.

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:

Missouri Dept of Natural Resources Civil War Marker Program

Original Dedication Date October 2018 _____ 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 Beulah Church on Hwy 7   18044 S MO-7 _____
_____ GPS Coordinates N37.879126 W92.452831 _____
City/Village &/or Township   Richland _____
County Camden _____ State MO _____ Zip Code 65556 _____

The front of the Memorial faces: ___ North ___ South ___ East XX West

Government Body, Agency, or Individual Owner
Name Missouri Department of Natural Resources _____
Dept./Div. Cultural Resources - _____
Street Address PO Box 176 _____
City Jefferson City _____ State MO _____ Zip Code 65102 _____
Contact Person Alison Dubbert _____ Telephone (800) 3 DIOXIN _____ 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.) _____

For Historic Marker or Plaque:

Material of Plaque or Historical Marker / Tablet = Aluminum and plastics (polymer most likely)

For Cannons with/without monument:

Material of Cannon = _____ Bronze _____ Iron   Type of Cannon (if known)_____

_____ Rifled ____ YES ____ NO

Markings: Muzzle_____ Base Ring/Breech_____

Left Trunion_____ Right Trunion _____

Is inert ammunition a part of the Memorial? _____ Yes _____ No

_____

[For camp/department monuments officer's use: Cannon on list of known ordnance] _____ Yes _____No

---

For Other Memorials: (flag pole, G.A.R. buildings, stained glass windows, etc.)

What best describes the memorial

Materials of the Memorial

Complete for All Memorials

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

4 ft _____Height 3 ft _____Width 3 ft _____Depth or _____Diameter

For Memorials with multiple Sculptures, please record this information on a separate sheet of paper for each statue (service, pose, etc) 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

Please attach legible photographs of all text &/or Record the text in the space below.   Please use the addendum – narrative sheet if necessary.

SEE PICTURES FOR TEXT

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: _Church Property_____

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   _3/15/2019_____
Your Name Greg Wolk

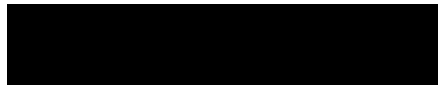███████████████████████████████████████
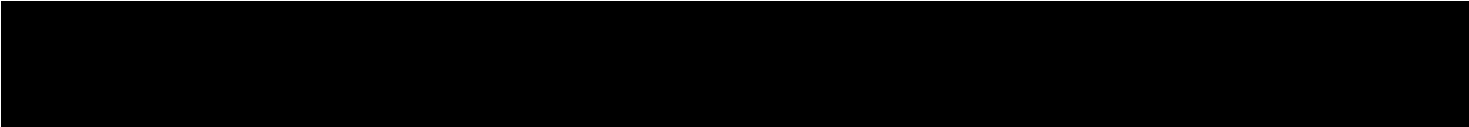
Are you a member of the Allied Orders of the G.A.R.?   If so, which one?
 US Grant Camp 68 SUVCW
_____

Please send this completed form to:
Walt Busch, PDC, Chair
1240 Konert Valley Dr.
Fenton, MO 63026

████████████████████

Thank you for your help, and attention to detail.

Sons of Union Veterans of the Civil War – Civil War Memorials Committee.

37.879126, -92.452831   It's 2-3 miles west of Richland MO (Camden County) at what's called Beulah Church.

THE BATTLE OF MONDAY HOLLOW

**A STATE DIVIDED:
THE CIVIL WAR IN MISSOURI**
MISSOURI DEPARTMENT OF NATURAL RESOURCES

Col. John B. Wyman

Gen. M.M. Parsons

Sweeping down the hills in front of you and

to the left, Union cavalry and Missouri State Guards fought a running skirmish on Oct. 13, 1861. The 13th Illinois Infantry, commanded by Col. John B. Wyman, the First Missouri Cavalry Battalion and Fremont Battalion (Missouri) Cavalry were on their way from Rolla to join other Union forces gathering around Tipton, Missouri. A large

The gathering Union Army planned to advance on the main Missouri State Guard Army that had amassed in southwest Missouri.

body of Missouri State Guard troops ambushed Wyman's advance guard, led by Maj. Clark Wright, near where the road to Linn Creek diverged from the Rolla-to-Lebanon Road. The outnumbered Union cavalry routed the State Guardsmen and protected a wagon train of supplies and wounded troops.

Col. William W. Summers commanded the State Guardsmen. Estimates put their numbers between 500 and 600 strong. They were troops from the sixth and seventh Missouri State Guard Divisions. Gen. M.M. Parsons led the sixth division, made up of men who lived in Camden and surrounding counties. Most likely they were on their way home from southwest Missouri. The southerners learned of Wyman's approach and planned to ambush the Union force. They took the high ground on the hillside overlooking the road the Union forces would use to pass.

A Union wagon train filled with wounded soldiers and supplies happened to be on the road going the opposite direction that Wyman was traveling en route from Springfield to Rolla. The Southerners would not allow the wagons to pass, forcing them to wait off the road along the creek until the skirmish was over.

Had the Missouri State Guard won the day, the supplies from the wagon train would have been a welcome bounty. Courtesy Library of Congress

Missouri State Guard positioned on the high ground

Union wagon train coming from Springfield

Missouri State Guard retreat toward Lebanon

Col. Wyman's troops coming from Rolla

CAMDEN

Lloyd's Official Map of Missouri, from 1861, provides a good overview of Camden and the surrounding counties during the Civil War. Courtesy Library of Congress

Wyman's advance troops, commanded by Maj. Clark Wright, learned of the nearby Southern force. Wright sent two companies of cavalry to engage the Guardsmen until reinforcements could come. They came up over the hill behind the Southern battle line and attacked, even though they were greatly outnumbered. The Southerners fired a volley into the charging Union cavalry, but before they could reload, they were forced to scatter in the face of the overwhelming Union cavalry charge. The two forces engaged in a running fight for about a mile and a half before the Southerners began retreating outright.

The Union cavalry continued to pursue the fleeing Missouri State Guards nearly 12 miles toward Lebanon, capturing 40 guardsmen and killing more. Reports vary on the number of Missouri State Guard casualties, with estimates ranging from 12 to 62. Union commanders reported only one Union soldier killed.

