

NOMINATION OF HISTORIC BUILDING, STRUCTURE, SITE, OR OBJECT
PHILADELPHIA REGISTER OF HISTORIC PLACES
PHILADELPHIA HISTORICAL COMMISSION

SUBMIT ALL ATTACHED MATERIALS ON PAPER AND IN ELECTRONIC FORM (CD, EMAIL, FLASH DRIVE)
ELECTRONIC FILES MUST BE WORD OR WORD COMPATIBLE

1. ADDRESS OF HISTORIC RESOURCE *(must comply with an Office of Property Assessment address)*

Street address: 549-51 N 10TH ST

Postal code: 19123

2. NAME OF HISTORIC RESOURCE

Historic Name: Edward S. Earley, Undertaker, House and Business

Current/Common Name: _____

3. TYPE OF HISTORIC RESOURCE

Building

Structure

Site

Object

4. PROPERTY INFORMATION

Condition: excellent good fair poor ruins

Occupancy: occupied vacant under construction unknown

Current use: Mixed use

5. BOUNDARY DESCRIPTION

Please attach a narrative description and site/plot plan of the resource's boundaries.

6. DESCRIPTION

Please attach a narrative description and photographs of the resource's physical appearance, site, setting, and surroundings.

7. SIGNIFICANCE

Please attach a narrative Statement of Significance citing the Criteria for Designation the resource satisfies.

Period of Significance (from year to year): from 1863 to 1896

Date(s) of construction and/or alteration: 1831, 1863

Architect, engineer, and/or designer: _____

Builder, contractor, and/or artisan: John Queripel

Original owner: _____

Other significant persons: Edward S. Earley

CRITERIA FOR DESIGNATION:

The historic resource satisfies the following criteria for designation (check all that apply):

- (a) Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; or,
- (b) Is associated with an event of importance to the history of the City, Commonwealth or Nation; or,
- (c) Reflects the environment in an era characterized by a distinctive architectural style; or,
- (d) Embodies distinguishing characteristics of an architectural style or engineering specimen; or,
- (e) Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation; or,
- (f) Contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or,
- (g) Is part of or related to a square, park or other distinctive area which should be preserved according to an historic, cultural or architectural motif; or,
- (h) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City; or,
- (i) Has yielded, or may be likely to yield, information important in pre-history or history; or
- (j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

8. MAJOR BIBLIOGRAPHICAL REFERENCES

Please attach a bibliography.

9. NOMINATOR

Organization Philadelphia Historical Commission Date January 17, 2025

Name with Title Jon Farnham, Executive Director Email jon.farnham@phila.gov

Street Address 1515 Arch Street Telephone 215-686-7660

City, State, and Postal Code Philadelphia, PA 19102

Nominator is is not the property owner.

PHC USE ONLY

Date of Receipt: January 17, 2025

Correct-Complete Incorrect-Incomplete Date: January 17, 2025

Date of Notice Issuance: January 17, 2025

Property Owner at Time of Notice:

Name: LI SHUI GUAN & HUANG ZHEN YUE

Address: 2946 N 5th St

City: Philadelphia State: PA Postal Code: 19133

Date(s) Reviewed by the Committee on Historic Designation: February 19, 2025

Date(s) Reviewed by the Historical Commission: March 14, 2025

Date of Final Action: _____

Designated Rejected

5. BOUNDARY DESCRIPTION

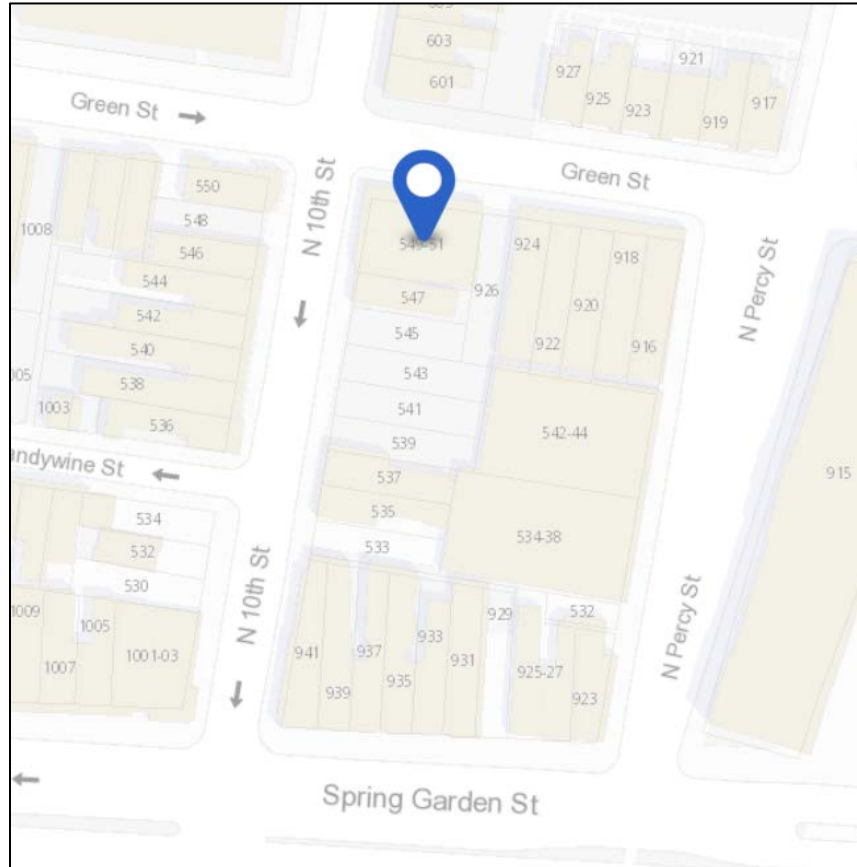


Figure 1. A parcel map with the parcel at 549-51 N. 10th Street highlighted. Source: Atlas.

ALL THAT CERTAIN lot or piece of ground with the buildings and improvements thereon erected. SITUATE on the Southeast corner of Tenth and Green Streets, in 14th Ward of the City of Philadelphia and State of Pennsylvania. THENCE extending Southward along the East side of the said Tenth Street Thirty-seven feet Eight inches to the middle of a certain two feet Six-inch wide alley extending Eastward from said Tenth Street to a depth of Thirty-four feet; Thence, Eastward on a line at right angles to said Tenth Street Fifty Seven feet Eleven and one half inches to point; THENCE Northward on a line at right angles to said Green Street Thirty-one Feet and Seven-eighth of an inch to the said Green Street and thence westward along the said Green Street Fifty-seven feet and one-half of an inch to the place of beginning. BOUNDED Northward by said Green Street, Eastward by the Trust Estate of John Queripel, deceased, and by Mary, his wife, southward partly by said Trust Estate and Partly by the Southernmost moiety or half part of said two feet six-inch wide alley and westward by Tenth Street aforesaid.

Parcel: 004-N11-0158
 OPA Account: 881068061

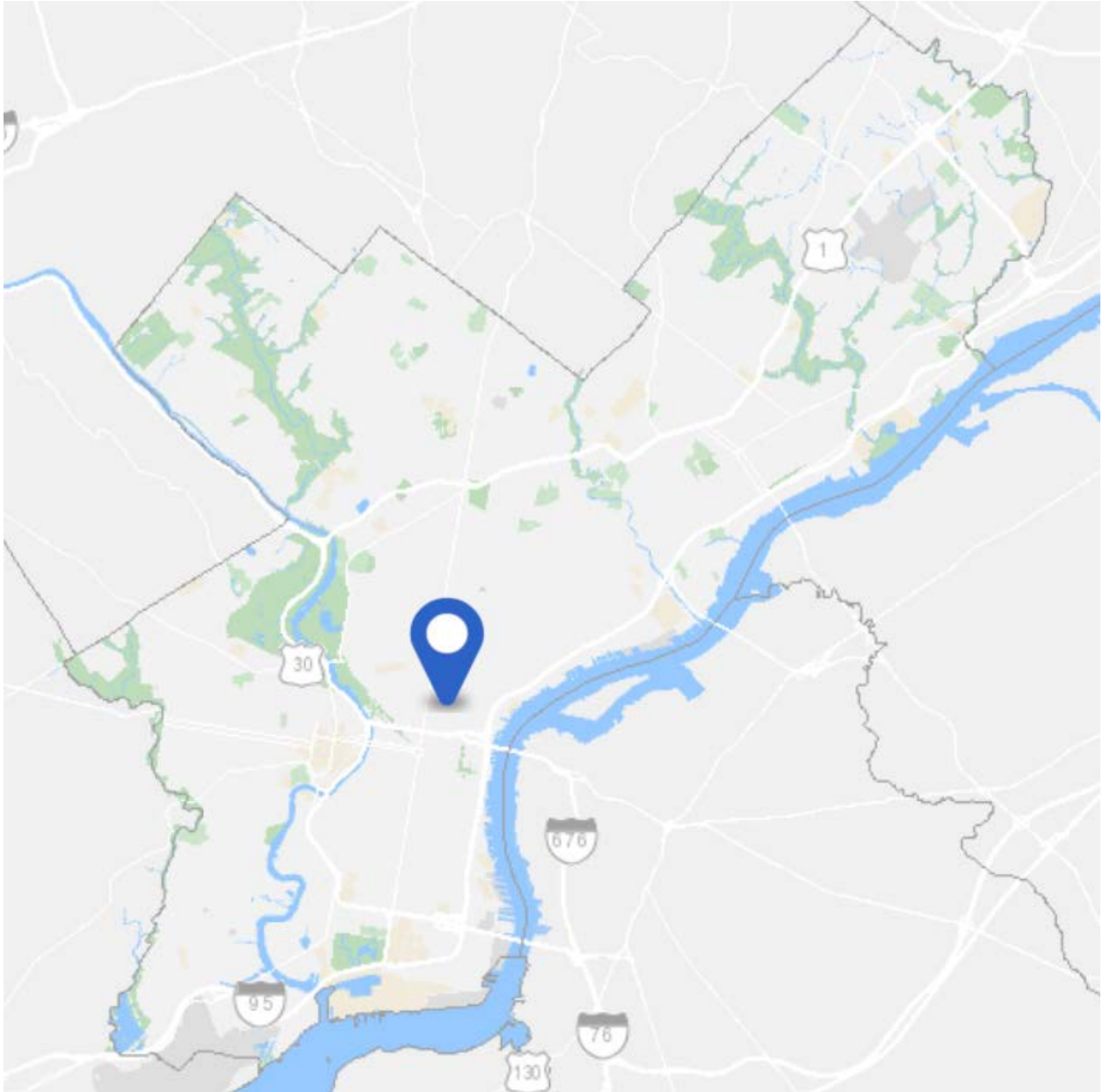


Figure 2. The location of 549-51 N. 10th Street in the City of Philadelphia. Source: Atlas.

