

NATIONAL ORGANIZATION  
SONS OF UNION VETERANS OF THE CIVIL WAR  
CIVIL WAR MEMORIAL ASSESSMENT FORM

Type of Memorial (check all applicable)

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

Affiliation

\_\_\_ GAR \_\_\_ MOLLUS \_\_\_ SUVCW \_\_\_ WRC \_\_\_ ASUVCW  
\_\_\_ LGAR \_\_\_ DUVCW  Other

If known, record name and number of post, camp, corps, auxiliary, tent, circle or appropriate information of other groups:  
[Washington Historical Society](#); [Veterans Hall of Honor, Franklin County, Missouri](#); [Washington, Missouri, Chamber of Commerce](#)

Original Dedication Date circa 2000 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:

Street/Road address or site location Front St., at foot of Elm St., Railroad Heritage Park  
GPS Coordinates N 38° 33.700 W 091° 00.765

City/Village &/or Township Washington  
County Franklin State MO Zip Code 63090

The front of the Memorial faces:  North \_\_\_ South \_\_\_ East \_\_\_ West

Government Body, Agency, or Individual Owner

Name Washington MO Chamber of Commerce  
Dept./Div. \_\_\_\_\_  
Street Address 323 W Main St,  
City Washington State MO Zip Code 63090  
Contact Person UNK Telephone ( 636 ) 239-2715 ext \_\_\_\_\_

Is Memorial on the National Register of Historic Places \_\_\_ Yes \_\_\_ No ID # if known \_\_\_\_\_

For Monuments with/without sculpture:

Physical Details

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

Material of the Sculpture \_\_\_ Stone \_\_\_ Concrete \_\_\_ Metal \_\_\_ Other Is it hollow or solid? \_\_\_\_\_  
If known, name specific material (color of granite, marble, etc.) \_\_\_\_\_



**Environmental Setting**

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

**Type of Location**

Cemetery  Park  Plaza/Courtyard  "Town Square"  Post Office  
 School  Municipal Building  State Capitol  Courthouse  College Campus  
 Traffic Circle  Library Other: Streetside

**General Vicinity**

Rural (low population, open land)  Suburban (residential, near city)  Town  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 \_\_\_\_\_

[To detail the condition of a monument used the addendum form for *Monument's Condition*]

**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.

Addendums attached to this electronic file are the *Monument's Condition* and the *Narrative* forms. Only the *Monument's Condition* form is required if you are requesting grant money using form CWM-62 *SUVCW Memorial Grant Application Form and Instructions*.

Thank you.

Inspector Identification Date of On-site Survey 12/28/2019

Your Name Walter Busch



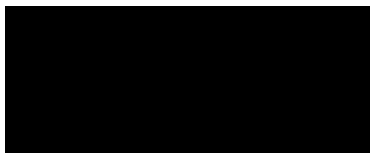
Telephone [Redacted] E-Mail wbusch@suvchwmo.org

Are you a member of the Allied Orders of the G.A.R.? If so, which one?

SUVCW MO -Grant Camp 68

Please send this completed form to:

Walt Busch, PDC, Chair



Thank you for your help, and attention to detail.

**SONS OF UNION VETERANS OF THE CIVIL WAR – CIVIL WAR MEMORIALS COMMITTEE.**

## THE CIVIL WAR COMES TO WASHINGTON

### *Washington Railroad Depot Burns*

Confederate General Marmaduke's forces were advancing on Washington as October 1864 approached, with fear and widespread panic among the town's residents. Many citizens crossed the river to evade the advance of confederate troops. The School Sisters of Notre Dame, teaching at Saint Francis Borgia Parish grade school, decided to remain. All the sisters, and girls under their care, dressed in warm clothing and anxiously waited for what was to come. The sisters had confidence the Lord would not forsake them and prayed for His protection. As dawn on the morning of October 2nd several Washington citizens approached the confederate troops, under a white flag, surrendering the community. While the surrendered citizens were not viewed as enemies, the troops did not treat them kindly. Fortunately the sisters, and the female students under their care, were afforded the protection of the general.

