

NATIONAL ORGANIZATION
SONS OF UNION VETERANS OF THE CIVIL WAR

CIVIL WAR MEMORIAL ASSESSMENT FORM

PLEASE:

- 1. Type or print, using a ball-point pen, when filling out this form. Legibility is critical.
- 2. Do not guess at the information. An answer of, "Unknown," is more helpful. Include a photograph of each viewable side and label it with name & direction of view.

- Thank You.

Type of Memorial

- Monument with Sculpture
- Monument without Sculpture
- Other (flag pole, G.A.R. buildings, stained glass windows, etc.)
- Monument with Cannon
- Historical Marker
- Plaque

Affiliation

- G.A.R. (Post Name & No. _____)
- SUVCW (Camp Name & No. _____)
- WRC (Corps Name & No. _____)
- ASUVCW (Aux Name & No. _____)
- DUVCW (Tent Name & No. _____)
- LGAR (Circle Name & No. _____)
- Other Missouri Department of Natural Resources
- M.O.L.L.U.S (Please describe below)

Original Dedication Date unknown Please consult any/all newspaper archives for a local paper's article that would have information on the *first* dedication ceremony and/or other facts on the memorial. Please submit a copy of your findings with full identification of the paper & date of publication. Thank you.

Location

The Memorial is *currently* located at: N39 45' 25" and W94 50' 54"
 Street/Road address or site location Patee Park, 900-1000 Penn Street
 City/Village St Joseph Township _____ County Buchanan
 State Missouri

The front of the Memorial faces: North South East West

Government Body, Agency, or Individual Owner (of private cemetery that Memorial is located in)

Name City of St Joseph, Missouri
 Dept./Div. Parks Department
 Street Address 1920 Grand Avenue City _____
 St Joseph _____ State MO Zip Code 64505 Contact Person _____
 Telephone () _____

If the Memorial has been moved, please list former location(s).

Physical Details

Material of Monument or base under a Sculpture or Cannon = Stone Concrete Metal Undetermined If known, name specific material (color of granite, marble, etc.) Steel

SUVCW -- CIVIL WAR

Material of the Sculpture = Stone Concrete Metal Undetermined
If known, name specific material (color of granite, marble, etc.) _____

If the Sculpture is of metal, is it solid cast or "hollow?" _____

Material of Plaque or Historical Marker / Tablet = Steel/Aluminum/Plastic

Material of Cannon = Bronze Iron - Consult known Ordnance Listing to confirm

Markings on muzzle = _____

Markings on Left Trunion _____ Right Trunion _____

Is inert ammunition a part of the Memorial? If so, describe _____

Approximate Dimensions (indicate unit of measure) - taken from tallest / widest points

Monument or Base: Height 4' _____ Width 5' _____ Depth 3" _____ or Diameter _____

Sculpture: Height _____ Width _____ Depth _____ or Diameter _____

For Memorials with multiple Sculptures, please record this information on a separate sheet of paper for each statue and attach to this form. Please describe the "pose" of each statue and any weapons/implements involved (in case your photos become separated from this form). Thank you!

Markings/Inscriptions (on stone-work / metal-work of monument, base, sculpture)

Maker or Fabricator mark / name? If so, give name & location found Historical maker
describes the Civil War history in St. Joseph.

The "Dedication Text" is formed: cut into material raised up from material face

Record the text (indicate any separation if on different sides) Please use additional sheet if necessary.
The historic marker covers: the flag incident, Pony Express, Union occupation, the Paw Paws, and Fort Smith.

Environmental Setting

(The general vicinity and immediate locale surrounding a memorial can play a major role in its overall condition.)

Type of Location

- Cemetery
- "Town Square"
- Municipal Building
- Courthouse
- Traffic Circle

- Park
- Post Office
- State Capitol
- College Campus
- Library

- Plaza/Courtyard
- School
- Other: _____
- _____
- _____

General Vicinity

Rural (low population, open land)
 Town

Suburban (residential, near city)
 Urban / Metropolitan

Immediate Locale (check as many as may apply)

Industrial Commercial
 Street/Roadside within 20 feet Tree Covered (overhanging branches)
 Protected from the elements (canopy or enclosure, indoors)
 Protected from the public (fence or other barrier)
 Any other significant environmental factor _____

Condition Information

Structural Condition (check as many as may apply)

The following section applies to Monuments *with* Sculpture, and Monuments without Sculpture - including the base for Monuments with *Cannon*. Instability in the sculpture and its base can be detected by a number of factors. Indicators may be obvious or subtle. Visually examine the sculpture and its base.