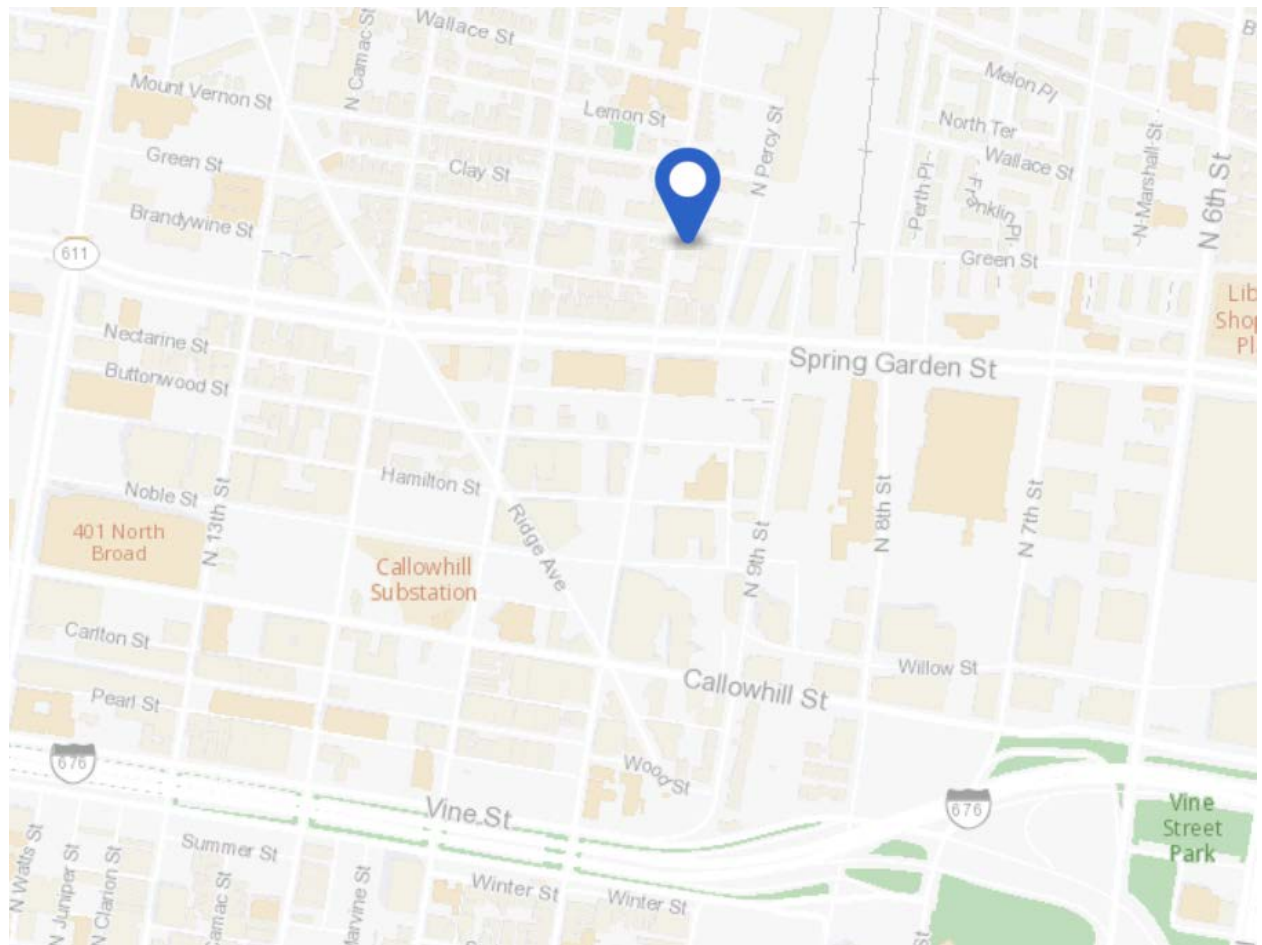


Figure 3. The location of 549-51 N. 10th Street in the Poplar neighborhood of North Philadelphia. Source: Atlas.

6. PHYSICAL DESCRIPTION



Figure 4. View of the building at 549-51 N. 10th Street looking southeast, August 20, 2024.
Source: Cyclomedia.



Figure 5. View of the building at 549-51 N. 10th Street looking east, August 1, 2024. Source: Cyclomedia.

The property at 549-51 N. 10th Street is located at the southeast corner of N. 10th Street and Green Street in the Poplar neighborhood of Lower North Philadelphia. The surrounding blocks are populated by an eclectic mix of residential, commercial, and industrial buildings of various ages. The Reading Railroad Viaduct is located one block to the east. The neighborhood has undergone significant redevelopment in the last decade.

The building at 549-51 N. 10th Street is a three-story, corner structure that faces N. 10th Street. The building is rectangular in plan with a three-story L-shaped section along 10th and Green Streets and a one-story rear section at the southeast corner. The main and secondary roofs are flat. The 10th Street or front façade is five registers wide with six-over-six replacement windows in rectangular openings. It was historically brick but has been stuccoed. The first-floor front has a storefront with awning at the corner, a doorway in the middle bay, and two windows to the south. A broad Italianate cornice runs across the front and side facades. The Green Street or side façade is four registers wide, with the windows located toward the east or rear. The windows are one-over-one replacement windows in rectangular openings. A projecting bay window extends from the second floor. The bay was wood paneled with narrow arched windows, but it has been stuccoed and the windows altered and infilled. The bay's Italianate cornice survives. The storefront with awning wraps onto the north façade. The side façade includes two doorways, which were arched but have been square off. Like the front façade, the side façade has been stuccoed.



Figure 6. Aerial view of 549-51 N. 10th Street and surrounding neighborhood looking southeast, March 30, 2024. Source: Pictometry.



Figure 7. Aerial view of 549-51 N. 10th Street and surrounding neighborhood looking south, March 29, 2024. Source: Pictometry.



Figure 8. The north façade of the building at 549-51 N. 10th Street in July 2019, before the recent renovation. Source: Google Streetview.



Figure 9. The west façade of the building at 549-51 N. 10th Street in August 2019, before the recent renovation and new construction to the south. Source: Google Streetview.

7. STATEMENT OF SIGNIFICANCE

The property at 549-51 N. 10th Street, the site of the residence and business of Edward S. Earley, Undertaker, is historically significant and should be listed on the Philadelphia Register of Historic Places. The property satisfies Criterion for Designation B as delineated in Section 14-1004(1)(b) of the Philadelphia Code; the property “is associated with an event of importance to the history of the City, Commonwealth or Nation,” the funeral of Abraham Lincoln. The funeral is not only historically significant as a shared outpouring of the grief over the first assassination of a US president and more broadly over the devastating Civil War that was ending at the time of the assassination but is also important for its impact on funerary practices in the United States. Noted funeral director and historian of the American funeral industry Todd Van Beck has contended that “the funeral of President Lincoln was so consequential, so massive, so involved, that it changed funeral service in the United States for the next 100 years.”¹



Figure 10. “Funeral Car Used at the Obsequies of President Lincoln, in Philadelphia, April 22d, 1865. Designed and Built by E.S. Earley, Undertaker, Southeast Corner of Tenth and Green Streets, Philadelphia.” Charles P. Tholey, artist. Jacob Haehnlen, publisher. Source: Library of Congress, Control No. 2021670459.

¹ Todd Van Beck, “Undertaking Mr. Lincoln,” *American Funeral Director*, August 2022. See also, Todd W. Van Beck, *Undertaking Mr. Lincoln: The Grand Funeral of Abraham Lincoln* (Independently published, 2022), and Todd Van Beck, “Rest in Peace Mr. Lincoln,” episodes 427, 435, 444, 452, 465, 474, and 486 of *Undertakings: The Podcast*.



Figure 11. Photograph of the buildings on the east side of the 500-block of N. 10th Street looking northeast toward 549-51 N. 10th Street at the end of the block, 1972. Source: City of Philadelphia, Department of Records.