After plundering of the town ceased towards evening, a confederate officer brought materials, supplies, and gifts to the sisters. The officer stated he was orphaned as a boy and was educated by the School Sisters of Notre Dame. He had a desire to repay them, and thus had taken money out of his pocket to purchase some of the items. The confederate officer is believed to be Captain Joseph Moore, a Commissary officer with the 1st Arkansas Infantry. Believing some of the gifts had been plundered, the sisters returned as many of the items as possible to the rightful owners in the community.

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### *A House Divided*

Daniel Quimby Gale was born December 23, 1807 in Amesbury, Essex County, Massachusetts. He studied law in Maine where he met his wife, Elizabeth Swain. Three children were born to the marriage: Daniel Oscar, Sarah, and Elizabeth. Daniel Quimby Gale moved to Union, Missouri in 1834, and later moved to Washington in 1837. He practiced law and served as a Justice of the County Court, County Judge, and Circuit Attorney, United States Assessor, and Circuit Judge. In 1839, Daniel Gale was elected to the first Board of Trustees for Washington, and also served as Postmaster for nine years.

In August 1862, Daniel Gale enrolled into Union service and was appointed the commander of the 54th Enrolled Missouri Militia for almost the whole duration of the Civil War. His command was

temporarily suspended during a short period for an investigation of the death of a southern man, James Barnes, by suspected militia volunteers.

His oldest child, Daniel Oscar Quimbly Gale, born in 1831, had loyalties which differed from his father during the Civil War. He joined the Missouri State Guard, a Confederate unit. On May 6, 1861 he joined the 4th Regiment Missouri Infantry at Cole Camp, Benton County, Missouri, and was later commissioned into the Confederate Army on October 23, 1861. Daniel Oscar went on to serve as a Captain and Commissary Officer in Marmaduke's Division of Calvary until the end of the Civil War when he was captured and paroled at Shreveport, Louisiana June 7, 1865. During Price's Raid on Missouri, Daniel Oscar was in Washington and reportedly visited some of his family

Following the Civil War, Daniel Oscar returned to his home in Washington. He died at the age of thirty-five on August 6, 1866 and is buried in Wildey Cemetery, Washington, MO. His father, Daniel Quimbly [sic] Gale lived to the age of eighty-seven, dying on January 7, 1894, and is buried close to his son in Wildey Cemetery.

### ***The River Boats***

Washington was established along the banks of the Missouri River because of the benefits provided by this natural waterway. The railroad, which was later built along its shores, made Washington a prosperous community. But during the Civil War, both the river and the railroad made it a target for Confederate advances.

On 28 September 1864 Major General Rosecrans sent communications to Captain Julius Wilhelmi, Adjutant of the 54th Regiment Enrolled Missouri Militia and to prominent citizens of Washington, to secure the steam ferry boats and guard them. Further communications instructed the militia to, if necessary, destroy the vessels. The tow ferries located on the Washington riverfront were named Bright Star and Evening Star. However, only Bright Star was docked at that time. A reply to General Rosecrans confirmed the Bright Star and all skiffs were secured, preventing the Confederates from capturing them and gaining access to the north side of the Missouri River.

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### **History of Mark:**

"Washington's most exciting event of the war was the Confederate raid in 1864. Although it was known as "Price's Raid," there is no evidence that General Price himself ever entered the town of Washington.

"In the late summer of that year Generals Marmaduke, Price, Shelby and Caball led a wing of the Confederate Army from Arkansas into Missouri. They camped at Sullivan on September 30, and the citizens of Washington were warned of their approach. Breastworks were hastily thrown up along the ridge near Fifth street, but since the Confederate forces were numerous and well equipped, it was evident that the company of Militia at Washington could not hope to defend the town.

"The people made frantic preparations for the raid. Valuables were buried, or hidden in cisterns and under refuse of various kinds. Some of the women baked bread and pies and left them for the raiders. Most of the residents were loaded into farm wagons, and were ferried across the river, where they were cared for by the farm families in that locality. The members of the militia, under the command of Colonel Dan Gale, were also ferried to the other side of the river, and the two ferryboats were taken to St. Charles.