Logistics of the Civil War

Armies need food, medicine, arms, munitions, uniforms and troop transport. Wars are won or lost based on how armies handle logistics. During the Civil War, both sides used a variety of methods to remain adequately supplied. As a technique of warfare, they also constantly tried to interrupt the other side's means of obtaining crucial supplies. Often battle reports included important supplies the victors had taken from the losing side.

Railroads and locomotives were important during the Civil War. Armies often stayed near railroad lines, using them to transport troops and supplies. Due to their speed, locomotives were also used to recon an area before battle. Armored locomotives could ram enemy trains and stations. Sabotaging railroad tracks or bridges was another effective battle tactic.

Both sides used horse- or mule-drawn wagons during the war. A wagon drawn by four horses could carry around 2,800 pounds and make an average distance of two and a half miles per hour. A wagon drawn by six mules could carry 2,500 pounds and an extra 500 pounds of food to feed the mules and drivers. The wagons carried medical supplies, rations, troops and equipment.

A third method to transport troops and supplies was by boat. President Lincoln used the Union Navy to blockade Southern ports to stop them from selling cotton. Southern blockade runners shipped cotton overseas to sell. They also brought weapons and equipment to the South. In Missouri, the Missouri River and especially the Mississippi River were valuable resources both sides fought to keep. The Union secured the Mississippi River in 1862, allowing them to supply their armies in the Western theater.