BACKGROUND ON THE PROPERTY AT 549-51 N. 10TH STREET

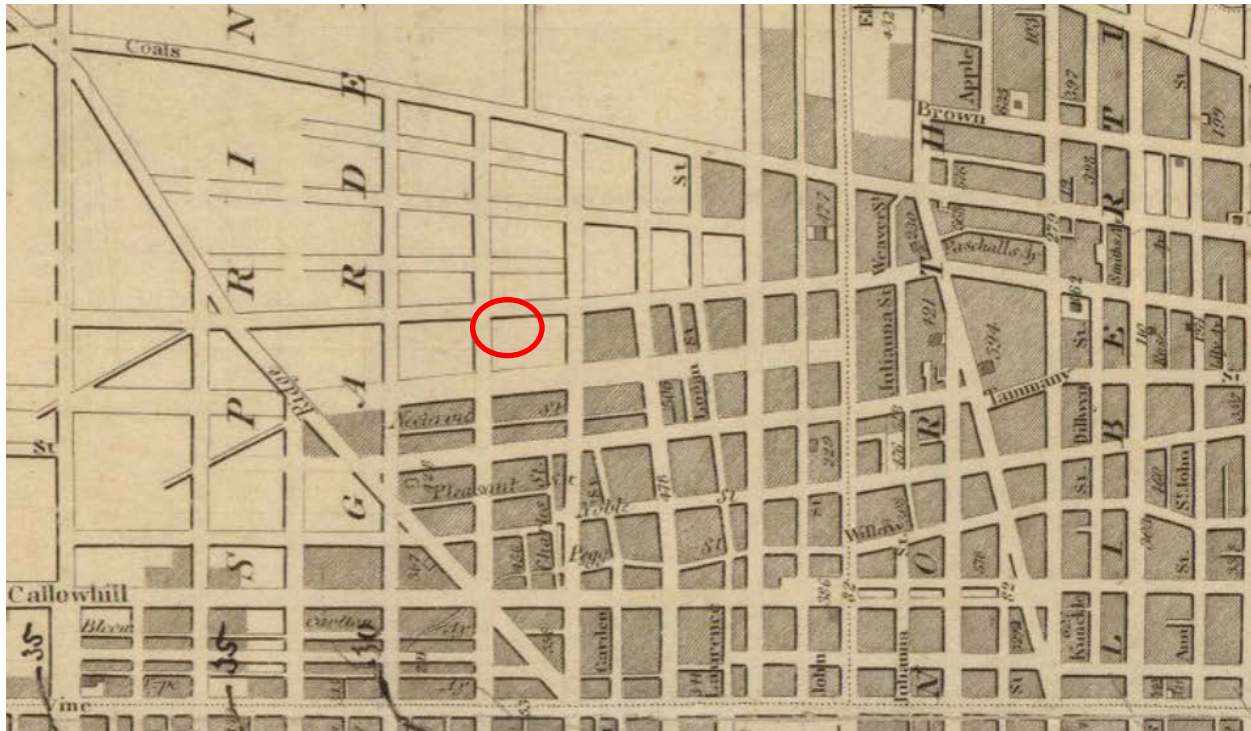


Figure 12. Detail showing extent of development with the property later known as 549-51 N. 10th Street circled, from *Map of the City of Philadelphia*, J. Simons, 1831.

The property that came to be known as 549-51 N. 10th Street remained open, undeveloped land until the early 1830s. The *Map of the City of Philadelphia* published by J. Simons in 1831 shows that the land at the southeast corner of N. 10th and Green Streets was undeveloped at that time (Figure 12). In 1831, the crest of the wave of development sweeping across Spring Garden Township northward from the City of Philadelphia and westward from the Delaware River was just one block south and east. That year, 1831, Isaac Davis, a farmer from Northern Liberties, sold the land at the southeast corner of N. 10th and Green Streets to John Queripel, a painter and glazer from the City of Philadelphia, with the requirement that “the said John Queripel his heirs or assigns shall and will within one year from the date hereof erect build and finish upon the said hereby granted lot brick buildings of sufficient value to serve the said yearly rent hereby reserved.”² Queripel constructed two-and-one-half-story Greek Revival rowhouses on several lots at the corner facing both N. 10th Street and Green Street including on the lots that were assigned addresses 549 and 551 N. 10th Street at the street re-numbering in 1856 and 1857. The block bounded by N. 10th, Green, N. Percy, and Spring Garden Streets is shown as developed in the Ellet map of 1843 and the Sidney map of 1849 (Figure 13 and Figure 14). The 1859 Hexamer & Locher map indicates that similar two-and-one-half-story rowhouses, those constructed by Queripel, stood on lots on the east side of N. 10th Street and the south side of Green Street including at 549 and 551 N. 10th Street. According to the Hexamer & Locher map, the rowhouse at 551 N. 10th Street included a retail store at the first floor, presumably the business known as E.S. Earley, Undertaker (Figure 15).

² Deed, Isaac Davis, farmer, to John Queripel, painter and glazer, AM-22-126, May 21, 1831, Department of Records, City of Philadelphia.



Figure 13. A detail of the area around 10th and Green Streets in 1843 with 549-51 N. 10th Street circled, from *A Map of the County of Philadelphia from Actual Survey Made the direction of Charles Ellet, Jr. Civil Engineer, and in accordance with the Act of Assembly passed June 30th, 1839*. Published in Philadelphia by Charles Ellet, Jr.; Surveyor, D. H. Kennedy; Draughtsman, C. Cramer; Engraver, J. H. Young; 1843.



Figure 14. A detail of the area around 10th and Green Streets in 1849 with 549-51 N. 10th Street circled, from, from *Map of the City of Philadelphia together with all the Surrounding Districts*, J.C. Sidney, Civil Engineer & Surveyor, Published by Smith & Wistar, 1849.

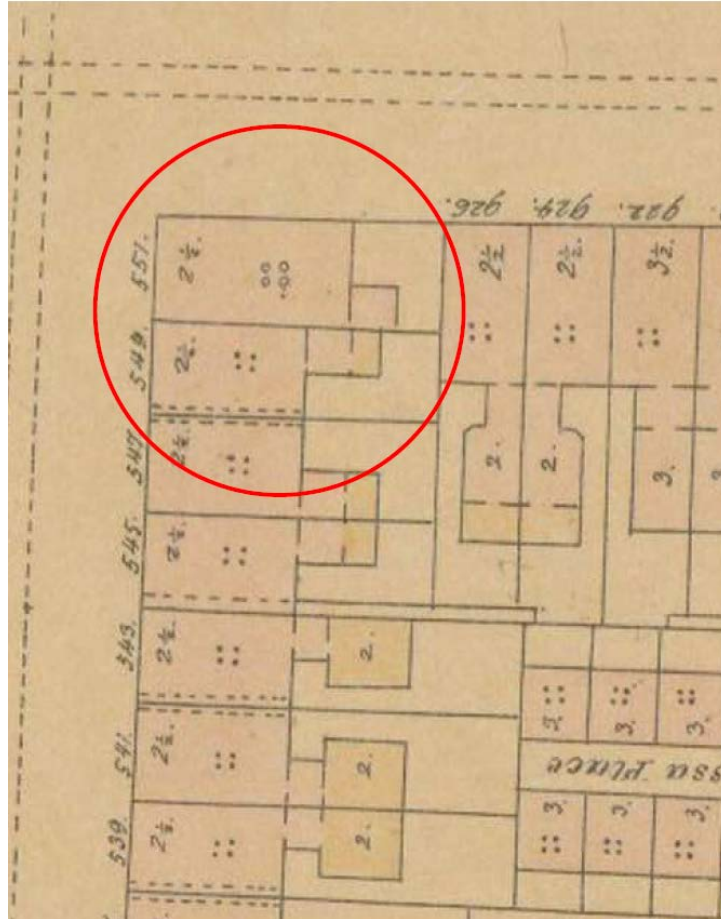


Figure 15. A detail with the property at 549-551 N. 10th Street at the southeast corner of 10th and Green Streets circled, from Ernest Hexamer & William Locher, Civil Engineers and Surveyors, *Maps of the City of Philadelphia, Volume 4 comprising the 11th, 12th & 16th Ward, 1859.*

On July 11, 1863, John DuPutron, a trustee for heirs of John Queripel, sold the properties at 549 and 551 N. 10th Street to Joseph H. Jefferis.³ Two days later, on July 13, 1863, Jefferis sold the properties “with the two-story brick messuages thereon erected” to undertaker Edward S. Earley.⁴ Earley agreed to pay Jefferis \$100 for the properties as well as a ground rent of \$330 annually, and to “build ... improvements and additions of the value of two thousand dollars to the said two messuages thereon erected” within one year. Jefferis appears to have been Earley’s brother-in-law as well as his partner in the undertaking business.⁵ At some point after July 13, 1863 and before April 22, 1865, Earley reconstructed the two-and-one-half-story Greek Revival rowhouses as the three-story Italianate building that is seen in the background in the famous lithograph of Abraham Lincoln’s funeral car (Figure 16).

³ Deed, John DuPutron to Joseph H. Jefferis, ACH-113-421, July 11, 1863, Department of Records, City of Philadelphia.

⁴ Deed, Joseph H. Jefferis, salesman, to Edward S. Earley, undertaker, ACH-113-459, July 13, 1863, Department of Records, City of Philadelphia.

⁵ Joseph H. Jefferis was born in 1831 or 1832 and died in 1889.

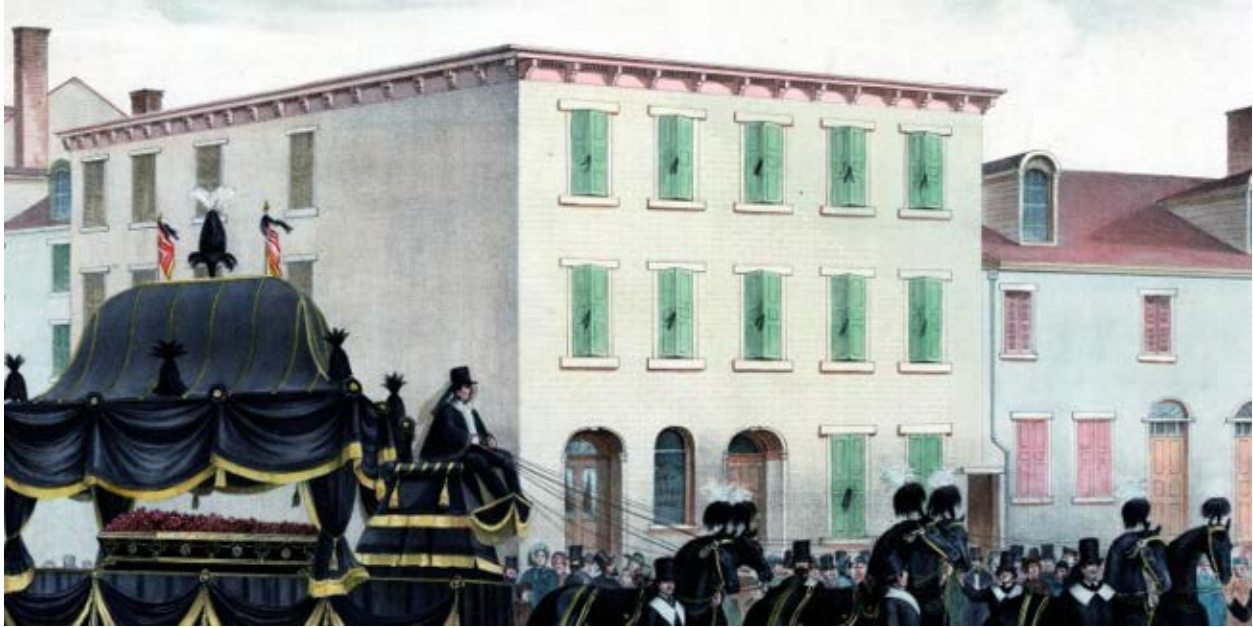


Figure 16. Detail showing Edward S. Earley's new three-story Italianate building at N. 10th and Green Streets, from "Funeral Car Used at the Obsequies of President Lincoln, in Philadelphia, April 22d, 1865."