"Some of the refugees huddled in the old covered bridge, at "Quackenbrueck," as it was called. The Confederates fired at them, and some of the bullets lodged in the bridge, but no one was injured. They could see the burning stations at Washington and South Point, and doubtless expected to find their homes in ruins on their return.

"The raiders ransacked stores and homes. They helped themselves to food, and clothing, and it was said that they went marching down the street with the hair ribbons they had purloined from the stores tied to their bayonets. They even took such bulky articles as spinning wheels and destroyed much food, clothing and furniture either through maliciousness or in their frenzied search for valuables and gold.

"Fortunately the Confederates stayed in Washington but a single day. The damage to property was great, almost, every sound horse in the community was confiscated, and two lives were taken – one a man named Uhlenbrock, and the other young boy name Bartsch. The youngster was shot down when he turned and started to run away to tell his parents of the approach of the Army.

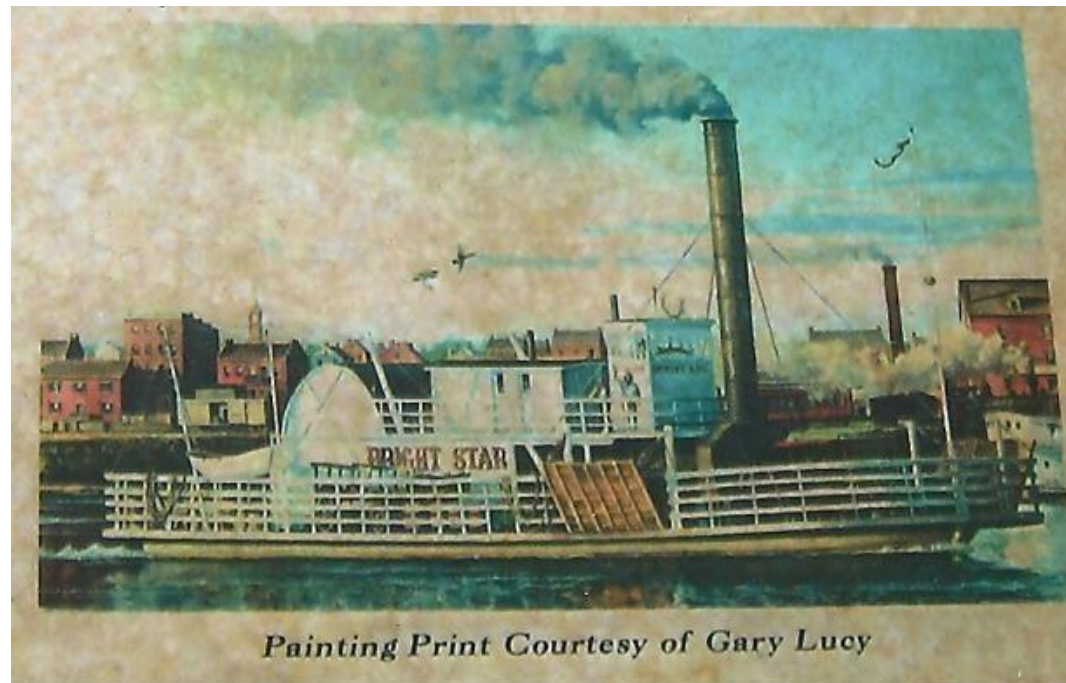
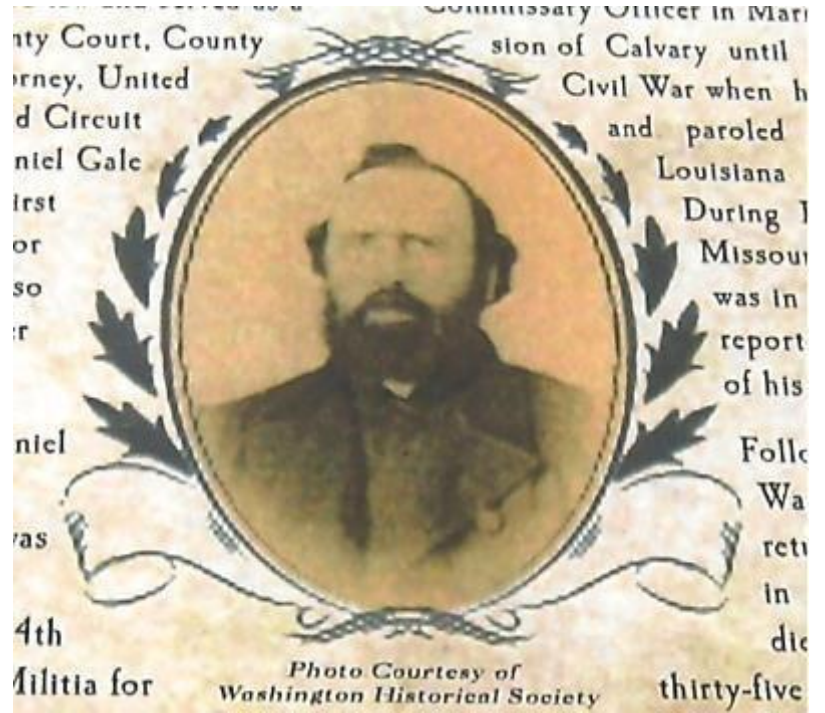
~ The History of Washington, Missouri; chapter IV











