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"THE DAILY PANTAGRAPH", NOT TO INDIVIDUALS

The Daily Pantagraph

BLOOMINGTON, ILLINOIS

ESTABLISHED 1850
"THE BEST FOR CENTRAL ILLINOIS HOMES"

Sept. 20, 1924.

Miss Ida M. Tarbell,
New York.

Dear Madam:

Knowing that you have written much of Abraham Lincoln, and have carried on extensive investigations of incidents of his life in Illinois, I am enclosing two clippings which tell of an incident that possibly you may never have dwelt upon. If this is of any use to you, I should be glad to hear from you, and as the writers in the two instances are still living in this vicinity, they might furnish further details if such are desired.

Yours truly,

Jacob L Hasbrouck

H, BLOOMINGTON, ILL.,

RECALLS MAN WHO WAS "A. LINCOLN"

Farmer City Resident Remembers Chief Figures of Big Parade in 1860.

HELPED DRIVE THE TEAM

Editor Pantagraph: I see in your paper a writing by one Wesley Funk in regard to the Lincoln rally in 1860 held in Bloomington. I have been unable to find any one who attended that rally, and was very glad to hear of one that was there. I myself was there and can certify to all that Mr. Funk said. He also stated that he could not find name the man that rode on the wagon and split the rails. I was at that time working for an uncle of mine by the name of Joshua Tovrea, living at Randolph Grove. He was the man who represented Mr. Lincoln as the rail splitter on the big wagon. He was assisted by one man to change the wedges and cut splinters and piled the rails on the other side of the wagon. His name was Howser (I believe Jonathan).

How I remember so much, was that I was instructed by my uncle to hook the team, Jane and Mary, to the big wagon at an early hour and load the family and neighbors and come to town, which I did, the passengers having board seats and myself standing.

We arrived in town some time before the ox team. However, we brought our dinners and horse feed, eating on a vacant lot about two blocks east of the court house. It was after we got done eating that the rail splitter procession appeared. Mr. Lincoln was either on a wagon or a platform to see and welcome the people. He requested that the team stop near where he stood. My uncle being escorted to where Mr. Lincoln stood, they shook hands and Mr. Lincoln made quite a talk. The two looked very much alike, both having tall plug hats and being of the same height. The town may have exceeded the crowd of people later, but there were some people in town that day.

I should like to meet Mr. Funk, as I knew the Cruikshanks, Stringfields, Housers, Myers, Cloverdales and all Randolph Grove people. Would be glad to meet him at the McBarnes Memorial building on October 8, when we can talk old times. The reunion of my regiment, the 39th Illinois, will be held there on that date, and if nothing happens I will be there.

E. H. WILSON.

120 East Water Street, Farmer City, Ill.

"Quality Shoppe"

Digital Image, 2011. The Ida M. Tarbell Collection, 1890-1944, Allegheny College Pelletier Library

THE DAILY PANTAGR

32 YOKE OF OXEN IN FUNK'S TEAM

David R. Stubblefield Recalls Famous Outfit Which Took Part in Parade.

PICTURED A. LINCOL

David R. Stubblefield, of Nor East street, yesterday remarked th a statement in a recently publish county history to the effect that Isa Funk drove a team of twelve ox to Bloomington at the great Linc Day rally of 1860, was an error as the numer of oxen employed.

The fact is, said Mr. Stubblefie that there were thirty-two yoke oxen hitched to that famous wag of Isaac Funk, which contained o of the first "floats" probably ev employed in a parade in this city county. The float was a very crud affair, but it denoted original though and the resourceful ways of th people of those days. On the wago was a great log, and a man repre senting Abraham Lincoln the ra splitter, engaged in splitting up th log for fence rail as Lincoln often di in his younger days.

Mr. Stubblefield remarked that h is probably the only living man to day who had any part in drivin those oxen hitched to the famous rail-splitter wagon at the big rally He told how the thing originated. I was at the Funk's Grove church o the Sunday preceding the rally, whe several of the men thought it woul be a good idea to drive an ox tea and wagon to Bloomington for the bi Lincoln rally, to represent Lincoln' early occupation. Wes Funk, of Hey worth, who was a brother of Isaa Funk, said he would help in the pro ject. Then up spoke Mary Funk, th daughter of Wes, and asked ho many yoke of oxen they were goin to have. Some said perhaps ten o twelve. Mary Funk replied: "I thin we ought to have one team of oxe for each state in the Union, thirty two in all." Her idea was accepte and the young men in the crow agreed to gather up enough oxen t make thirty-two teams.

"You could not find thirty-tw oxen in all of McLean county today, said Mr. Stubblefield.

He remembers that he brough eight yoke of oxen from his hom and according to agreement he stop ped with his "team" at Van Schoick' brick yard, just south of town, to wa for the others to come up. Finall they were all assembled and thirty two yoke of oxen were hitched t Funk's wagon with its rail splitte on it. They joined in the big parad driving down Main street to abou Locust, then back on Center stree and to the brick yard, where the bi team was unhitched and each ma took his part of the oxen.

Isaac Funk acted as grand marsha of the parade, and Wes Funk and E Stubblefield were his assistant There were sixteen drivers of th Funk wagon, one to each two yoke o oxen. Sixten yoke belonged to th Funks and sixteen to the Stubble fields. The youngest driver was 1 years old, he being David R. Stubble field, who told the story. There ar not many people living in this count today who saw that parade.

Returns to Service.

Saybrook Gazette: Charles Bor went to Fort Wayne, Ind., yester [illegible] by the chief sur