Figure 17. A detail with the property at 549-551 N. 10th Street at the southeast corner of 10th and Green Streets circled from 1895, at the end of Earley's ownership, from George W. and Walter S. Bromley, Civil Engineers, *Atlas of the City of Philadelphia*, 1895.

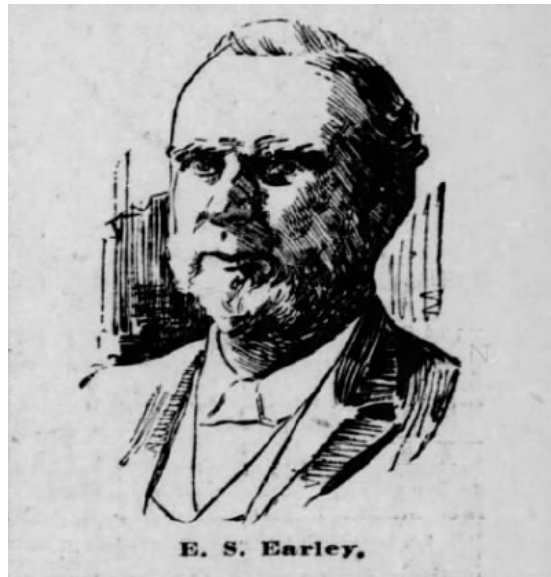
EDWARD S. EARLEY, UNDERTAKER

Figure 18. Edward S. Earley, published in “Man Who Buried Lincoln,” *Inquirer*, July 20, 1896, p. 3.

Edward S. Earley was born on June 5, 1822 in Trenton, Glassboro, or Bridgeton, New Jersey.⁶ His family moved to Philadelphia in 1829, when he was about seven years of age.⁷ Earley married Cornelia Jefferis, presumably the older sister of Joseph H. Jefferis, at the Ebenezer Methodist Episcopal Church in Philadelphia on April 23, 1844.⁸ Earley was first listed in a Philadelphia City Directory in 1845, as a cabinet maker living a 44 Beck Street in Southwark.⁹ The next year, he was listed as living at 365 S. 3rd Street.¹⁰ By 1846, Earley’s cabinet-making business was manufacturing coffins; records indicate that he sold a mahogany coffin to the David H. Bowen Funeral Home for \$16.75 in January 1846.¹¹

The term “undertaker” refers to the person who “undertook” responsibility for funeral arrangements.¹² In the United States, family members of the deceased typically undertook

⁶ Birth date provided by Earley’s memorial in Laurel Hill Cemetery. Birth location of New Jersey from the 1850 US Census; accessed on Ancestry.com. Various sources conflict regarding the town of his birth in New Jersey.

⁷ “Man Who Buried Lincoln,” *Inquirer*, July 20, 1896, p. 3.

⁸ Ebenezer Methodist Episcopal Church Marriage Register, 1833-74; accessed on Ancestry.com.

⁹ McElroy’s City Directory, 1845.

¹⁰ McElroy’s City Directory, 1846. The City of Philadelphia did not transition to the current street numbering system in 1854, so pre-1854 street numbers do not directly correlate to current street numbers.

¹¹ David H. Bowen Funeral Home Records, January 14, 1846, accessed on Ancestry.com. In 1890, Earley was feted for 53 years in the undertaking business. See, “An Undertaker Honored,” *Philadelphia Times*, June 6, 1890, p. 5. In numerous newspaper advertisements in 1892, Earley indicated that his business was established in 1844. See, for example, advertisement for E.S. Earley & Son, *Inquirer*, January 24, 1892, p. 6, and April 22, 1892, p. 6.

¹² As an aside, the term “mortician” is a combination of the Latin word *mort*, meaning death, and the ending *-ician*, taken from physician. In 1895, the trade magazine *The Embalmers’ Monthly* put out a call for a new name for the profession in the United States to distance itself from the title “undertaker,” a term

funeral arrangements until the early to mid-nineteenth century, when the undertaking profession emerged. Undertaking, as a profession, grew out of the cabinet and furniture-making business, as people who made and sold coffins as a sideline of their larger businesses began to lay out bodies and, later, to embalm them. As will be discussed later in this nomination, embalming in the United States emerged during the Civil War and became commonplace following the funeral of Abraham Lincoln, an event that forever changed funerary practices in the United States.

Earley himself was not listed in McElroy's City Directory in 1847 and 1848, but the cabinetmaking firm of Earley & Abbott at 311 S. 2nd Street appeared in the 1848 city directory.¹³ The next year, in 1849, Early was included in the directory as a cabinetmaker at the same address, 311 S. 2nd Street, but without Abbott.¹⁴ According to the US Census of 1850, Earley was a 28-year-old cabinet and sofa manufacturer living in Southwark with his wife Cornelia, two daughters, and two boarders or servants.¹⁵ Through the early years of the 1850s, Earley continued to be described in city directories as a cabinet maker living and working at various locations in Southwark.¹⁶ However, in 1853, Earley began advertising as an undertaker, individually as E.S. Earley at 230 N. 11th Street, north of Market Street for the first time, and partnered as Earley & Jefferis at 305 S. Second Street (Figure 19).¹⁷ As noted, Jefferis was Earley's wife's birth name. In 1855, Earley was listed in a city directory as an undertaker located at 442 N. 10th Street.¹⁸ In April 1855, Earley advertised as an undertaker located at the southeast corner of 10th and Green Streets, presumably the subject property at 549-51 N. 10th Street (Figure 20).¹⁹ Given that he did not purchase the property until 1863, Earley must have rented the property between 1855 and 1863. In 1860, Earley was listed in the US Census as an undertaker living in the 14th Ward with his wife, four daughters, one son, and an Irish maid.²⁰

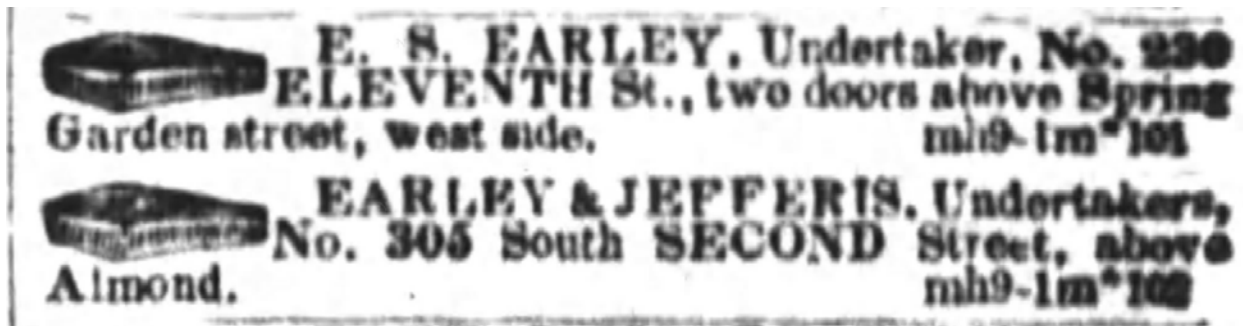


Figure 19. Advertisements for E.S. Earley, Undertaker, and Earley & Jefferis, Undertakers, *Inquirer*, March 9, 1853, p. 2.

that was then perceived to be tarnished by its association with death. The term "mortician" was the winning entry.

¹³ McElroy's City Directory, 1847 and 1848.

¹⁴ McElroy's City Directory, 1849.

¹⁵ 1850 US Census; accessed on Ancestry.com.

¹⁶ McElroy's City Directory, 1850, 1851, 1853, and 1854.

¹⁷ Advertisements for E.S. Earley, Undertaker, and Earley & Jefferis, Undertakers, *Inquirer*, March 9, 1853, p. 2.

¹⁸ McElroy's City Directory, 1855.

¹⁹ Advertisement for E.S. Earley, Furnishing Undertaker, *Inquirer*, April 26, 1855, p. 4.

²⁰ 1860 US Census; accessed on Ancestry.com. The 14th Ward, where Earley resided in 1860, was bounded by Vine and Poplar Streets, and 10th and Broad Streets. The subject property at 549-51 N. 10th Street was located on the east side of 10th Street in the 13th Ward.



Figure 20. Advertisement for E.S. Earley, Furnishing Undertaker, *Inquirer*, April 26, 1855, p. 4.

