

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:

New Madrid County Historical Society

Original Dedication Date 2000-2010 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 Levee Road at Main St
 GPS Coordinates N36°35' 1.54999" W89°31'36.72999"

City/Village &/or Township New Madrid
 County New Madrid State MO Zip Code 63869

The front of the Memorial faces: North South East West

Government Body, Agency, or Individual Owner

Name New Madrid Historical Museum
 Dept./Div. _____
 Street Address #1 South Main St
 City New Madrid State MO Zip Code 63869
 Contact Person _____ Telephone (573) 748-5944 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.) Aluminum

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: Public Space/Levee

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 10/24/17

Your Name Walt Busch

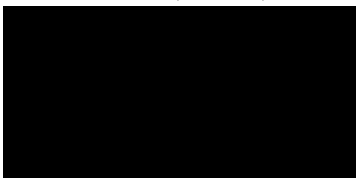


Are you a member of the Allied Orders of the G.A.R.? If so, which one?

US Grant Camp 68 - MO - SUVCW

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.

**SONS OF UNION VETERANS OF THE CIVIL WAR
CIVIL WAR MEMORIAL ASSESSMENT FORM
ADDENDUM – MONUMENT’S CONDITION**

Completion of this form is required when requesting grant money using form CWM-62 *SUVCW Memorial Grant Application Form and Instructions.*

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? <small>(Look for signs of exterior rust)</small>	_____	_____
Any evidence of structural instability? <small>(Look for cracked joints, missing mortar or caulking or plant growth)</small>	_____	_____
Any broken or missing parts? <small>(Look for elements (i.e., sword, musket, hands, arms, etc. - missing due to vandalism, fluctuating weather conditions, etc.)</small>	_____	_____
Any cracks, splits, breaks or holes? <small>(Also look for signs of uneven stress & weakness in the material)</small>	_____	_____

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

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

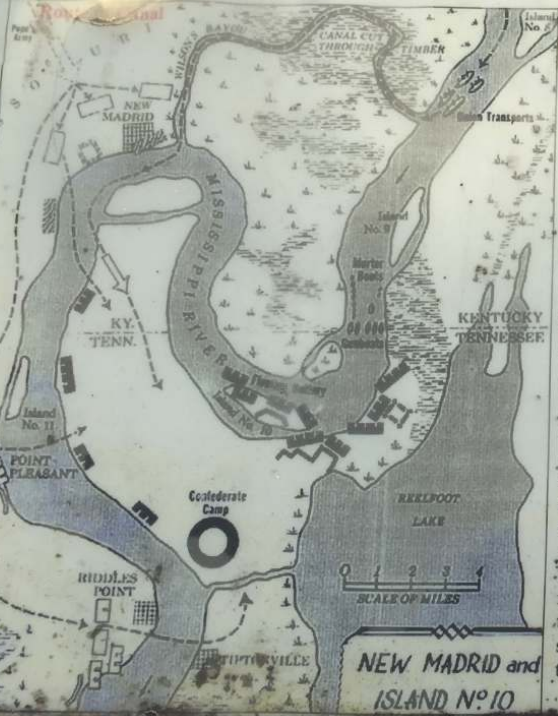
The silk screening is very poorly done and mold and sun bleaching affect the marker a lot. Need to be replaced with newer style of marker.

Inspector’s Name Walt Busch Date 10/24/17

N36°35' 1.54999" W89°31'36.72999"

Bissell's Submergible Saw

More than one hundred and fifty years ago, Brigadier General John Pope faced a tactical dilemma on the Mississippi River. Confederate batteries at Island No. 10 blocked passage through a complex series of river bends. Although Pope held New Madrid, downstream from the Confederates, his troops were on the wrong side of the river. With transports and gunboats, Pope could cross the river into Tennessee and turn the Confederates out of their river fortifications. However, Flag Officer Andrew H. Foote, commander of the Mississippi River Squadron above Island No. 10, declined to risk running the Confederate position as he was still felt the sting of repulse from the February Fort Donelson expedition. Foote preferred a standstill bombardment while waiting for an opening to exploit, but Pope was a man in a hurry and could not wait for developments.



In mid-March 1862, Colonel Josiah Bissell, commanding the "Engineer Regiment of the West," surveyed the land north and east of New Madrid. Reporting to Pope, Bissell found swamps and bottomland inundated with the early spring floodwaters. Bissell suggested a canal to provide passage for steamboats. Bissell's plan called for a path through some 12 miles of swamp, using some of the natural bayous and sloughs, cut 50 feet wide and 4 1/2 feet deep. The chosen course followed Wilson's Bayou into the swamps, and then cut across to join St. John's Bayou—north of New Madrid. The mouth of St. John's provided a safe cove to hide the transports from Confederate observers. Instead of facing an enemy force, Bissell's engineers would fight the barriers set in place by the Mississippi River.