The Union Corps of Engineers laid tracks and built bridges for the military trains. Courtesy Library of Congress
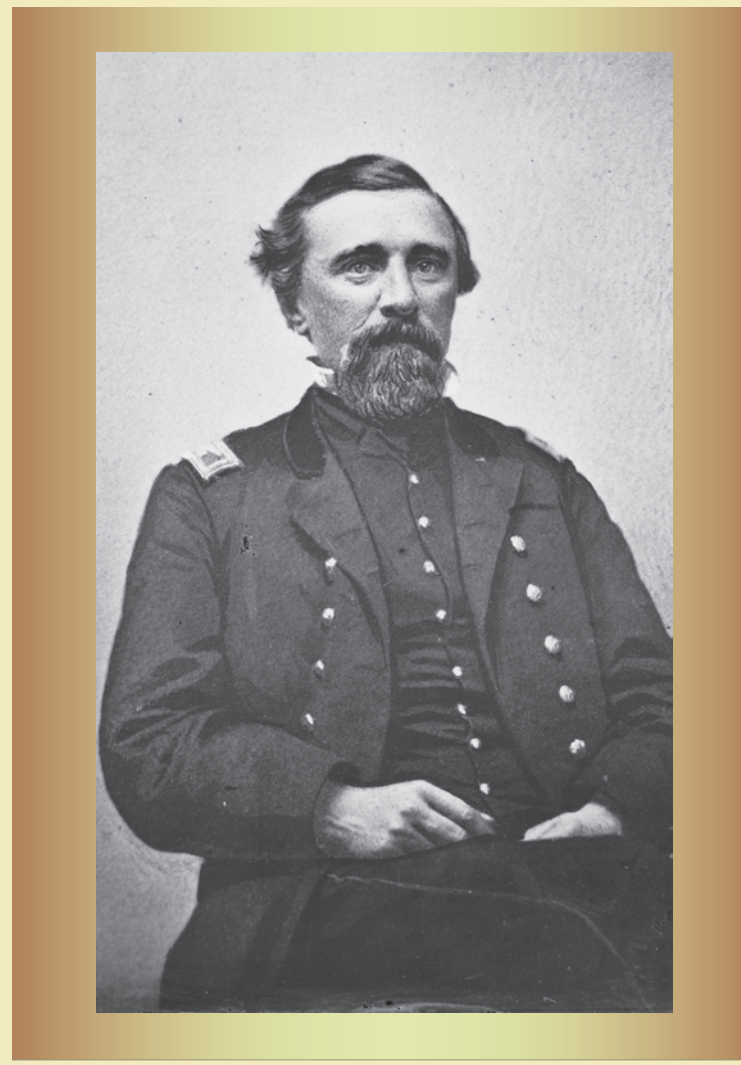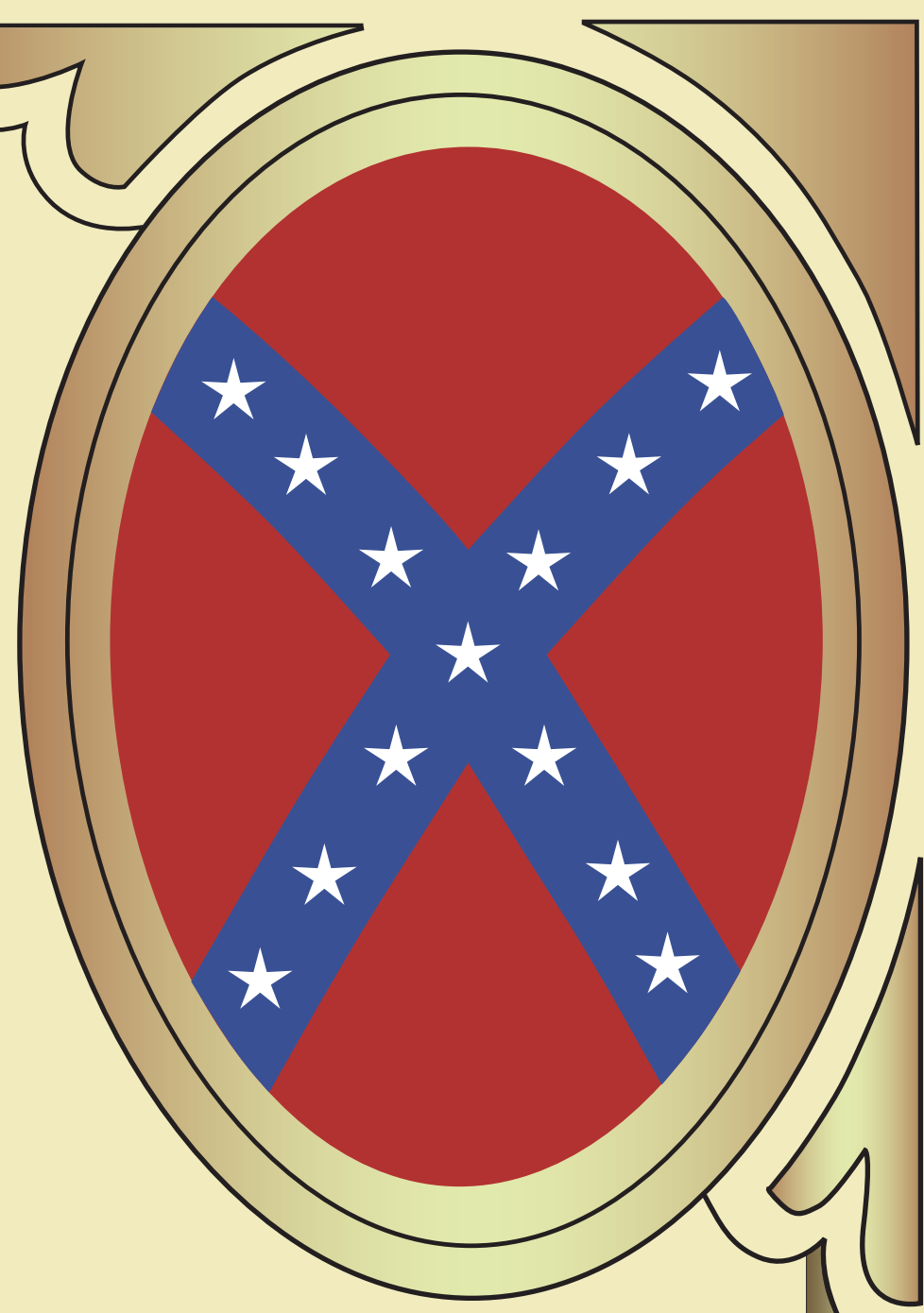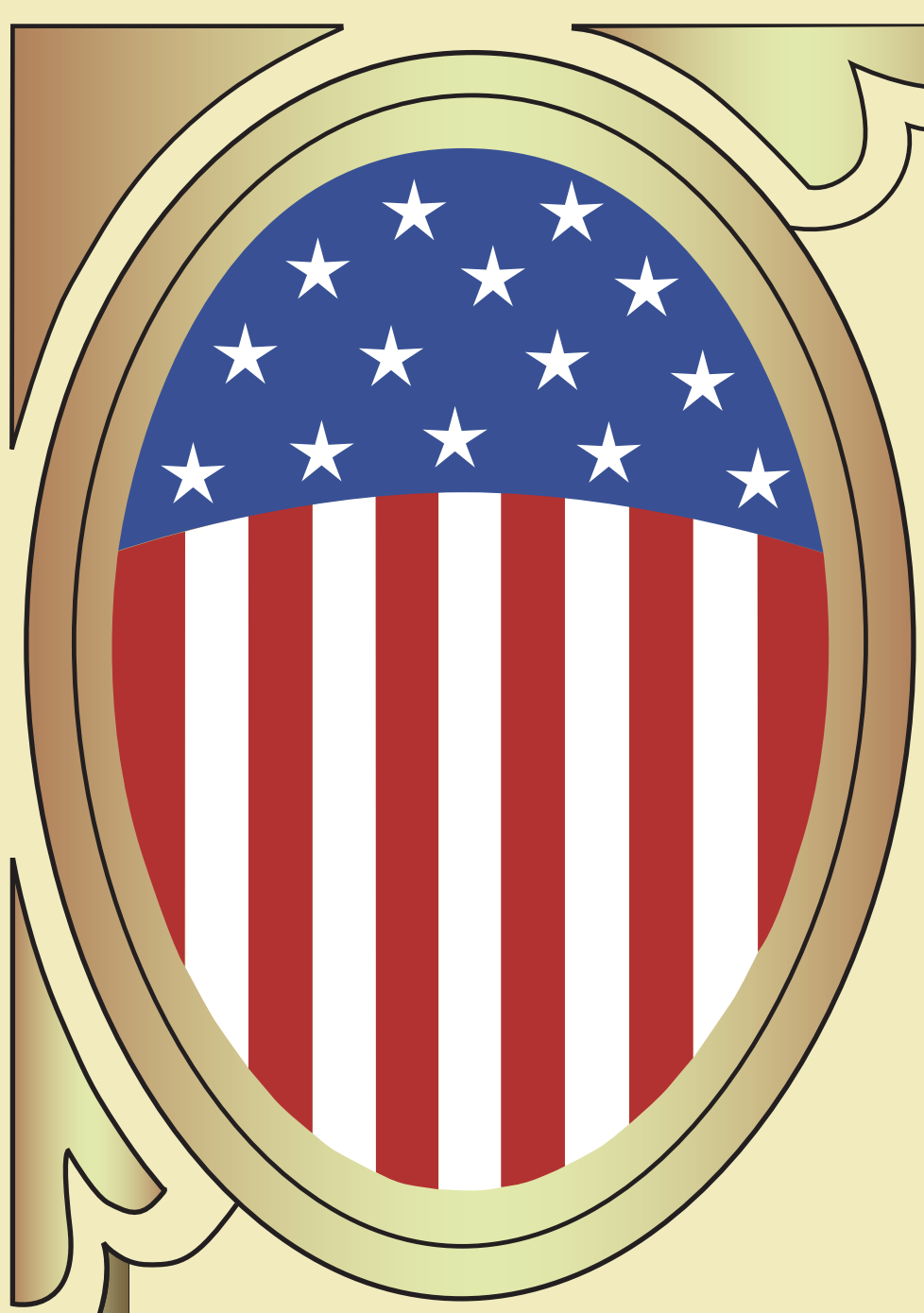
Riverboats provided fast and easy transportation for troops and supplies. Courtesy Library of Congress