	Sculpture	Base
If hollow, is the internal support unstable/exposed? (Look for signs of exterior rust)	___	___
Any evidence of structural instability? (Look for cracked joints, missing mortar or caulking or plant growth)	___	___
Any broken or missing parts? (Look for elements (i.e., sword, musket, hands, arms, etc. - missing due to vandalism, fluctuating weather conditions, etc.)	___	___
Any cracks, splits, breaks or holes? (Also look for signs of uneven stress & weakness in the material)	___	___

Surface Appearance (check as many as may apply)

	Sculpture	Base
Black crusting	___	___
White crusting	___	___
Etched, pitted, or otherwise corroded (on metal)	___	___
Metallic staining (run-off from copper, iron, etc.)	___	___
Organic growth (moss, algae, lichen or vines)	___	___
Chalky or powdery stone	___	___
Granular eroding of stone	___	___
Spalling of stone (surface splitting off)	___	___
Droppings (bird, animal, insect remains)	___	___
Other (e.g., spray paint graffiti) - Please describe...	___	___

Does water collect in recessed areas of the Memorial? ___ Yes No ___ Unable to tell

Surface Coating

Does there appear to be a coating? ___ Yes No ___ Unable to determine
If known, identify type of coating.

___ Gilded ___ Painted ___ Varnished ___ Waxed ___ Unable to determine

Is the coating in good condition? ___ Yes ___ No ___ Unable to determine

Basic Surface Condition Assessment (check one)

In your opinion, what is the general appearance or condition of the Memorial? Well maintained ___
Would benefit from treatment ___ In urgent need of treatment ___ Unable to determine

Overall Description

Briefly describe the Memorial (affiliation / overall condition & any concern not already touched on) .

This state historical marker is located in a public city park with other historic markers, monuments, and artifacts. It is
adjacent to a local Pony Express museum. Visitors the park and museum are exposed to a St Joseph's diverse
history.

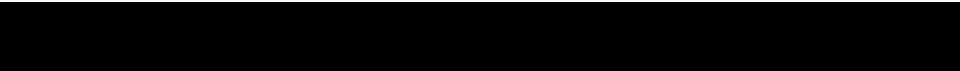
Supplemental Background Information

In addition to your on-site survey, any additional information you can provide on the described Memorial will be welcomed. Please label each account with its source (author, title, publisher, date, pages). Topics include any reference to the points listed on this questionnaire, plus any previous conservation treatments - or efforts to raise money for treatment. Thank you.

Inspector Identification

Date of On-site Survey 4 July 2013

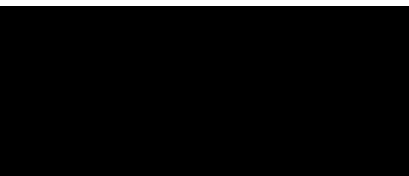
Your Name Dale Crandell

 _____

What Order or Organization is submitter a member of? SUVCW / Missouri / Westport 64

Please send this completed form to

Walt Busch, PDC, Chair



Thank you for your help, and attention to detail. SONS OF UNION V

CIVIL WAR VETERANS OF THE National Civil War Memorials Committee



THE CIVIL WAR IN ST. JOSEPH



A STATE DIVIDED
THE CIVIL WAR IN MISSOURI

On April 5, 1861, the Pony Express started from this neighborhood as its eastern end in the West. Eight months later the Pony Express joined East and West; the eastern end North to South when South Carolina seceded. Missouri, including St. Joseph, was an ally of the Union. Almost seven years later, however, General George B. Rainsford, Missouri's Unionist governor, ordered the Confederates. Union troops occupied St. Joseph throughout most of the war to prevent the strategically important western terminus of the Hannibal & St. Joseph Railroad.

The Flag Incident

Just as the new, both pro-Southern and pro-Northern supporters to the town, the flag was torn and the flag. When John L. Stanger became St. Joseph's postmaster on May 29, 1861, he found the U.S. flag on the roof of the post office during the raising of the flag. General St. Joseph Major M. J. Thompson put an angry mob that charged their Southern sympathies by tearing down the flag and burning it.

Thompson later described the incident: "I drew up both and First, attended the very battle that they had raised the roof of the building, and some choice, green, blue and white. I covered the fabric with my hands. The mob ran to the flag and threw the flag into the Missouri River."