### Washington Railroad Depot

The Washington Railroad Depot, located at the corner of 14th and D Streets, NW, was built in 1852. It was the first major railroad station in Washington, D.C., and served as a hub for the city's railroads. The depot was designed by the architect Robert Mills and was one of the most important buildings in the city at the time. It was used for passenger service and for the shipment of goods. The depot was destroyed by fire in 1864 and was replaced by the current building in 1865.



## The Civil War Center In WASHINGTON

### A House Divided

When the Civil War broke out in 1861, Washington, D.C., was a divided city. The city was the only major city in the South that remained loyal to the Union. The city was a strategic location for the Union, and it was the only major city in the South that remained loyal to the Union. The city was a strategic location for the Union, and it was the only major city in the South that remained loyal to the Union.



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Photo Courtesy of Washington Historical Society

## The River Boats

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Painting Print Courtesy of Gary Lucy



# The Civil War Comes To WASHINGTON



*The War Between the States*

On the morning of April 4, 1861, a small steamer named the *Washington* was on its way down the Potomac River. The ship was carrying a large number of soldiers and was bound for Washington, D.C. The ship was stopped by a small boat carrying a man in a military uniform. The man told the captain of the ship that the ship was not to pass the point of the river. The captain refused to obey the man's orders and the man fired a shot at the ship. The ship was damaged and the man was killed. This was the first shot of the Civil War.

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The war between the states was a conflict that lasted from 1861 to 1865. It was fought between the Union and the Confederacy. The war was fought over the issue of slavery. The Union wanted to keep slavery and the Confederacy wanted to abolish it. The war was a bloody and costly conflict that resulted in the death of over 600,000 men.

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Washington, D.C. National Park Service