Missouri State Parks is supported by the parks, soils and water sales tax

800 334 6946   mostateparks.com

STATE PARKS   Missouri State Parks - a division of the Missouri Department of Natural Resources
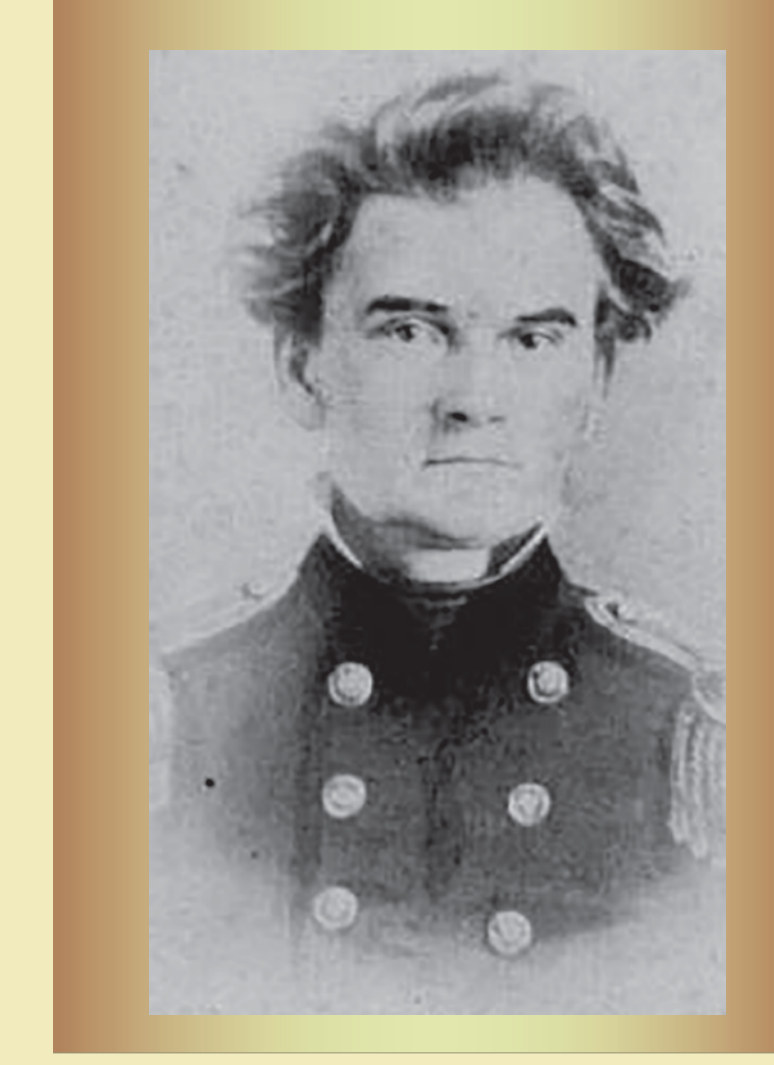
37.879126, -92.452831   It's 2-3 miles west of Richland MO (Camden County) at what's called Beulah Church.
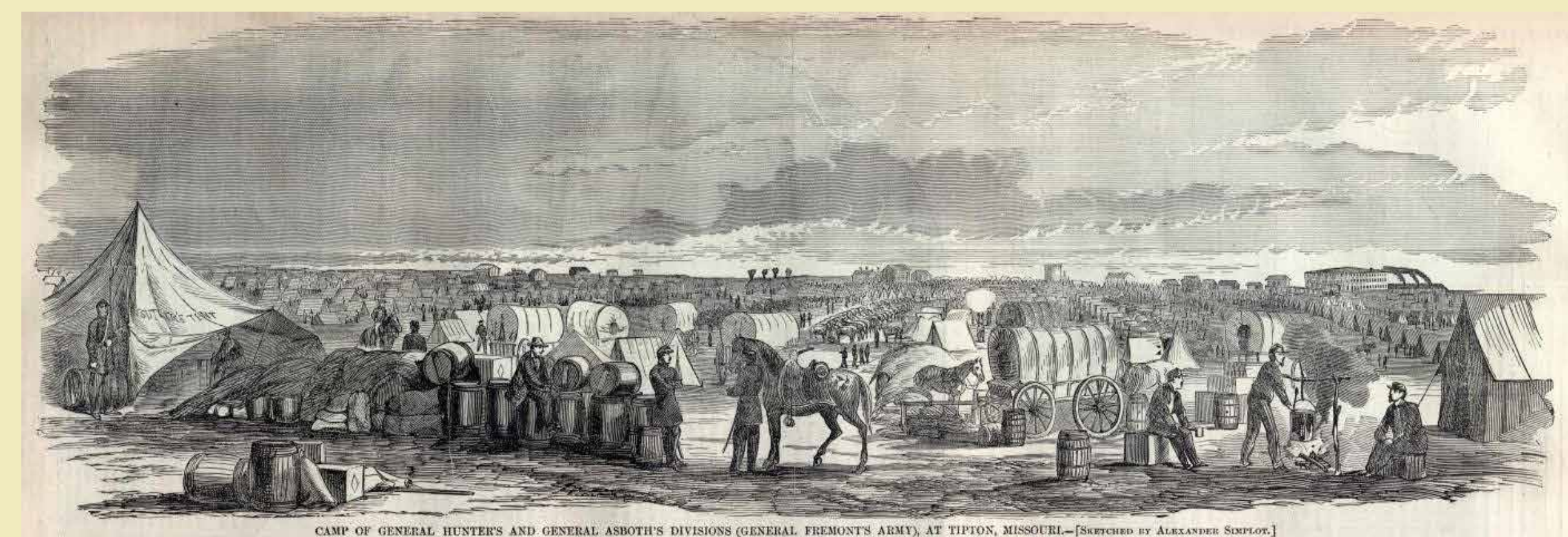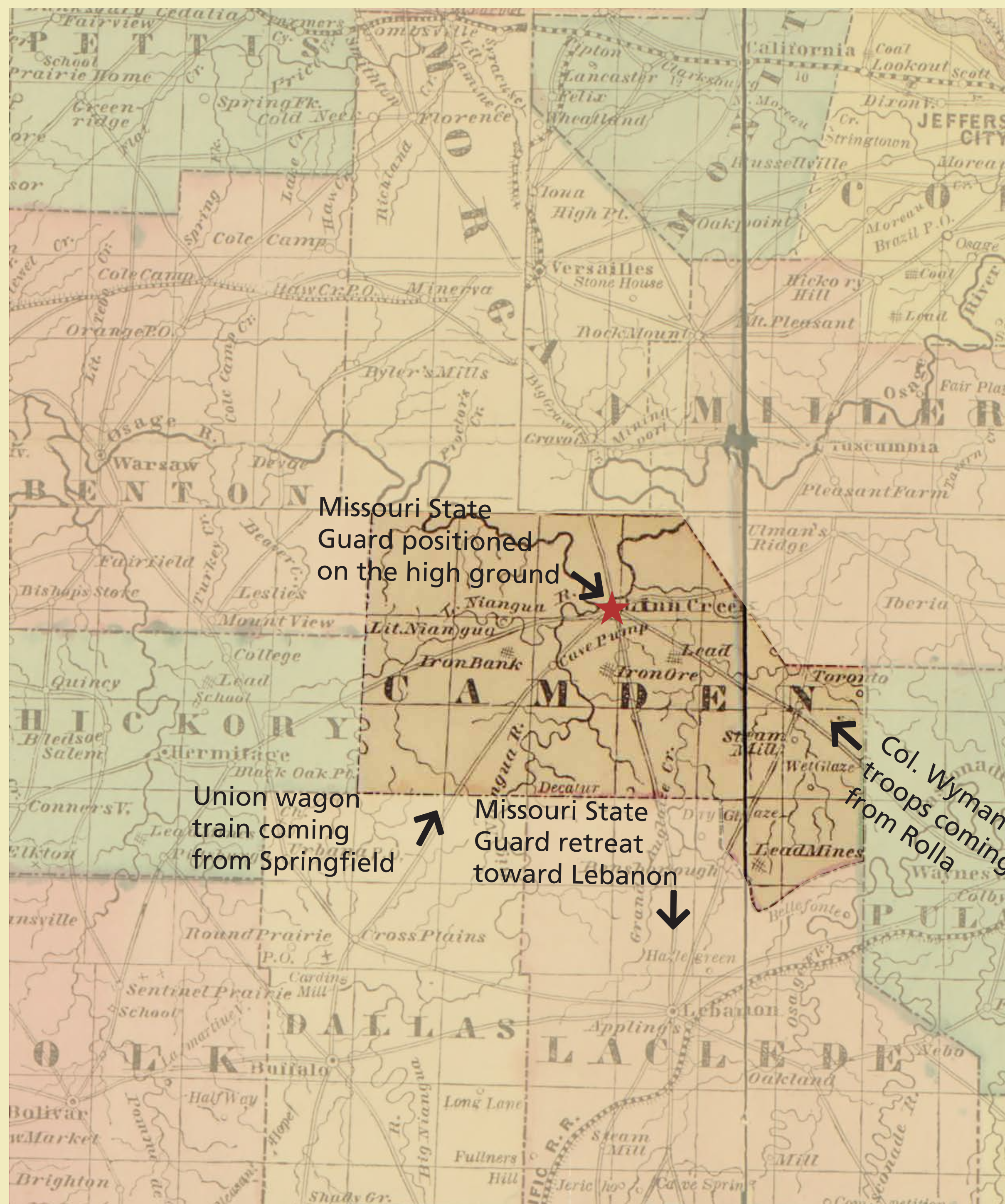
THE BATTLE OF MONDAY HOLLOW