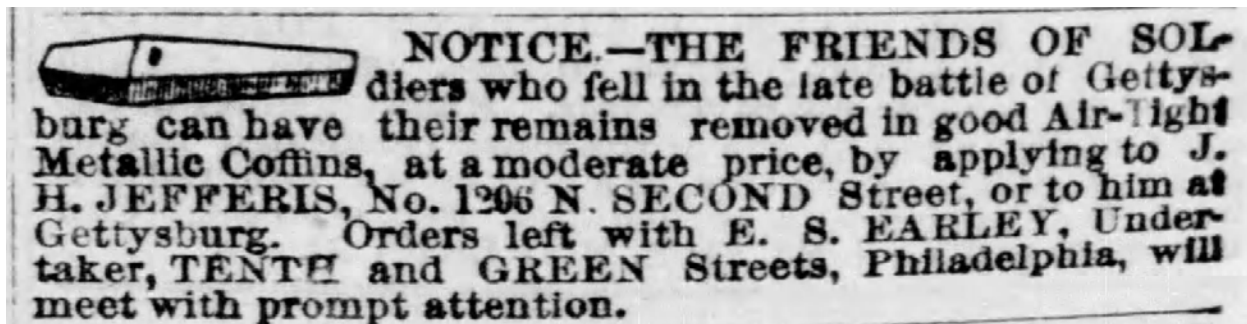


Figure 21. Advertisement for Earley & Jefferis, Undertakers, *Inquirer*, September 29, 1863, p. 5.

In 1863, shortly after Earley purchased the subject property at 549-51 N. 10th Street, Earley and Jefferis offered their services to “the friends of soldiers who fell in the late battle of Gettysburg.” “At a moderate price,” they would “have their remains removed in good Air-Tight Metallic Coffins” (Figure 21).

ABRAHAM LINCOLN’S FUNERAL

On April 14, 1865, five days after General Robert E. Lee surrendered the Army of Northern Virginia to General Ulysses S. Grant at Appomattox, Virginia, President Abraham Lincoln attended a performance of *Our American Cousin* at Ford’s Theatre in Washington, D.C. He sat in the presidential box with his wife Mary Todd, Major Henry Rathbone, and his fiancé Clara Harris, daughter of US senator Ira Harris. During the play, actor and Confederate sympathizer John Wilkes Booth snuck into the box, shot Lincoln in the back of the head, leapt from the presidential box to the stage, breaking his leg in the process, and escaped on horseback.²¹ Dr. Charles Leale, a physician attending the performance, examined Lincoln and determined that he was mortally wounded. The president was taken across the street to the boarding house of William Peterson and placed on a first-floor bed, where he died nine hours later (Figure 22).

²¹ Booth was shot and killed by Union soldiers pursuing him near Port Royal, Virginia on April 26, 1865. As an aside, Booth performed regularly in Philadelphia in the 1850s and 60s. For example, he starred in a play at the Arch Street Theatre in March 1863. See, Advertisement for Mrs. John Drew’s Arch Street Theatre, *Inquirer*, March 10, 1863, p. 4.



Figure 22. Currier & Ives, *The Death-Bed of the Martyr President, Abraham Lincoln*, New York: 1865.

During the morning of April 15, 1865, Harvey & Marr Undertakers transferred Lincoln's remains from Peterson's boarding house to the White House, where an official autopsy was performed. Then, Henry P. Cattell embalmed Lincoln's remains using an embalming solution formulated by the French embalming chemist Jean Pierre Sucquet. Lincoln was the first US president to be assassinated and the first to be embalmed. Embalming dates to the ancient Egyptians but was largely forgotten in the Western World until the middle of the nineteenth century. Dr. Charles De Costa Brown (1817-1896), a physician and dentist who worked with Cattell in Washington, DC, patented an embalming method used to preserve bodies of Civil War casualties for transport. Colonel Elmer Ellsworth (1837-1861), a close friend of Lincoln's and the first Union officer killed in the Civil War, was embalmed on Lincoln's orders so that his preserved body could be displayed to arouse patriotic sentiment in Washington and New York before burial in Mechanicville, New York. "Remember Ellsworth" became a patriotic slogan. President Lincoln took a great interest in the embalming process and directed the Quartermaster Corps to utilize embalming to preserve Union dead to allow them to be returned to their hometowns for burial. Dr. Thomas Holmes, who served as a captain in the Army Medical Corps in Washington, D.C., reportedly embalmed over 4,000 soldiers and officers during the Civil War. In 1862, Willie Lincoln, the third son of the president, died of typhoid; a bereft Lincoln had his body embalmed as well.

While Cattell prepared Lincoln's body for the funeral, undertakers at Harvey & Marr along with Frank T. Sands, a government undertaker in Washington, D.C., fabricated Lincoln's coffin. Lincoln's embalmed remains were placed in a mahogany, lead-lined coffin with white satin lining and a white silk pillow, and the coffin was placed on a specially built catafalque in the East Room of the White House on April 18. A funeral was held in the White House at noon on April 19 and then the body was carried by a hearse pulled by six white horses to the Capitol Rotunda. Lincoln's body lay in state at the Capitol on April 20 and the morning of April 21, where more than 25,000 mourners paid their respects.

While Lincoln's body lay in state in the Capitol, political and military leaders, especially Secretary of War Edwin Stanton, planned "the largest funeral ceremony in American history."²² Lincoln's body would be carried by train from Washington, DC to Springfield, Illinois, largely following the 1650-mile route in reverse that Lincoln took as president-elect from his hometown to the nation's capital for his inauguration in 1861. The extended funeral would provide emotional and political benefits; it would provide an opportunity for Lincoln's constituents to mourn him, and to rally around the victorious federal government as it emerged from the Civil War. The embalming would permit hundreds of thousands of mourners to view Lincoln's body over a two-week period, hopefully without significant degradation of the corpse.

The train, named the Lincoln Special, left Washington, DC on April 21, 1865. The train featured a portrait of Lincoln on the front of the engine, included a specially modified car with Lincoln's casket, and carried 300 mourners as well as the disinterred body of Willie Lincoln, who had died in 1862 and would be reinterred with his father in Illinois. Undertakers Dr. Charles De Costa Brown and Henry P. Cattell accompanied Lincoln's body for the entire trip. The nine-car train travelled at 5 to 20 miles per hour so that onlookers could view Lincoln casket in an open car as it passed. Timetables announcing when the train would pass through cities and towns were printed in newspapers. The train passed through more than 200 cities, towns, and villages, where people waited, sometimes in the middle of the night, for a glimpse of the slain president. For example, in Richmond, Indiana, 15,000 people gathered to greet the train, more than the population of the town, when it passed through at 3:15 a.m. Grand ceremonies, with parades, speeches, and viewings, were held in major cities along the route: Baltimore, Harrisburg, Philadelphia, New York, Albany, Cleveland, Columbus, Indianapolis, Chicago, and Springfield (Figure 23).

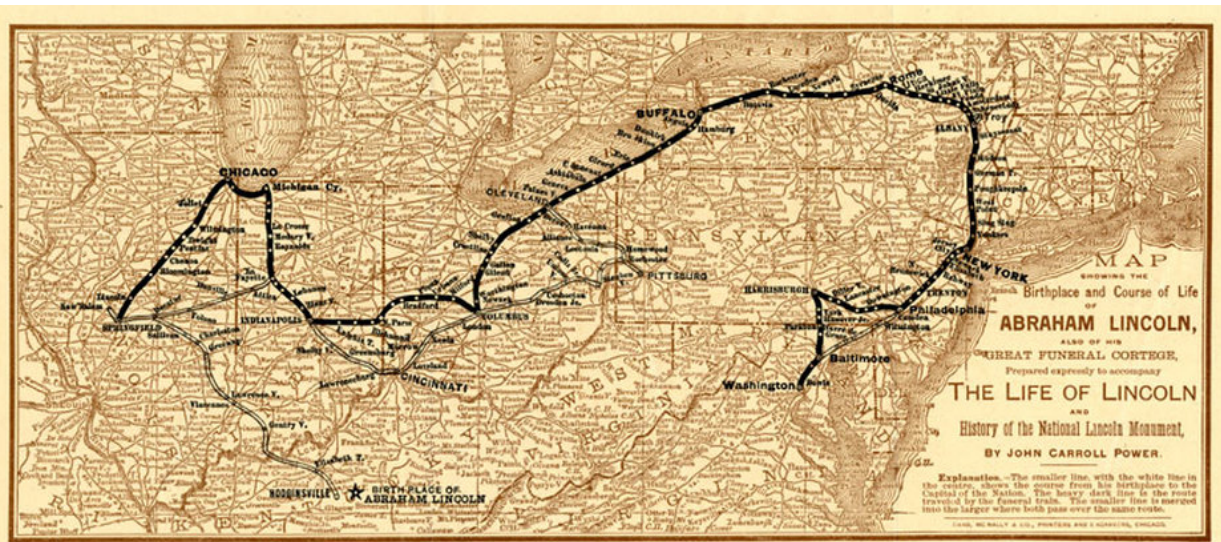


Figure 23. John Carroll Power, "Map Showing the Birthplace and Course of Life of Abraham Lincoln, and also of the Great Funeral Cortège," in *Abraham Lincoln. His Life, Public Services, Death and Great Funeral Cortège, with a History and Description of the National Lincoln Monument* (Chicago: H. W. Rokker, 1889).

²² Todd Van Beck, "Undertaking Mr. Lincoln," *American Funeral Director*, August 2022.

Officials in Philadelphia were informed on Tuesday, April 18 that Lincoln's body would arrive at the Philadelphia, Wilmington & Baltimore Railroad depot in Philadelphia for funeral ceremonies late in the afternoon on April 22.²³ A special committee of the City Councils, the Committee of Arrangements, also called the Committee of Reception, chaired by Frederick A. Van Cleve, was convened to plan Philadelphia's funeral ceremonies for Lincoln. The committee met all day on Thursday, April 19 and selected undertaker Edward S. Earley to build Lincoln's hearse or catafalque for the Philadelphia ceremonies. The committee's specifications for the hearse were detailed in the *Inquirer* on April 20. The hearse would be:

fifteen and a half feet long and sixteen feet high, or eighteen feet measuring to the top of the plumes, and eight feet wide. The coffin, when laid in the hearse, will be elevated six feet above the ground, which will place it in proper position to be seen by all spectators. The hearse will be covered with black cloth and ornamented with silver fringe and silver tassels and will be drawn by eight black horses, each led by a groom. The horses will be covered with black sweat clothes and will each carry on their heads a plume. The top of the hearse forms a canopy and will be ornamented by seven plumes. The wheels will be entirely hid (sic) from sight by falling drapery.²⁴

Undertaker Earley had but 48 hours to prepare the hearse at his business at 549-51 N. 10th Street for Lincoln's arrival on April 22. On Friday, April 21, the committee published a program for the funeral procession, which would be under the direction of Major General George Cadwalader, and include the Governor of Pennsylvania, members of Congress and the Pennsylvania legislature, Mayor of Philadelphia and members of the City Councils, judges and other government officials, and the members of various professional, fraternal, and civic organizations. The procession would be led by "E.S. Early, undertaker" (Figure 24).²⁵

²³ "Arrival of the President's Body," *Inquirer*, April 19, 1865, p. 3.