VISITORS CENTER

ART GALLERY



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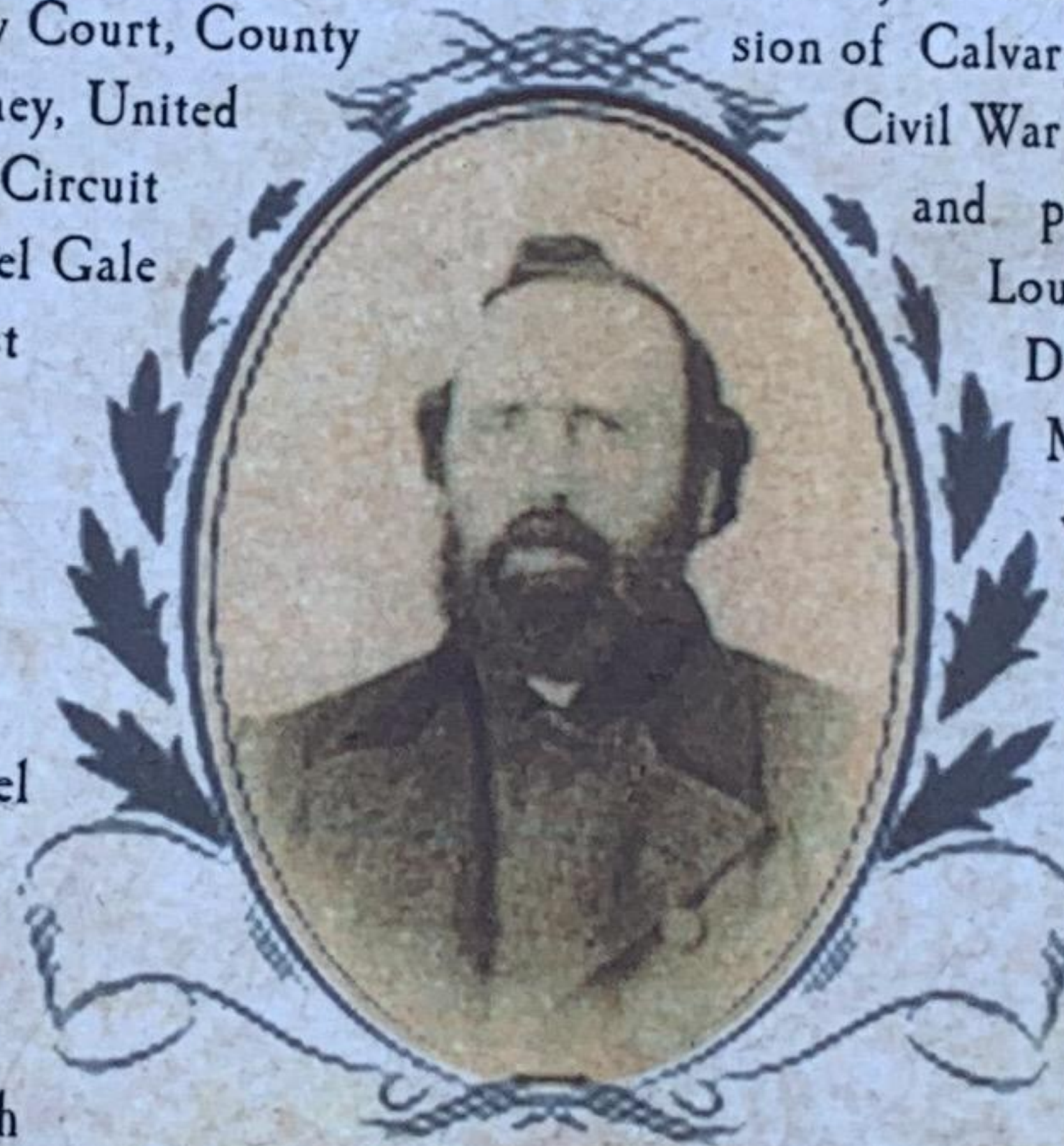