Col. John B. Wyman

Gen. M.M. Parsons

Sweeping down the hills in front of you

and to the left, union cavalry and Missouri State Guards fought a running skirmish on Oct. 13, 1861. The 13th Illinois Infantry under Col. John B. Wyman, the First Missouri Cavalry Battalion and Fremont Battalion (Missouri) Cavalry were on their way from Rolla to join other Union forces gathering around Tipton, Missouri. A

The gathering Union Army planned to advance on the main Missouri State Guard Army that had amassed in southwest Missouri.

large body of Missouri State Guard troops ambushed Wyman's advance guard under Maj. Clark Wright near where the road to Linn Creek diverged from the Rolla to Lebanon Road. The outnumbered Union cavalry routed the State Guardsmen and protected a wagon train of supplies and wounded troops.

Col. William W. Summers commanded the State Guardsmen. Estimates put their numbers between 500 and 600 strong. They were troops from the sixth and seventh Missouri State Guard Divisions. Gen. M.M. Parsons led the sixth division, made up of men who lived in Camden and surrounding counties. Most likely they were on their way home from southwest Missouri. The southerners learned of Wyman's approach and planned to ambush the Union force. They took the high ground on the hillside overlooking the road the Union forces would use to pass.

A Union wagon train filled with wounded soldiers and supplies happened to be on the road going the opposite direction as Wyman, en route from Springfield to Rolla. The Southerners would not allow it to pass, forcing the wagon train to wait off the road along the creek until the skirmish was over.

Had the Missouri State Guardsmen won the day, the supplies from the wagon train would have been a welcome bounty for the Southerners.

Missouri State Guard positioned on the high ground

Union wagon train coming from Springfield

Missouri State Guard retreat toward Lebanon

Col. Wyman's troops coming from Rolla

Wyman's advance under Maj. Clark Wright learned of the nearby southern force. Write sent two companies of cavalry to engage the Guardsmen until reinforcements could come. They came up over the hill behind the Southern battle line and attacked even though they were greatly outnumbered. The Southerners fired a volley into the charging Union cavalry. Before they could reload, they scattered in the face of the Union cavalry charge. The two forces engaged in a running fight for about a mile and a half before the Southerners began retreating outright.