The mob then raised their sights on other U.S. flag in town. When they went to James Hall they found that Robert Rainsford and other Union supporters had taken and were shaking the doors. A member of the mob, Major M. J. Thompson, asked Rainsford to lower the flag. He agreed but refused to bring a salute to the flag.

As Rainsford stepped on the roof, the crowd threatened to throw him. Rainsford pulled his own gun and threatened him. Rainsford ordered the flag and the crowd to leave and only lowered the flag. The City Council banned flying flags of any kind in St. Joseph until after Union troops occupied the city.

The Pony Express and the Civil War

As the nation split the Civil War became more polarized, even a major highway between East and West became more important. It took three months to travel to reach California in 1849. Although overland mail routes started in the 1850s, it still took California at least a month to receive letters and news from the East.



The onset of Civil War created tension between East and West interests. The company of Russell, Majors and Waddell was a government contractor for a new, faster overland mail service. They selected St. Joseph as the starting point because the Hannibal and St. Joseph Railroad ran farther west than any other railroad.



This illustration shows General George B. Rainsford in 1861, with General George B. Rainsford and other Union supporters had taken and were shaking the doors.

Union Occupation

In June, both U.S. Dragoon and First Lieutenant, Col. J. J. and troops from the 1st Iowa Infantry under Col. Samuel K. Curtis occupied St. Joseph. In late July most of the Union troops were removed, leaving only a small contingent of soldiers to enforce the truce. The remaining troops were sent to central Missouri to help fight the Battle of Pea Ridge and the Second Battle of Missouri in August. Only two Union soldiers were stationed in St. Joseph.

Within days, Confederates pulled into city and captured the two remaining Union soldiers. The soldiers were then released to the streets and riding the remaining northward. When word came that the Union troops were returning, the soldiers left. Confederates never gained control of St. Joseph again.

The "Pony Power"

In 1861, a group of young men and women in St. Joseph, Mo., were known as the "Pony Power." They were known for their efforts to help the Union cause during the war. They were known for their efforts to help the Union cause during the war.



The Pony Power group in St. Joseph, Mo., during the Civil War.

Fort Smith

In September 1861, the 10th Missouri Infantry entered St. Joseph under the command of Col. Robert Joseph and disbanded martial law. The soldiers set up camp north of the business district on Truman Hill. They built an earthwork camp at North Park and the Missouri River to the west and the city to the east. The troops conducted Fort Smith. Many Southern sympathizers who refused to sign the oath of allegiance to the Union were forced to work on the construction of the fortifications.

The Union troops set up camps around town. They also established barracks in existing buildings, such as the Old Federal Hall at 5th and Fifth and the Christian Brothers College at 11th and Third. Most of the barracks occupied by the troops suffered some damage. Although St. Joseph began recovering around the end of the war, it was not the progressive city it had been. It took almost a year for St. Joseph to be recognized as a leading center of commerce again.

They were company, the Pony Express, which consisted of men riding horses carrying mail. Riders were not allowed to stop to rest or eat and did not stop to sleep in camp. They followed an extremely dangerous route. The Pony Express was a very fast, reliable system, which helped to connect the North and the South by its quick, sure-footedness, and by its reliability. During the critical early days of the Civil War, the Pony Express helped to keep California in the Union by providing rapid communication between California and Washington, D.C.

Pony Express riders brought California news of Abraham Lincoln's win in the presidential election. They also brought news of the firing on Fort Sumter and the outbreak of the Civil War. California was important in both the North and the South by its quick, sure-footedness, and by its reliability. During the critical early days of the Civil War, the Pony Express helped to keep California in the Union by providing rapid communication between California and Washington, D.C.

Shortly to months of service, men in uniform lines and rode down the Pony Express out of business. The owners lost their business in the contract, but the Pony Express riders attempted to maintain their in the company's short life. Many Union Pony Express riders enlisted in the ranks of the Civil War.



Name	Role	Notes
Walter Gurnea	Postmaster	Postmaster of St. Joseph, Mo.
John L. Stanger	Postmaster	Postmaster of St. Joseph, Mo.
George B. Rainsford	Governor	Governor of Missouri
Samuel K. Curtis	General	General of the 1st Iowa Infantry
Robert Joseph	Colonel	Colonel of the 10th Missouri Infantry
Major M. J. Thompson	Major	Major of the 10th Missouri Infantry
James W. Waddell	Contractor	Contractor for the Pony Express
William A. Russell	Contractor	Contractor for the Pony Express
John G. Majors	Contractor	Contractor for the Pony Express

The Pony Express riders brought California news of Abraham Lincoln's win in the presidential election. They also brought news of the firing on Fort Sumter and the outbreak of the Civil War.