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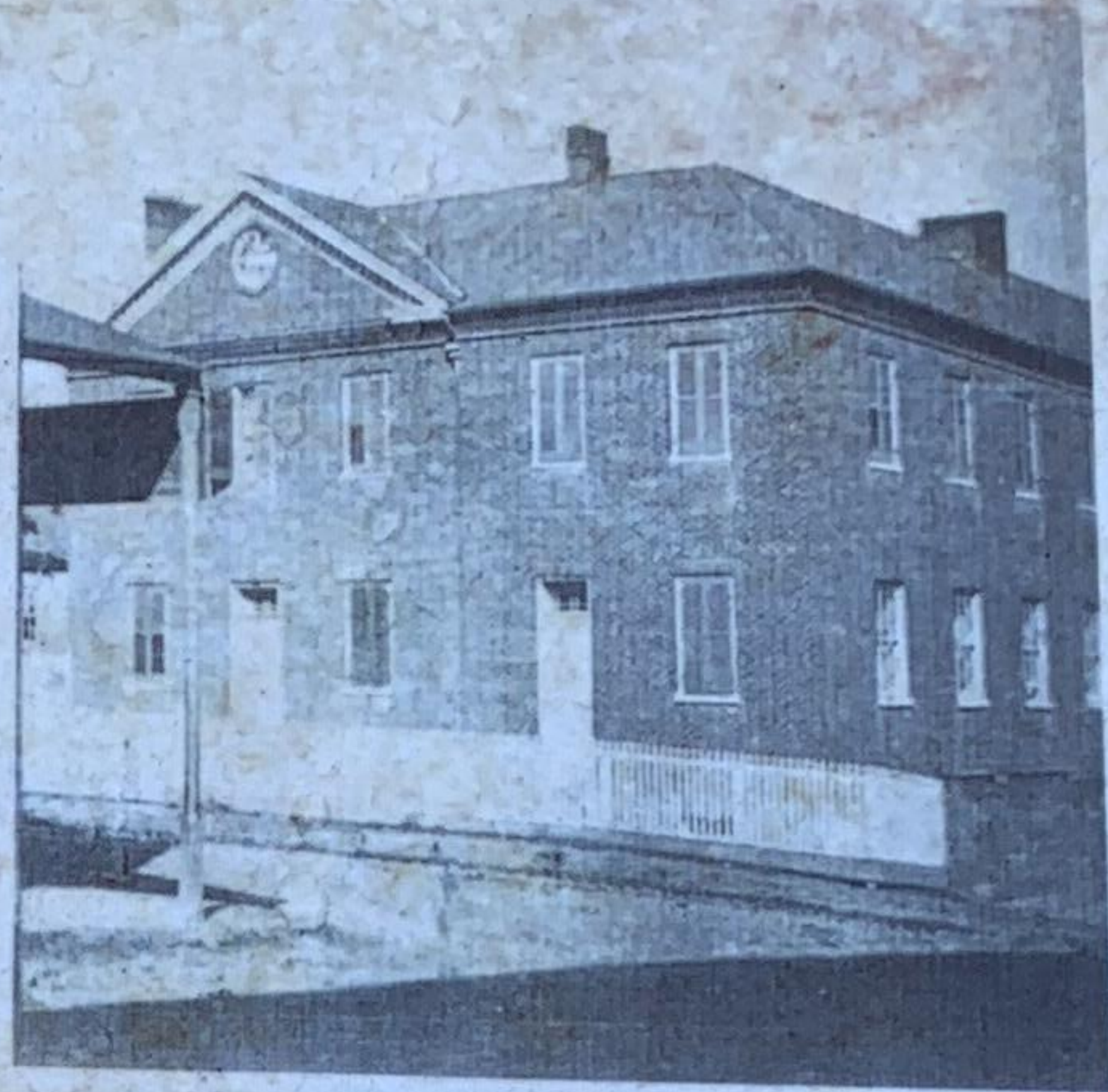


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In August 1862, Daniel Gale enrolled into Union service and was appointed the commander of the 54th Enrolled Missouri Militia for almost the whole duration of the Civil War. His command was temporarily suspended during a short period for an investigation of the death of a southern man, James Barnes, by suspected militia volunteers.

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differed from his father during the Civil War. He joined the Missouri State Guard, a Confederate unit. On May 6, 1861 he joined the 4th Regiment Missouri Infantry at Cole Camp, Benton County, Missouri, and was later commissioned into the Confederate Army on October 23, 1861. Daniel Oscar went on to serve as a Captain and Commissary Officer in Marmaduke's Division of Calvary until the end of the Civil War when he was captured and paroled at Shreveport, Louisiana June 7, 1865.

During Price's Raid on Missouri, Daniel Oscar was in Washington and reportedly visited some of his family.

Following the Civil War, Daniel Oscar returned to his home in Washington. He died at the age of thirty-five on August 6, 1866 and is buried in Wildey Cemetery, Washington, MO. His father, Daniel Quimby Gale lived to the age of eighty-seven, dying on January 7, 1894, and is buried close to his son in Wildey Cemetery.