The Union cavalry continued to pursue the fleeing Missouri State Guards nearly 12 miles towards Lebanon, capturing 40 guardsmen and killing more. Reports vary on the number of Missouri State Guard causalities with estimates from 12 to 62. Union commanders reported only one Union soldier killed.
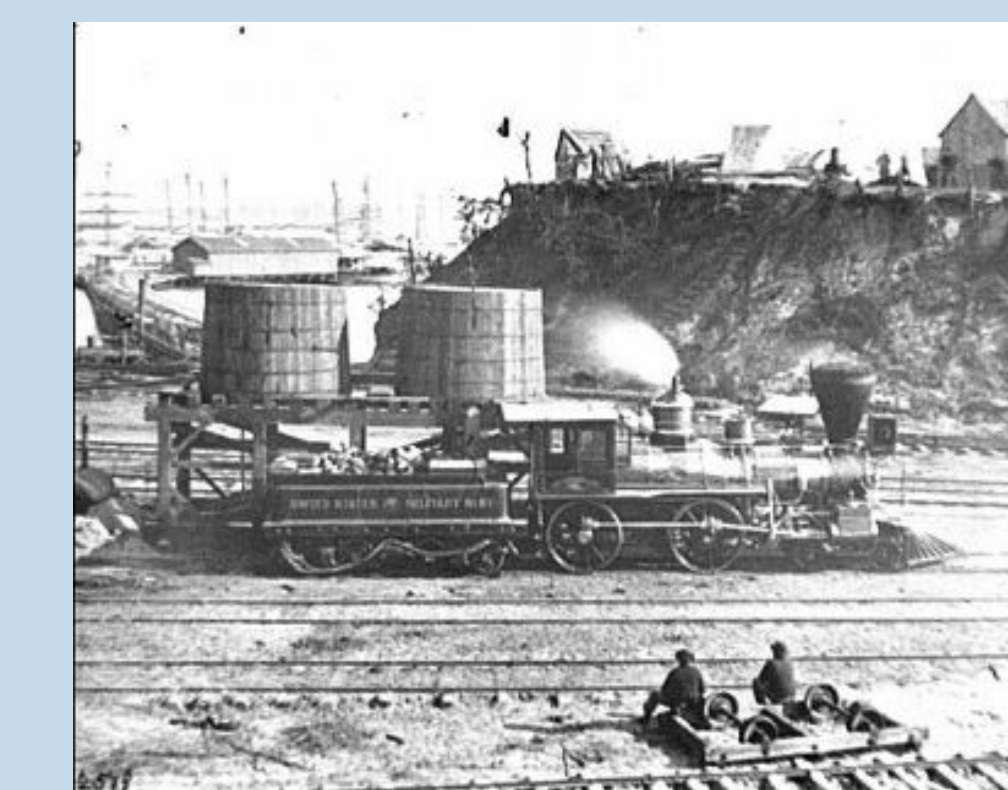
Logistics of the Civil War

Armies need food, medicine, arms, munitions, uniforms and troop transport. Wars are won or lost based on how armies handle the logistics of war. During the Civil War, both sides used a variety of methods to stay resupplied. As a technique of warfare, they also tried to interrupt the other side's means of obtaining supplies as much as possible. Often battle reports included important supplies taken from the losing side.

Railroads and locomotives were important during the Civil War. Armies often stayed near railroad lines to use them to transport troops and supplies . Due to their speed, locomotives were also used to recon an area before battle. Armored locomotives could ram enemy trains and stations. Sabotaging railroad tracks or bridges was another battle tactic.

Both sides used horse or mule drawn wagons during the war. A wagon drawn by four horses could carry around 2,800 pounds and make an average distance of two and a half miles per hour. A wagon drawn by six mules could carry 2,500 pounds and an extra 500 pounds of food to feed the mules and drivers. The wagons carried medical supplies, rations, troops and equipment.

A third method to transport troops and supplies was by boat. President Lincoln used the Union Navy to blockade Southern ports to stop them from selling cotton. Southern blockade-runners took cotton overseas to sell. They also brought weapons and equipment to the South. In Missouri, the Missouri River and especially the Mississippi River were valuable resources both sides fought to keep. The Union secured the Mississippi River in 1862 allowing them to supply their armies in the Western theater.

The Union Corps of Engineers laid tracks and built bridges for the military trains.

Riverboats provided fast and easy transportation for troops and supplies.

Missouri State Parks - a division of the Missouri Department of Natural Resources

Missouri State Parks is supported by the parks, soils and water sales tax.

800-334-6946   mostateparks.com

CW-27-9/2013

THE BATTLE OF MONDAY HOLLOW

Col. John B. Wyman

A STATE DIVIDED:
THE CIVIL WAR IN MISSOURI
MISSOURI DEPARTMENT OF NATURAL RESOURCES

Gen. M.M. Parsons

Sweeping down the hills

Sweeping down the hills in front of you and to the left, union cavalry and Missouri State Guards fought a running skirmish on Oct. 13, 1861. The 13th Illinois Infantry, commanded by Col. John B. Wyman, the First Missouri Cavalry Battalion and Fremont Battalion (Missouri) Cavalry were on their way from Rolla to join other Union forces gathering around Tipton, Missouri. A large

The gathering Union Army planned to advance on the main Missouri State Guard Army that had amassed in southwest Missouri.

body of Missouri State Guard troops ambushed Wyman's advance guard, led by Maj. Clark Wright, near where the road to Linn Creek diverged from the Rolla-to-Lebanon Road. The outnumbered Union cavalry routed the State Guardsmen and protected a wagon train of supplies and wounded troops.

Col. William W. Summers commanded the State Guardsmen. Estimates put their numbers between 500 and 600 strong. They were troops from the sixth and seventh Missouri State Guard Divisions. Gen. M.M. Parsons led the sixth division, made up of men who lived in Camden and surrounding counties. Most likely they were on their way home from southwest Missouri. The southerners learned of Wyman's approach and planned to ambush the Union force. They took the high ground on the hillside overlooking the road the Union forces would use to pass.

A Union wagon train filled with wounded soldiers and supplies happened to be on the road going the opposite direction that Wyman was traveling en route from Springfield to Rolla. The Southerners would not allow the wagons to pass, forcing them to wait off the road along the creek until the skirmish was over.

Had the Missouri State Guard won the day, the supplies from the wagon train would have been a welcome bounty. Courtesy Library of Congress

Wyman's advance troops, commanded by Maj. Clark Wright, learned of the nearby Southern force. Wright sent two companies of cavalry to engage the Guardsmen until reinforcements could come. They came up over the hill behind the Southern battle line and attacked; even though they were greatly outnumbered. The Southerners fired a volley into the charging Union cavalry, but before they could reload, they were forced to scatter in the face of the overwhelming Union cavalry charge. The two forces engaged in a running fight for about a mile and a half before the Southerners began retreating outright.