FREE PARK
BAPTIST

THE CIVIL WAR IN ST. JOSEPH

The Civil War in St. Joseph was a significant event in the city's history. It began in 1861 when the city was divided into Union and Confederate sympathizers. The Union forces, led by General William W. Phelps, occupied the city in 1861. The Confederate forces, led by General Sterling Price, occupied the city in 1862. The city was a strategic location for both sides due to its location on the Missouri River. The war in St. Joseph was a brutal and bloody conflict that resulted in the destruction of the city and the loss of many lives. The marker provides a detailed account of the events that took place in St. Joseph during the Civil War.



The Civil War in St. Joseph

A State Divided: The Civil War in Missouri

[Left: US Shield & Photo of Sitting Officer labeled Col. Samuel R. Curtis]

[Right: Photo of Sitting Officer labeled *Gen. M. Jeff Thompson* & Confederate Shield]

On April 3, 1860, the Pony Express started from this neighborhood on its historic run to the West. Eight months after the Pony Express joined East and West, the country split North to South when South Carolina seceded. Missouri, including St. Joseph, was as divided as the nation. Almost 2,000 men from Buchanan County fought for the Union. Roughly the same number joined the Confederates. Union troops occupied St. Joseph throughout most of the war to protect the strategically important western terminus of the Hannibal & St. Joseph Railroad.

The Flag Incident

Early in the war, both pro-Southern and pro-Northern supporters in the town displayed banners and flags. When John L. Bittinger became St. Joseph's postmaster on May 22, 1861, he raised the U.S. flag on the roof of the post office. During the raising of the flag, former St. Joseph mayor M. Jeff Thompson led an unruly mob that displayed their Southern sympathies by tearing down the flag and flagpole.

Thompson later described the incident, "I drew my Knife and Pistol, ascended the very ladder that they had used to the roof of the building, and amid cheers, groans, shouts and threats, I severed the halyard with my bowie..." The mob tore the flag into pieces and threw the flagpole into the Missouri River.

The men then turned their sights on other U.S. flags in town. When they went to Turner Hall they found that Robert Bradshaw and other Union supporters had locked and were guarding the doors. A member of the mob, Alonzo Slayback, asked Bradshaw to lower the flag. He agreed but insisted on firing a salute to the flag.

As Bradshaw appeared on the roof, the crowd threatened to shoot him. Slayback pulled his own gun and defended him. Bradshaw cheered the flag, fired six shots in salute, and safely lowered the flag. The City Council banned flying flags of any kind in St. Joseph until after Union troops occupied the city.

[Insert Graphic: "*On May 22, 1861, a mob removed the U.S. flag from the Post Office.* – Courtesy St. Joseph Museums, Inc.”

[Insert Graphic: "*This illustration shows a view of St. Joseph in 1861 from across the Missouri River.* Courtesy St. Joseph Museums, Inc.”

Union Occupation

In June, both U.S. Dragoons from Fort Leavenworth, Kan., and troops from the 2nd Iowa Infantry under Col. Samuel R. Curtis occupied St. Joseph. In late July, most of the Union troops were reassigned, leaving only a small contingent of soldiers to occupy the town. The remaining troops were sent to central Missouri in August to stop Gen. Sterling Price and the pro-Southern

Missouri State Guard. Only two Union recruiting officers remained in St. Joseph.

Within days, Confederate militia rode into town and captured the two remaining Union soldiers. The militia spent two weeks looting the stores and raiding the surrounding countryside. When word came that the Union troops were returning, the militia left. Confederates never gained control of St. Joseph again.

Fort Smith

In September 1861, the 16th Illinois Infantry entered St. Joseph under the command of Col. Robert Smith and declared martial law. The soldiers set up camp north of the business district on Prospect Hill. They built an oblong circle of earthworks overlooking the Missouri River to the west and the city to the east. The troops named it Fort Smith. Many Southern sympathizers who refused to sign the oath of allegiance to the Union were forced to work on the construction of the fortifications.