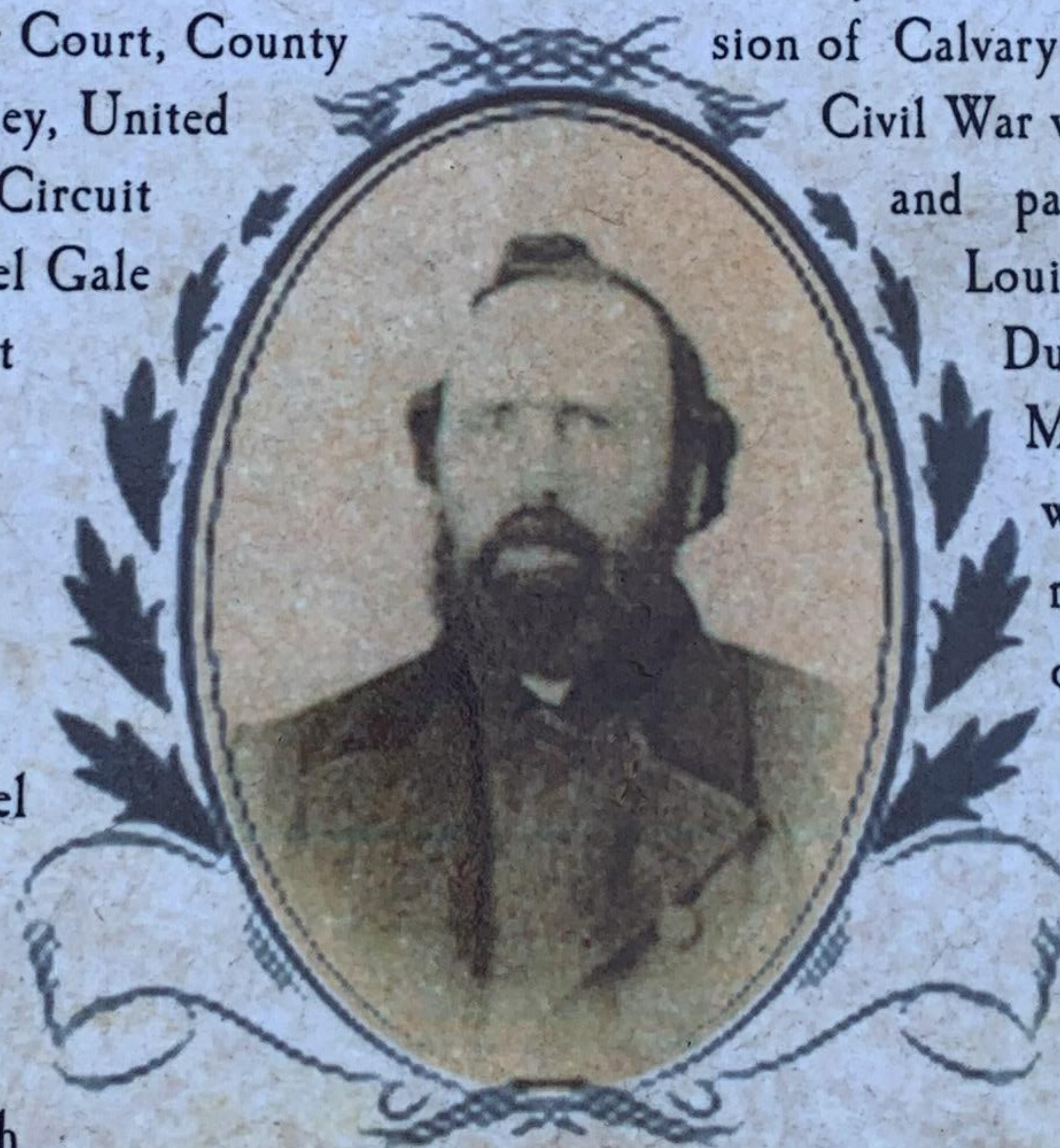


Photo Courtesy of Washington Historical Society

## The River

Washington was established along the Missouri River because of benefits provided by this river. The river was later built along its shores, making it a valuable community. But during the Civil War, the riverfront was a target for Confederate advances.