The Union cavalry continued to pursue the fleeing Missouri State Guards nearly 12 miles toward Lebanon, capturing 40 guardsmen and killing more. Reports vary on the number of Missouri State Guard casualties, with estimates ranging from 12 to 62. Union commanders reported only one Union soldier killed.

Lloyd's Official Map of Missouri, from 1861, provides a good overview of Camden and the surrounding counties during the Civil War. Courtesy Library of Congress

Logistics of the Civil War

Armies need food, medicine, arms, munitions, uniforms and troop transport. Wars are won or lost based on how armies handle logistics. During the Civil War, both sides used a variety of methods to remain adequately supplied. As a technique of warfare, they also constantly tried to interrupt the other side's means of obtaining crucial supplies. Often battle reports included important supplies the victors had taken from the losing side.

Railroads and locomotives were important during the Civil War. Armies often stayed near railroad lines, using them to transport troops and supplies. Due to their speed, locomotives were also used to recon an area before battle. Armored locomotives could ram enemy trains and stations. Sabotaging railroad tracks or bridges was another effective battle tactic.

Both sides used horse- or mule-drawn wagons during the war. A wagon drawn by four horses could carry around 2,800 pounds and make an average distance of two and a half miles per hour. A wagon drawn by six mules could carry 2,500 pounds and an extra 500 pounds of food to feed the mules and drivers. The wagons carried medical supplies, rations, troops and equipment.

A third method to transport troops and supplies was by boat. President Lincoln used the Union Navy to blockade Southern ports to stop them from selling cotton. Southern blockade runners shipped cotton overseas to sell. They also brought weapons and equipment to the South. In Missouri, the Missouri River and especially the Mississippi River were valuable resources both sides fought to keep. The Union secured the Mississippi River in 1862, allowing them to supply their armies in the Western theater.

The Union Corps of Engineers laid tracks and built bridges for the military trains. Courtesy Library of Congress

Riverboats provided fast and easy transportation for troops and supplies. Courtesy Library of Congress

THE BATTLE OF MONDAY HOLLOW

A STATE DIVIDED:
THE CIVIL WAR IN MISSOURI
MISSOURI DEPARTMENT OF NATURAL RESOURCES

Col. John B. Wyman

Gen. M.M. Parsons

Sweeping down the hills

in front of you and to the left, union cavalry and Missouri State Guards fought a running skirmish on Oct. 13, 1861. The 13th Illinois Infantry, commanded by Col. John B. Wyman, the First Missouri Cavalry Battalion and Fremont Battalion (Missouri) Cavalry were on their way from Rolla to join other Union forces gathering around Tipton, Missouri. A large

The gathering Union Army planned to advance on the main Missouri State Guard Army that had amassed in southwest Missouri.

body of Missouri State Guard troops ambushed Wyman's advance guard, led by Maj. Clark Wright, near where the road to Linn Creek diverged from the Rolla-to-Lebanon Road. The outnumbered Union cavalry routed the State Guardsmen and protected a wagon train of supplies and wounded troops.

Col. William W. Summers commanded the State Guardsmen. Estimates put their numbers between 500 and 600 strong. They were troops from the sixth and seventh Missouri State Guard Divisions. Gen. M.M. Parsons led the sixth division, made up of men who lived in Camden and surrounding counties. Most likely they were on their way home from southwest Missouri. The southerners learned of Wyman's approach and planned to ambush the Union force. They took the high ground on the hillside overlooking the road the Union forces would use to pass.

A Union wagon train filled with wounded soldiers and supplies happened to be on the road going the opposite direction that Wyman was traveling en route from Springfield to Rolla. The Southerners would not allow the wagons to pass, forcing them to wait off the road along the creek until the skirmish was over.

Had the Missouri State Guard won the day, the supplies from the wagon train would have been a welcome bounty. Courtesy Library of Congress

Missouri State Guard positioned on the high ground

Union wagon train coming from Springfield

Col. Wyman's troops coming from Rolla

Missouri State Guard retreat toward Lebanon

Lloyd's Official Map of Missouri, from 1861, provides a good overview of Camden and the surrounding counties during the Civil War. Courtesy Library of Congress

Wyman's advance troops, commanded by Maj. Clark Wright, learned of the nearby Southern force. Wright sent two companies of cavalry to engage the Guardsmen until reinforcements could come. They came up over the hill behind the Southern battle line and attacked; even though they were greatly outnumbered. The Southerners fired a volley into the charging Union cavalry, but before they could reload, they were forced to scatter in the face of the overwhelming Union cavalry charge. The two forces engaged in a running fight for about a mile and a half before the Southerners began retreating outright.

The Union cavalry continued to pursue the fleeing Missouri State Guards nearly 12 miles toward Lebanon, capturing 40 guardsmen and killing more. Reports vary on the number of Missouri State Guard casualties, with estimates ranging from 12 to 62. Union commanders reported only one Union soldier killed.

Logistics of the Civil War

Armies need food, medicine, arms, munitions, uniforms and troop transport. Wars are won or lost based on how armies handle logistics. During the Civil War, both sides used a variety of methods to remain adequately supplied. As a technique of warfare, they also constantly tried to interrupt the other side's means of obtaining crucial supplies. Often battle reports included important supplies the victors had taken from the losing side.

Railroads and locomotives were important during the Civil War. Armies often stayed near railroad lines, using them to transport troops and supplies. Due to their speed, locomotives were also used to recon an area before battle. Armored locomotives could ram enemy trains and stations. Sabotaging railroad tracks or bridges was another effective battle tactic.

Both sides used horse- or mule-drawn wagons during the war. A wagon drawn by four horses could carry around 2,800 pounds and make an average distance of two and a half miles per hour. A wagon drawn by six mules could carry 2,500 pounds and an extra 500 pounds of food to feed the mules and drivers. The wagons carried medical supplies, rations, troops and equipment.

