

West of Piqua. There it would take the newly completed line via Greenville and New Madison, on its way to Indiana.

The funeral train left Columbus at 8:00 p.m. D. E. Smith, Esquire, President and J. M. Lunt, Esquire, Superintendent of the Columbus & Indianapolis Central Railway, accompanying it, giving personal attention to the wants and wishes of 300 or so passengers in the delegation. They had with them Messers, Blemer and Cummings, chief track men, and William Slater, telegraphic operator, with all of the implements for immediate repair in the event of a breakdown, or track failure. S. A. Hughes, Esquire, as Conductor, and Mr. James Gormley, Engineer, were in charge of the train. Leaving Columbus, the train crossed the Olentangy and Scioto Rivers, entering the open Ohio country.

The first village on the line was Hilliard, nine miles to the West. It had been named for one of the officials of the railroad. Pleasant Valley, later renamed Plain City, 16 miles West of Columbus, was passed at 8:45 p.m., bonfires lit up the country for miles. The train slowed to the prescribed speed and was met by a large concourse of citizens assembled around the depot. Two American flags, draped in mourning, were held in hand by two ladies.

Watches read 9:00 p.m. as the train passed the small berg of Unionville. About two hundred people were present, most of them sitting in wagons' - the people having come from the surrounding countryside. Anguished faces greeted the train as it passed by. Young children and babies were held up so they could witness the solemn passage. At Milford an assemblage of people was gathered around large bonfires. Four or five hundred people waved flags and handkerchiefs slowly. About two miles from that place a farmer and his family were standing in a field by a bonfire waving a flag. The train slipped into sparsely populated country.

The cortege proceeded through Milford, crossing the Springfield, Mount Vernon & Pittsburgh Railroad, the first of four lines between Columbus and Piqua. The telegraph key clicking off an "O S" message to Woodstock

that the train was on the way.

A brief stop was made at the small village of Woodstock, 35 miles west of Columbus, for a memorial ceremony by the crowd of mourners. At 9:46 p.m. the train stopped for about five hundred people who greeted the train. The ladies presented bouquets; one by Miss Villard, Miss Lucy Kimble and Miss Mary Cranston, on the part of the ladies of Woodstock; another by Mrs. G. Martin and Miss Delilah Beltz, two sisters. These ladies were permitted to enter the funeral car and strew the florals on the coffin. The Woodstock Cornet Band, Warren U. Cushman, leader, played a dirge and hymn-*Dreaming, I sleep, Love* and *Playl's Hymn*. The Village bells slowly rang; men stood silent with uncovered heads.

Continuing to the west, Cable was reached at 10:13 p.m. where a very large crowd assembled around large bonfires. A soldier stood in the center of an assemblage, holding a flag. All men stood with heads uncovered.

A scheduled water stop was probably made at Brush Lake, three miles West of Woodstock in eastern Champaign County. There is no mention of this stop in the accounts. Either the locomotives were taking on water at the other station stops or this unimportant event was not worth mentioning.

The miles west of Columbus presented scenes of folks gathered in the rain and dark, soaked in wet clothes, standing about the margins of the railroad. The scene was most sad. At every crossing the blaze of bonfires and torches illuminated the whole countryside. Small crowds huddled together, maybe holding a lantern or a torch, possibly kneeling on the wet ground, bared heads bowed, some uttering prayers or singing hymns as the train slowly passed. All were demonstrating their expressions of grief for the departed President.

The train started down the long grade of the Mad River Valley, an area of gently rolling hills, rich black bottom land covering gravel of the highest quality. Continuing toward Urbana, crews were anticipating a