²⁴ "President Lincoln's Body," *Inquirer*, April 20, 1865, p. 7.

²⁵ "Obsequies of President Lincoln," *Inquirer*, April 21, 1865, p. 8.



Figure 24. Program for the Funeral Procession of President Lincoln in Philadelphia, April 22, 1865, with E.S. Early, undertaker listed as leading the procession, published in "Obsequies of President Lincoln," *Inquirer*, April 21, 1865, p. 8.

Early completed the hearse on April 22 and displayed it outside his establishment at 10th and Green Streets for a large crowd, as photographs taken that day document (Figure 25 and Figure 26). A sign in the arched window of Early's establishment to the right of the hearse in one photograph clearly reads "E.S. Early, Undertaker" (Figure 27). A second photograph of the hearse and Early's establishment taken on April 22, 1865 survives, with a print at the Historical Society of Pennsylvania (Figure 28). Lincoln's hearse with Early and his team of grooms was photographed again on April 22, in front of the North Broad Street Presbyterian Church at the northeast corner of N. Broad and Green Streets (Figure 29).²⁶ The photograph indicates that it was taken "by authority of City Council," indicating that it was an official photograph taken for the City Council's special committee, which arranged the funeral ceremonies. The church was four blocks west of Early's business at 10th and Green Streets, perhaps indicating that Early

²⁶ Many historians of Lincoln's funeral mistake the church in the photograph for the Arch Street Methodist Church at N. Broad and Arch Streets. The church in the background is the North Broad Street Presbyterian Church at the northeast corner of N. Broad and Green Streets, which was designed by architect Samuel Sloan and constructed in 1862 and 1863.

and his grooms drove the hearse from his business west on Green Street to N. Broad Street, and then south on Broad Street, around City Hall, to the Philadelphia, Wilmington & Baltimore Railroad depot at S. Broad Street and Washington Avenue (then called Prime), where it met the Lincoln funeral train.



Figure 25. "Funeral car, used at the obsequies of President Lincoln, in Philadelphia, April 22d, 1865" by Jacob Haehnlen, Philadelphia, 1865.



Figure 26. This photograph shows large crowds viewing Lincoln's hearse that Edward S. Earley had fabricated when it was on display outside Earley's establishment at 549-51 N. 10th Street, presumably on Saturday, April 22, 1865, prior to the Lincoln funeral procession. The photograph has the mark Draper & Husted of Philadelphia on the back. Source: <https://historical.ha.com/itm/political/memorial-1800-present-/abraham-lincoln-philadelphia-funeral-cdv/a/6066-38128.s>



Figure 27. A detail from the photograph above of Lincoln's hearse with a sign for "E.S. Earley, Undertaker" clearly visible on the window of Earley's establishment.



Figure 28. A second view of Lincoln's hearse on display outside Earley's establishment at 549-51 N. 10th Street, presumably on Saturday, April 22, 1865, prior to the Lincoln funeral procession. Source: Historical Society of Pennsylvania.



Figure 29. A photograph of the Lincoln's hearse in front of the North Broad Street Presbyterian Church at the northeast corner of N. Broad and Green Streets, April 22, 1865. Edward S. Earley stands in front of the hearse facing the camera. The caption on the bottom right reads "Designed and Constructed by E.E. Earley, Undertaker, South-East corner of Tenth and Green Streets, Philadelphia." The photograph was taken by Henszey & Co., 812 Arch Street, Philadelphia, by authority of City Councils. The church was designed by architect Samuel Sloan and constructed in 1862 and 1863. Source: Library Company of Philadelphia, Print Department, 5792.F.48b.

The Lincoln funeral train departed Washington, DC at 8:00 a.m. on April 21 and, after brief stops, arrived in Baltimore at 10:00 a.m. Lincoln's body was taken to the Merchants Exchange, where 10,000 filed by to pay their respects to the assassinated president. The train left Baltimore at 3:00 p.m. and arrived at Harrisburg at 8:00 p.m., where Lincoln's remains were paraded to the State House for a public viewing that commenced at 9:30 p.m. At 10:00 a.m. the next morning, on April 22, Lincoln's body was taken by hearse back to the Harrisburg train depot; approximately 40,000 people lined the parade route. The Lincoln funeral train departed the Pennsylvania state capitol, headed for Philadelphia on the Pennsylvania Railroad line. With throngs lining the railroad line, a pilot engine preceded the funeral train to ensure that the tracks were clear. After making the 100-mile trip from Harrisburg, the Lincoln funeral train entered Philadelphia at Overbrook and passed through Hestonville to the Pennsylvania Railroad depot in West Philadelphia (Figure 30). A mourner on the train observed "an unbroken column of

people for miles along the road” in West Philadelphia and “acres” of onlookers at the depot.²⁷ After a “small brass howitzer, firing minute guns, heralded” the arrival in West Philadelphia, the train turned onto the Junction Railroad, crossed the Schuylkill, and traveled down Prime, later renamed Washington Avenue, to Broad Street. The train arrived at the Philadelphia, Wilmington & Baltimore Railroad depot at S. Broad Street and Washington Avenue at 4:50 p.m., 20 minutes late, on Saturday, April 22.



Figure 30. The Lincoln funeral train arriving at the Pennsylvania Railroad depot in West Philadelphia on April 22, 1865. Powelton, the Greek Revival mansion at 32nd and Arch Streets, can be seen at the left behind the trees. Charles L. Philippi, photographer. Source: Metropolitan Museum of Art, Object No. 2005.100.329.

Lincoln’s funeral train was met by Earley’s hearse at the Philadelphia, Wilmington & Baltimore Railroad depot. As the train approached the Philadelphia, Wilmington & Baltimore Railroad depot,

the throng in the street grew rapidly larger and denser, and the eagerness of the people to obtain positions from which a good view could be obtained rendered it necessary for the police to use considerable exertion to keep clear the space necessary for the passage of the pall-bearers and escort from the door of the building to the hearse.²⁸

Throng of onlookers crowded the streets around the train depot hoping for a glance of the hearse with Lincoln’s casket, which was ceremoniously transferred from the train to the hearse for the funeral procession to Independence Hall. The procession was prevented from leaving

²⁷ “The National Funeral,” *Inquirer*, April 24, 1865, p. 1.

²⁸ “Our Dead President in this City,” *Inquirer*, April 24, 1865, pp. 1-2.

the depot by the crowds until a military escort cleared a path (Figure 31). A journalist reported that:

At fifteen minutes past five the hearse, followed by the special city guard of honor, on foot, and the carriage bearing the funeral party and members of the Philadelphia Committee, commenced to move but was shortly afterwards halted for the military escort to take its place in advance. This occupied some time, and before all the preparations for moving were completed it was past six o'clock. The procession then commenced its advance, keeping time to the slow, solemn music of the bands and the melancholy tolling of the bells.²⁹



Figure 31. A photograph of Lincoln's hearse moving north on S. Broad Street through an enormous crowd at approximately 6:00 p.m. on April 22, 1865. The building on the left in the background is Mahlon S. Myers, Commission Merchant and Dealer in Flour, Grain, and Feed, located at 1003 S. Broad Street, as noted in the McElroy's City Directory of 1865. Source: Library of Congress, Prints and Photographs Division, Washington, D.C.

The procession moved north up Broad Street to Walnut Street, where it turned west. The procession paraded west on Walnut Street to 21st Street, turned north on 21st to Arch Street,

²⁹ "Our Dead President in this City," *Inquirer*, April 24, 1865, pp. 1-2.

turned east on Arch Street to 3rd Street, south on 3rd Street to Walnut Street, and finally east on Walnut Street to Independence Square (Figure 32). The *Inquirer* described the procession:

Philadelphia, the birth-place of American Independence, has no day in her history like that of Saturday. At half-past four in the afternoon the remains of Abraham Lincoln, the gentle and humane President, whom she loved as she loved Washington in other days, arrived within her limits. Half a million of sorrow-stricken people were upon the street to do honor to all that was left of the man whom they respected, revered and loved with an affection never before bestowed upon any other, save the Father of his Country. Universal grief was depicted on the faces of all. Hearts bent quick and fast with the throb of a sorrow which they had never experienced. Young and old alike bowed in solemn reverence before the draped chariot which bore the body of our deceased, assassinated President. The feeling was too deep for expression. The wet cheeks of the strong man, the tearful eyes of the maiden and the matron, the hush which pervaded the atmosphere and made it oppressive, the steady measured tread of the military and the civic procession, the mournful dirges of the bands, the dismal tolling of the bells and the boom of the minute guns, told it more than it is possible for language to express. Slowly and sadly the funeral cortege moved over the designated route. Everywhere were the emblems of mourning. The flags were all at half-mast and heavily draped, and not a house along the line of procession, indeed, not a house in all this vast city, but exhibited the signs of grief, the weeds of woe. Rome never paid such honors to her dead heroes. Greece never lavished such expressions of sorrow and regret over the remains of her departed great. The day was a day of mourning in Philadelphia. It was a day devoted solely as a mighty tribute of regard to the illustrious dead, and as the funeral car bearing the casket which inclosed the precious dust passed along the crowded streets, all felt that too much respect could not be given to the dead President, whose every thought, whose every pulsation of his generous heart, and whose only ambition were for the welfare of his poor bleeding country.³⁰

The procession arrived at Independence Square, which was illuminated with 60 red, white, and blue calcium lights, at 8:00 p.m. and Lincoln's body was placed in the Assembly Room (Figure 33). To facilitate the huge crowds that would file past Lincoln's casket, four windows had been removed from Independence Hall, two in the north façade and two in the south, and wooden stairs had been constructed up to the windowsills and down the other sides. Persons with special passes issued by the Union League were permitted to view Lincoln's body between 10:00 p.m. and 1:00 a.m. (Figure 34). At 5:00 a.m. on April 23, the general public was let into Independence Hall to view the body. By 11:00 a.m., the lines of mourners waiting to see Lincoln extended from Independence Hall on the 500 block of Chestnut Street west to the Schuylkill River, a distance of about 1.8 miles.