A third method to transport troops and supplies was by boat. President Lincoln used the Union Navy to blockade Southern ports to stop them from selling cotton. Southern blockade runners shipped cotton overseas to sell. They also brought weapons and equipment to the South. In Missouri, the Missouri River and especially the Mississippi River were valuable resources both sides fought to keep. The Union secured the Mississippi River in 1862, allowing them to supply their armies in the Western theater.
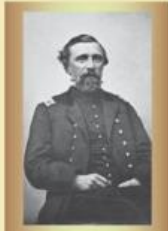

The Union Corps of Engineers laid tracks and built bridges for the military trains. Courtesy Library of Congress

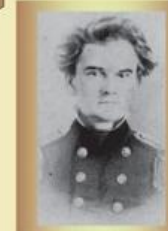Riverboats provided fast and easy transportation for troops and supplies. Courtesy Library of Congress

THE BATTLE OF MONDAY HOLLOW

A STATE DIVIDED: THE CIVIL WAR IN MISSOURI
MISSOURI DEPARTMENT OF NATURAL RESOURCES

Col. John B. Wyman

Gen. M.M. Parsons

Sweeping down the hills in front of you

and to the left, union cavalry and Missouri State Guards fought a running skirmish on Oct. 13, 1861. The 13th Illinois Infantry under Col. John B. Wyman, the First Missouri Cavalry Battalion and Fremont Battalion (Missouri) Cavalry were on their way from Rolla to join other Union forces gathering around Tipton, Missouri. A

The gathering Union Army planned to advance on the main Missouri State Guard Army that had amassed in southwest Missouri.
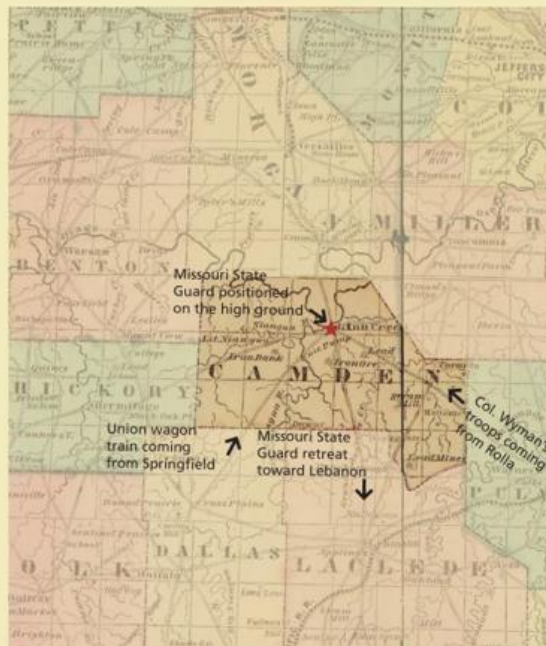
large body of Missouri State Guard troops ambushed Wyman's advance guard under Maj. Clark Wright near where the road to Linn Creek diverged from the Rolla to Lebanon Road. The outnumbered Union cavalry routed the State Guardsmen and protected a wagon train of supplies and wounded troops.

Col. William W. Summers commanded the State Guardsmen. Estimates put their numbers between 500 and 600 strong. They were troops from the sixth and seventh Missouri State Guard Divisions. Gen. M.M. Parsons led the sixth division, made up of men who lived in Camden and surrounding counties. Most likely they were on their way home from southwest Missouri. The southerners learned of Wyman's approach and planned to ambush the Union force. They took the high ground on the hillside overlooking the road the Union forces would use to pass.

A Union wagon train filled with wounded soldiers and supplies happened to be on the road going the opposite direction as Wyman, en route from Springfield to Rolla. The Southerners would not allow it to pass, forcing the wagon train to wait off the road along the creek until the skirmish was over.

Had the Missouri State Guardsmen won the day, the supplies from the wagon train would have been a welcome bounty for the Southerners.

Missouri State Guard positioned on the high ground
Union wagon train coming from Springfield
Missouri State Guard retreat toward Lebanon
Col. Wyman's troops coming from Rolla

Wyman's advance under Maj. Clark Wright learned of the nearby southern force. Write sent two companies of cavalry to engage the Guardsmen until reinforcements could come. They came up over the hill behind the Southern battle line and attacked even though they were greatly outnumbered. The Southerners fired a volley into the charging Union cavalry. Before they could reload, they scattered in the face of the Union cavalry charge. The two forces engaged in a running fight for about a mile and a half before the Southerners began retreating outright.

The Union cavalry continued to pursue the fleeing Missouri State Guards nearly 12 miles towards Lebanon, capturing 40 guardsmen and killing more. Reports vary on the number of Missouri State Guard causalities with estimates from 12 to 62. Union commanders reported only one Union soldier killed.

Logistics of the Civil War

Armies need food, medicine, arms, munitions, uniforms and troop transport. Wars are won or lost based on how armies handle the logistics of war. During the Civil War, both sides used a variety of methods to stay resupplied. As a technique of warfare, they also tried to interrupt the other side's means of obtaining supplies as much as possible. Often battle reports included important supplies taken from the losing side.

Railroads and locomotives were important during the Civil War. Armies often stayed near railroad lines to use them to transport troops and supplies . Due to their speed, locomotives were also used to recon an area before battle. Armored locomotives could ram enemy trains and stations. Sabotaging railroad tracks or bridges was another battle tactic.

Both sides used horse or mule drawn wagons during the war. A wagon drawn by four horses could carry around 2,800 pounds and make an average distance of two and a half miles per hour. A wagon drawn by six mules could carry 2,500 pounds and an extra 500 pounds of food to feed the mules and drivers. The wagons carried medical supplies, rations, troops and equipment.

A third method to transport troops and supplies was by boat. President Lincoln used the Union Navy to blockade Southern ports to stop them from selling cotton. Southern blockade-runners took cotton overseas to sell. They also brought weapons and equipment to the South. In Missouri, the Missouri River and especially the Mississippi River were valuable resources both sides fought to keep. The Union secured the Mississippi River in 1862 allowing them to supply their armies in the Western theater.

The Union Corps of Engineers laid tracks and built bridges for the military trains.

Riverboats provided fast and easy transportation for troops and supplies.