except for the silvered front which bore the name "Lincoln."

A mourning badge of which we have some record of its history is in the Foundation's collection. It is made up of an encased Lincoln photograph which is attached to a rosette of black cloth with a white silk ribbon. A label provides the following information: "This badge was worn by J. M. Leighton of Manchester, Illinois, while attending the funeral service of Abra-



From the Lincoln National Life Foundation

This photograph by an unknown artist provides an elevated view of the pagoda-temple.

ham Lincoln at Springfield, Illinois, May 1865."

Silver fringe, metallic braid and tassels were in great demand; even black bow ties were on sale for those who sought to make a respectable appearance as they passed by Lincoln's bier.

Perhaps it was the printing industry that issued the greatest number of items, with its paper and silk badges, paper flags and memorial cards bearing such sentiments as:

A Nation's Loss

Our Martyred Father!

We Mourn His Loss

In Victory We Mourn

We Mourn A Father Slain

In Memoriam. He Still Lives
We Mourn The Nation's Loss
In the Midst of Life We Are In Death
God's Illustrious Servant
Faithful To The End
A Nation Mourns for an Honest Man
We Mourn A Martyred Father
His Monument Is In The Hearts
of His Countrymen

Broadsides or posters also enjoyed a good sale. Even though they appeared in smaller quantities than the badges, they were widely distributed. They carried in much larger letters, in most cases, the same sentiments expressed on the funeral badges.

While all of these enumerated items appeared in great quantities in 1865,

today such ephemera is exceedingly rare and commands a very high price when offered for sale by antique dealers, second-hand book firms and auction houses.

True in 1888

"Lincoln was the first President of the United States who wore a beard. Both General Taylor and Van Buren sported small side whiskers. All Presidents since Lincoln, except Johnson, have worn their beards. Cleveland, however, only sported a mustache."

(Unidentified newspaper clipping dated 1888.)

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Selections approved by a Bibliography Committee consisting of the following members: Arnold Gates, 289 Hyde Park Road, Garden City, New York; Carl Eaverlin, 819 Louis Avenue, Northridge, California; E. B. Long, 708 Kenilworth Ave. Oak Park, Ill.; Ralph Newman, 18 E. Chestnut Street, Chicago, Ill.; Dr. Kenneth A. Bernard, Boston University, Boston, Mass.; James T. Hickey, Illinois State Historical Library, Centennial Bldg., Springfield, Ill.; Judge Warren L. Jones, U. S. Court of Appeals, Jacksonville, Fla.; Hon. Fred Schwengel, 636 Union Arcade, Davenport, Iowa. New items available for consideration may be sent to the above addresses or to the Lincoln National Life Foundation.

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