The Union troops set up camps around town. They also established barracks in existing buildings, such as the Odd Fellows Hall at 5th and Felix and the Christian Brothers College at 13th and Henry. Many of the buildings occupied by the troops suffered severe damage. Although St. Joseph began recovering toward the end of the war, it was not the prosperous city it had been. It took almost 20 years for St. Joseph to be recognized as a leading commercial center again.

[Text Box: The "Paw Paws"

In 1863, a local militia unit helped bring law and order to St. Joseph and the surrounding area. Locals nicknamed the unit the "Paw Paws." There are two stories about the origin of the nickname. Some claimed that they hid in the pawpaw trees rather than fight Confederates. Another story involves a St. Joseph citizen who commented on the men's dirty appearance as they marched into town. He asked, "Whatcha been doin'?" One of the men replied, "Whatcha think we been doin'? Pickin' Paw Paws?"

[Insert Photo: *The "Paw Paws" drilled in the streets of St. Joseph using brooms instead of rifles. Courtesy St. Joseph Museums, Inc.*"]

[TEXT BOX: The Pony Express and the Civil War

As the western part of the United States became more populated, communication between East and West became more important. It took three months or longer for mail to reach California by boat. Although overland mail routes shortened the time, it still took Californians at least a month to receive letters and news from the East.

The threat of Civil War made quick communication between East and West essential. The company of Russell, Majors and Waddell won a government contract for a new, faster overland mail service. They selected St. Joseph as the starting point because the Hannibal and St. Joseph Railroad ran farther west than any other railroad.

[Graphic labeled: This *Harper's Ferry* drawing shows a Pony Express rider greeting workers who are installing telegraph lines.]

Their new company, the Pony Express, relied on relays of men riding horses carrying mail. Riders often went for stretches of 75 to 100 miles and did not stop except to change horses. They

followed an extremely dangerous 2000-mile trail. The Pony Express hired young men, preferably orphans, who weighed no more than 110 pounds. Speed and endurance were the most important traits for the horses. On April 3, 1860, the first Pony Express rider left St. Joseph with much fanfare and celebration. The mail arrived in Sacramento, Calif., in just under 10 days.

Pony Express riders brought Californians the news of Abraham Lincoln's win in the 1860 presidential election. They also brought news of the firing on Fort Sumter in a record eight days, 14 hours. California was important to both the North and the South for its gold, many fortifications, and large population. During the critical early days of the Civil War, the Pony Express helped to keep California in the Union by providing rapid communication between California and Washington, D.C.

After only 19 months of service, new telegraph lines and railroads drove the Pony Express out of business. The owners lost their fortunes in the venture, but the Pony Express riders accomplished remarkable feats in the company's short life. Many former Pony Express riders enlisted on both sides of the Civil War.

[Pictures of 5 men and spreadsheet table]

Charles Cliff • Union State Militia • Served in St. Joseph area; buried at Mount Mora Cemetery, St. Joseph

Johnny Fry, first rider to leave St. Joseph • Union Scout, 3rd Wisconsin Infantry • Killed at the Battle of Baxter Springs, Oct. 6, 1863

William Fulkerson • Confederate Commander, 63rd Tennessee Infantry • Present at the surrender at Appomattox Courthouse

Frank Gould • Union, 12th Indiana Cavalry • With Gen. Sherman during March to the Sea

David Jay • Union, Company A, 11th Kansas Cavalry • Participated in the Battle of Westport

William Jones • Union, Company G, 83rd Illinois Infantry • Promoted to Lieutenant; transferred to 16th Infantry U.S. Colored Troops

Patrick McEneaney • Union • Chief of Mounted Orderlies at Headquarters of Army of the Potomac; Chief Scout for Gen. Grant

Don C. Rising, aka Johnny Granada • Union • Carried messages; promoted to assistant wagonmaster; participated in battles at Island No. 10, Pittsburg Landing, Shiloh, Tuscumbia and Corinth; medically discharged in 1863

Charles "Cyclone" Thompson • Confederate Infantry • Fought in Virginia

Michael Whalen • Union, Battery B, 2nd Illinois Light Artillery • Fought at battles of Shiloh, Vicksburg, and Corinth; with Gen. Sherman during March to the Sea; buried in Ashland Cemetery,

St. Joseph

The table above represents just a few of the Pony Express riders who served during the Civil War. Photos from top to bottom are of Charles Cliff, Johnny Fry, David Jay, Patrick McEneaney and Michael Whalen. Courtesy St. Joseph Museums, Inc.

[Graphic: DNR Logo labeled :Missouri Department of Natural Resources]