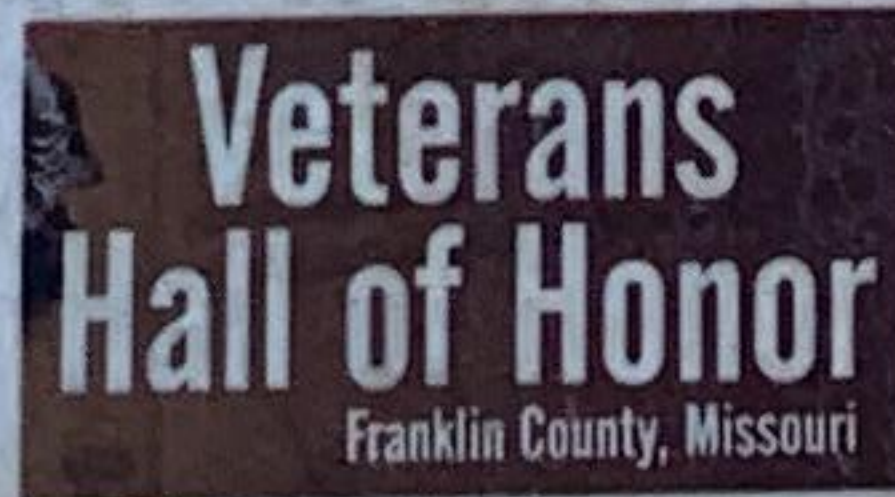
On 28 September 1864 Major General Curtis E. Smith ordered the Missouri Militia and to prominent citizens to guard the riverfront. Further, if necessary, destroy the vessels. The Washington riverfront were named after the stars. However, only the Bright Star was destroyed. The Rosecrans confirmed the Bright Star, preventing the Confederates from capturing the side of the Missouri River.

Union troops in Washington had been ordered to and thus unable to repel an attack. On October 2nd, an attack on the riverfront. The preceding night, an order was given to the civilian population to the north of the river. Other boats. Not all civilians survived it with their lives.

The militia troops were ordered to head toward the St. Charles South Point, Confederate troops were reported to have a soldier wounded. The militia was ordered to stay, as well as the Dubois Company.

The 54th Enrolled Missouri Militia was the 5th after the Confederate troops. The headquarters was then sent to the riverfront throughout Franklin County.

Both the Bright Star and Evening Star survived the Civil War and continued to operate along the Washington riverfront for many years.



# Civil War as To WASHINGTON

## *Divided*

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During Price's Raid on Missouri, Daniel Oscar was in Washington and reportedly visited some of his family.

Following the Civil War, Daniel Oscar returned to his home in Washington. He died at the age of thirty-five on August 6, 1866 buried in Wildey Cemetery, Washington, MO. His father, Daniel Quimbly died to the age of eighty-seven, dying on July 7, 1894, and is buried close to Wildey Cemetery.

## *The River Boats*

Washington was established along the banks of the Missouri River because of benefits provided by this natural waterway. The railroad, which was later built along its shores, made Washington a prosperous community. But during the Civil War, both the river and the railroad made it a target for Confederate advances.

On 28 September 1864 Major General Rosecrans sent communications to Captain Julius Wilhelmi, Adjutant of the 54th Regiment Enrolled Missouri Militia and to prominent citizens of Washington, to secure the steam ferry boats and guard them. Further communications instructed the militia to, if necessary, destroy the vessels. The two ferries located on the Washington riverfront were named Bright Star and Evening Star. However, only the Bright Star was docked at that time. A reply to General Rosecrans confirmed the Bright Star and all skiffs were secured, preventing the Confederates from capturing them and gaining access to the north side of the Missouri River.

Union troops in Washington had few supplies and were limited in number, and thus unable to repel an attack by the superior sized Confederate force. On October 2nd, an attack on Washington started at daybreak. During the preceding night, an order was given to evacuate militia troops and the civilian population to the north side of the river by the Bright Star and other boats. Not all civilians complied with this order, and a few paid for it with their lives.

The militia troops were ordered to move to the north side of the river, heading toward the St. Charles area. On their way, while passing by South Point, Confederate troops fired upon the militia with one militia soldier wounded. The militia could see the South Point train station burning, as well as the Dubois Creek Bridge.

The 54th Enrolled Missouri Militia returned to Washington on October 5th after the Confederate troops left Washington. The regimental headquarters was then sent to Pacific, Missouri for guard duty of railroads throughout Franklin County.

Both the Bright Star and Evening Star survived the Civil War and continued to operate along the Washington river front for many years.



Painting Print Courtesy of Gary Lucy