Never before in the history of our city was such a dense mass of humanity huddled together. Hundreds of persons were seriously injured from being pressed in the mob, and many fainting females were extracted by the police and conveyed to places of security. Many women lost their bonnets, while others lost nearly every particle of clothing torn from their persons. Notwithstanding the immense pressure and the trying ordeal through which persons had to pass in order to view the remains, but little disorder prevailed, every one (sic) apparently being deeply impressed with the great solemnity of the occasion. After a person was once in line, it took from four to five hours before an entrance to the hall could be effected (sic). Spectators were not allowed to stop by the

³⁰ "Our Dead President in this City," *Inquirer*, April 24, 1865, pp. 1-3.

side of the coffin, but were kept moving on, the great demand on the outside not permitting more than a mere glance at the remains, which were under military guard.³¹

Mourners poured through the windows all day and into the next morning. By the time the viewing ended, approximately 300,000 people had passed through the windows to see the assassinated president (Figure 35).³² Before the coffin was closed in Philadelphia, embalmer Dr. Charles DaCosta Brown, who accompanied Lincoln's body on the funeral trip, touched up the president's face with camel hairbrush.³³



Figure 32. A photograph of Lincoln's hearse stopped on S. 6th Street, facing south, on April 22 or 23, 1865. The building on the left is Congress Hall, which is to the west of Independence Hall. The building on the right in the foreground houses B.C. Worthington, wholesale dealer in foreign and domestic segars, located at 102 S. 6th Street, as noted in the McElroy's City Directory of 1865. Ridgway Glover, photographer. Source: Huntington Digital Library.

³¹ "Our Dead President in this City," *Inquirer*, April 24, 1865, pp. 1-3.

³² Estimates of the number of people that passed by Lincoln's coffin vary greatly, from about 150,000 to 350,000.

³³ Todd Van Beck, "Undertaking Mr. Lincoln," *American Funeral Director*, August 2022.

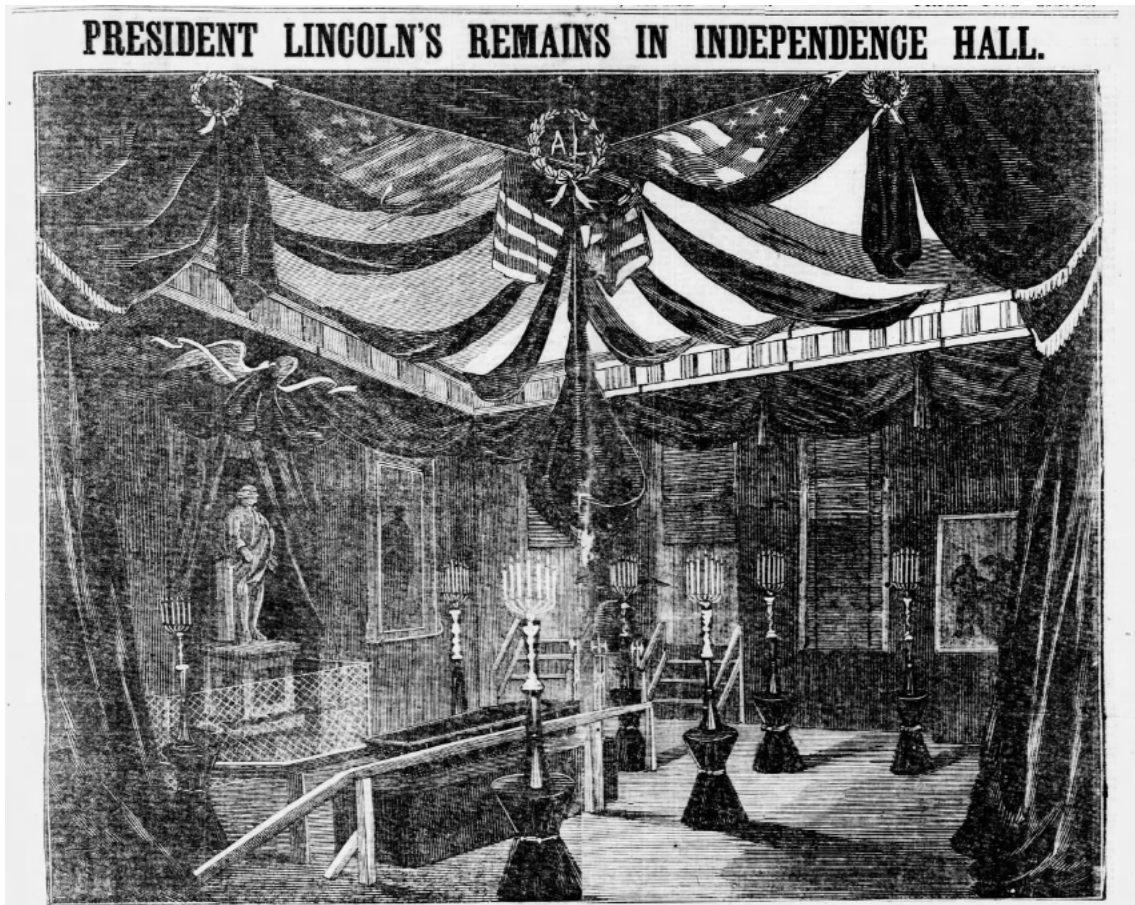


Figure 33. A view of Lincoln's casket on display in Independence Hall, April 22 to 24, 1865, from "Our Dead President, *Inquirer*, April 25, 1865, p. 1.

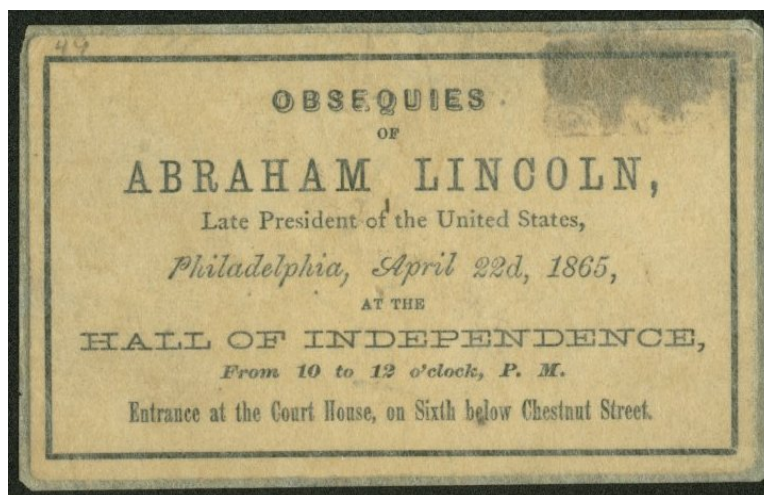


Figure 34. Union League of Philadelphia Funeral Invitation Ticket, April 22, 1865. Source: The Abraham Lincoln Foundation of The Union League of Philadelphia, Object ID: XI.2.004.



Figure 35. Photograph of mourners in Independence Square on April 23, 1865. Source: Swann Auction Galleries, stereo photographs, 3 x 5 3/4 inches, on plain mounts, with manuscript captions on verso along with inked stamps reading "J.W. Queen & Co., Opticians, Philad., Apr 1865, Paid."

Lincoln's coffin was removed from Independence Hall at 2:30 a.m. on the morning of April 24 and placed on Earley's hearse, which was waiting on Chestnut Street.³⁴ Lincoln's casket was taken by the hearse, accompanied by Undertaker Earley and a large group of military and civic dignitaries, to the Kensington railroad depot, where it was loaded onto the funeral train headed to New York City. "The cortege began to move [from Independence Hall] at twenty minutes before three o'clock. The streets through which the procession passed were crowded with spectators, notwithstanding the unseasonable hour."³⁵ "The procession reached the Kensington Depot at four o'clock. Thousands of men, women, and children were still in the streets, and not a few half-dressed residents in that neighborhood, who apparently had just risen from their beds, ran forward to join the large crowd waiting at the depot. The funeral party with difficulty pressed their way to the cars. ... At a few minutes after four o'clock the train started [on its way to New York with Lincoln's remains]."³⁶

³⁴ A 2022 *Inquirer* article incorrectly claimed that Lincoln's body was stored overnight at Earley's funeral home at 549-51 N. 10th Street during Lincoln's Philadelphia funeral. In fact, Lincoln's body remained at Independence Hall for the entire 33 hours it was in Philadelphia, except when it was in transit. See: Joe Clark, "The North Philadelphia funeral home where Abraham Lincoln's body was taken after his 1865 assassination," *Inquirer*, February 21, 2022.

³⁵ "Lincoln: The Departure of the Remains for New York," *Inquirer*, April 25, 1865, p. 3.

³⁶ "Our Dead President," *Inquirer*, April 25, 1865, p. 1.

After leaving Philadelphia, Lincoln's remains were ceremoniously paraded and laid out in New York City, Albany, Buffalo, Cleveland, Columbus, Indianapolis, and Chicago before arriving in Lincoln's hometown of Springfield, Illinois on May 3, 1865. Undertakers accompanying Lincoln's body worked on his remains to cover discoloring that had occurred in the weeks since his assassination. Despite the embalming, the remains had begun to decompose during the long trip. After lying in state at the State House in Springfield, Lincoln was placed in tomb with his son Willie at Oak Ridge Cemetery in Springfield Illinois on May 4, 1865, concluding the largest, longest, and most complicated funeral in American history. The funeral train with Lincoln's portrait on the engine and remains in a special rail car had covered 1,654 miles, passed through 200 cities and towns, and employed nearly 50 locomotives. Millions of Americans had seen and mourned Lincoln along the rail lines, during the many short stops along the way, and during the 12 extended ceremonies in the state capitals and large cities. And although Lincoln's visage was described as "a dark, unnatural face whose features were plaintive and pinched and sharp, piteously like death" during the stop in Columbus, Ohio on April 29, two weeks after his assassination, Lincoln's funeral convinced Americans to accept embalming and adopt it in their own funeral practices.³⁷ Following Lincoln's funeral, open-casket ceremonies became commonplace in the United States.³⁸

EPILOGUE

After Lincoln's funeral, Edward S. Earley returned to his undertaking practice at 549-51 N. 10th Street with newfound fame. He was considered one of the city's premier undertakers for the remainder of his career, which lasted another three decades. He also developed innovative caskets and other funereal devices and practices. In 1867, Earley advertised in Philadelphia's *Inquirer* newspaper that his "new, improved ... Patented Burial Casket is far more beautiful in form and finish than the old, unsightly and repulsive Coffin."³⁹ The patented casket was so popular that Earley opened a "large factory" at 1228 Ridge Avenue to "meet the increased demand for my patent BURIAL CASKETS" in 1869.⁴⁰ Earley was the founder and first president of the Pennsylvania Undertakers' Association and the first vice-president of the National Undertakers' Association. The 1870 US Census listed Earley as living in the 13th Ward, at 549-51 N. 10th Street, with his wife, two daughters, son, and a maid.⁴¹

By the 1870s, Earley's son, Joseph J. Earley, had joined him in the undertaking business, which operated out of two locations, the Italianate building in question at the southeast corner of 10th and Green Streets and the former home of architect Thomas Ustick Walter at the northwest corner of 13th and Arch Streets (Figure 37). In 1880, the US Census listed Earley as living at 549-53 N. 10th Street, the property in question, with his wife, one daughter, mother-in-law, and two domestic servants.⁴²

In 1885, Earley participated in a second presidential funeral service. As the *Inquirer* reported, Mr. E.S. Earley, the well-known undertaker of this city, who conducted the funerals of President Lincoln and Bishop Simpson, has been invited by Stephen Merritt, of New York, to assist him on Saturday in directing the arrangements for the obsequies of ex-

³⁷ From the *Columbus Crisis*, quoted in Richard Wightman Fox, "A Body for the Body Politic: The strange, sad, and gross saga of Abraham Lincoln's two-week funeral procession," *Slate*, February 12, 2015.

³⁸ Mary Roach, *Stiff: The Curious Lives of Human Cadavers* (New York: WW.W. Norton & Co, 2003).

³⁹ Advertisement for E.S. Earley, Undertaker, *Inquirer*, September 23, 1867, p. 5.

⁴⁰ Advertisement for E.S. Earley factory at 1228 Ridge Avenue, *Evening Telegraph*, May 8, 1869, p. 5.

⁴¹ 1870 US Census; accessed on Ancestry.com.

⁴² 1880 US Census; accessed on Ancestry.com.

President Grant. Mr. Earley starts for New York at once to aid Mr. Merritt with his experience. His acknowledged taste and judgment will no doubt be duly appreciated in New York as they are in this city.⁴³

In 1886, Earley & Son moved the Arch Street funeral home location west to 1321 Arch Street.⁴⁴ Earley was granted a US patent in 1887 for “an improved burial case or casket, consisting of a body ... of wood, with coating of asphaltum and a sub-coating of cement or artificial stone.”⁴⁵ Earley’s casket designs became the industry standard (Figure 36). In 1890, the Philadelphia Funeral Directors’ Association honored Earley for 53 years in the business.⁴⁶ By 1892, Earley & Son had four locations in Philadelphia, including the original location at 10th and Green Streets.⁴⁷ Earley’s wife, Cornelia, died on July 18, 1892; funeral services were conducted at the Earley home and business at 549-51 N. 10th Street.⁴⁸ In 1893, the son sued the father, claiming that the elder Earley had improperly used business assets to purchase real estate for himself.⁴⁹ The father and son eventually settled their differences. Edward S. Earley continued to run his undertaking business until his death on July 19, 1896, at the age of 74 (Figure 38).⁵⁰ He had resided for most of his adult life at 549-51 N. 10th Street, in the building where he ran his undertaking business.⁵¹ It appears that the Earley heirs sold the property at 549-51 N. 10th Street in 1899, but the deed documenting the sale has not been found. Joseph J. Earley, the son, continued the business into the twentieth century, noting in an advertisement in 1900 that he had “removed to the N.E. Corner Eighteen and Arch Streets.”⁵² As late as 1913, the younger Earley was reminding potential clients in advertisements that his father had officiated at Lincoln’s funeral (Figure 39). The younger Earley closed the business in 1914, when he sold the Arch Street funeral home.⁵³

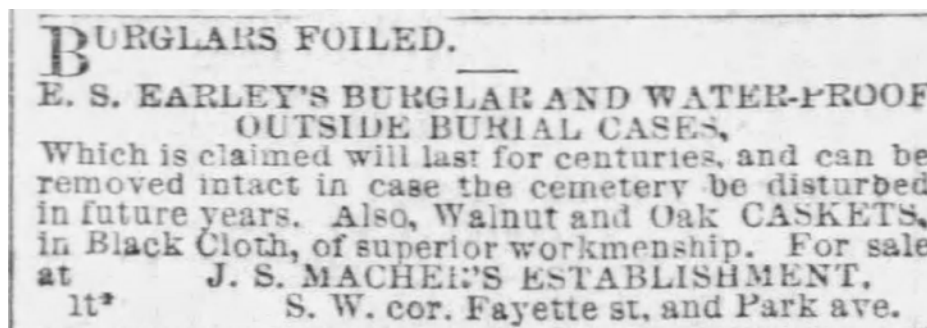


Figure 36. An advertisement for an Earley casket in the *Baltimore Sun* in 1885.

⁴³ “Tributes to His Memory,” *Inquirer*, August 6, 1885, p. 3.

⁴⁴ “A Model of Beauty: New and Handsome Quarters of Earley & Son.” *Inquirer*, May 22, 1886, p. 2.

⁴⁵ US Patent No. 361147, dated April 12, 1887.

⁴⁶ “An Undertaker Honored,” *Philadelphia Times*, June 6, 1890, p. 5.

⁴⁷ Advertisement for E.S. Earley & Son, *Inquirer*, April 22, 1892, p. 6.

⁴⁸ “Cornelia Earley Obituary,” *Inquirer*, July 21, 1892, p. 6.

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⁵⁰ “Man Who Buried Lincoln,” *Inquirer*, July 20, 1896, p. 3; “Edward S. Earley, Obituary,” *Bridgeton, New Jersey Pioneer*, July 23, 1896, p. 4; “Edward S. Earley, Obituary,” *New York Sun*, July 20, 1896, p. 3; and “Undertaker Earley Dead,” *Asbury Park Press*, July 20, 1896, p. 8.

⁵¹ See, for example, “Opposing the Elevated: Residents of North Tenth Street Don’t Want It,” *Inquirer*, June 10, 1887, p. 1.

⁵² Advertisement for Joseph J. Earley, Undertaker, in *Gopsill’s City Directory*, 1900.

⁵³ Advertisement for J.J. Earley, Undertakers, formerly E.S. Earley & Son, *Inquirer*, February 15, 1913, p. 13; Business announcement for Joseph J. Earley, *Inquirer*, January 1, 1897, p. 9. “Arch Street Property Sold,” *Inquirer*, September 6, 1914, p. 19.

E. S. EARLEY & SON,
UNDERTAKERS,
N. W. corner Arch and Thirteenth Streets
AND
S. E. corner Green and Tenth Streets.

Figure 37. Advertisement for E.S. Earley & Son, Undertakers, *Inquirer*, December 19, 1878, p. 4.

EDWARD S. EARLEY. TELEPHONE 4756.

E. S. EARLEY,
UNDERTAKER,
No. 1321 ARCH STREET,
EAST OF BROAD,
S. E. COR. TENTH AND GREEN STS.

Figure 38. Advertisement for E.S. Earley, Undertaker, one year before Earley's death in 1896, in *Gopsill's City Directory*, 1895.

JOSEPH J. EARLEY, Undertaker
N. E. Cor. 18th & Arch Streets, - Philadelphia

THE OLD WAY



The above picture is made from an original photograph of the hearse used at the funeral of Abraham Lincoln in Philadelphia, April 23, 1865. This hearse was designed and built by Edward S. Earley, Undertaker in charge, in less than forty-eight hours.

THE NEW WAY



Please Mention "Automobile Trips and Sight-Seeing Guide"

Figure 39. Advertisement for Joseph J. Earley, Undertaker in *Automobile Trips and Sight-Seeing Guide* (Philadelphia: American Taxicab Company, 1913).

CONCLUSION

In summary, the property at 549-51 N. 10th Street, the site of the residence and business of Edward S. Earley, Undertaker, is historically significant and should be listed individually on the Philadelphia Register of Historic Places. The property satisfies Criterion for Designation B as delineated in Section 14-1004(1)(b) of the Philadelphia Code; the property “is associated with an event of importance to the history of the City, Commonwealth or Nation,” the funeral of Abraham Lincoln. The funeral for the slain president was the largest funeral ever held in the United States and ushered in an entirely new set of funeral practices centered around embalming. The building at 549-51 N. 10th Street, which Edward S. Earley constructed as his home and funeral business in 1863, just two years before Lincoln’s assassination, survives as a key physical reminder of the landmark funeral and the resulting changes in funerary practices, and should be designated as historic.

ACKNOWLEDGMENT

The staff of the Historical Commission acknowledges and thanks historian Paul Kahan of Ardmore, Pennsylvania, who first brought Edward S. Earley and his role in the Lincoln funeral to the Historical Commission’s attention.

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