For nineteen days Bissell's men worked to clear the passage. Where open bayou allowed, the engineers used a submerged saw to clear the trees. In other cases, the only practical method to clear the way was by hand. When completed on April 4th, the canal, or more accurately a channel, allowed passage of four steamboats and several barges—but no gunboats. The gunboats ran on Island No. 10 and were able to succeed with help from the forces that came around through the channel and up behind the Confederates leading to a Union victory on April 9, 1862.

A great deal of imagination is required to visualize steamboats working through what was once a swamp. A visitor to the battlefield of Island No. 10 today will see a landscape vastly different than that of 1862. The site of the canal is not easy to find. In the decades after the Civil War, flood control measures and bottom land reclamation projects turned swamps into farmlands. As result, the swamps around Wilson's Bayou became little more than a strip of trees.

Depiction of Saw in Use



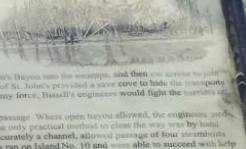
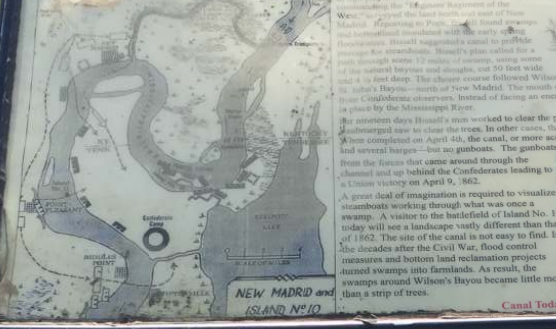
Canal Today





Bissell's Submergible Saw

More than 150 years ago, a young engineer named John Pope used a fact-finding mission on the Mississippi River. Confident that he could cut through the swampy passage through the New Madrid area, Pope set out to find the Confederates out of sight from the Union. This effort led to the famous battle of Island No. 10. Pope's mission was to find a way to cut through the swampy passage as he was well into the swamp of the Mississippi River. The Confederates were not expecting to be cut off, but Pope's mission was a key factor in the development of the submergible saw.

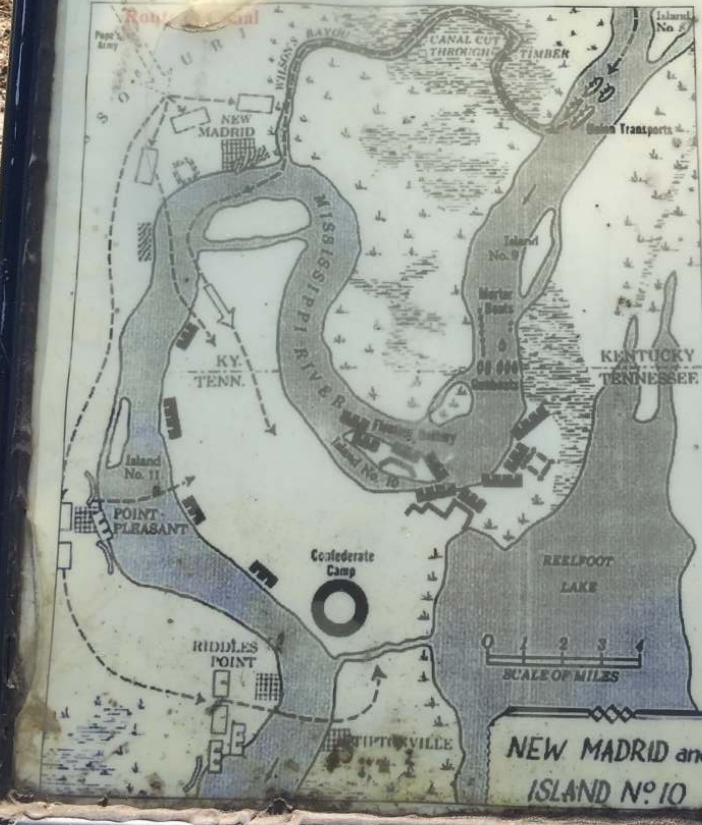


In early 1862, the 78th Engineer Regiment of the Union Army was assigned to clear a passage through the swampy passage of the Mississippi River. The Confederates were not expecting to be cut off, but Pope's mission was a key factor in the development of the submergible saw. The Confederates were not expecting to be cut off, but Pope's mission was a key factor in the development of the submergible saw. The Confederates were not expecting to be cut off, but Pope's mission was a key factor in the development of the submergible saw. The Confederates were not expecting to be cut off, but Pope's mission was a key factor in the development of the submergible saw.

Canal Today

Bissell's Submerg

More than one hundred and fifty years ago, Brigadier General John Pope faced a tactical dilemma on the Mississippi through a complex series of river bends. Although Pope held New Madrid, downstream from the Confederates, his gunboats, Pope could cross the river into Tennessee and turn the Confederates out of their river fortifications. How River Squadron above Island No. 10, declined to risk running the Confederate position as he was still felt the sting preferred a standstill bombardment while waiting for an opening to exploit, but Pope was a man in a hurry and co



In mid-March 1862, Colonel Josiah commanding the "Engineer Regime West," surveyed the land north and Madrid. Reporting to Pope, Bissell and bottomland inundated with the floodwaters. Bissell suggested a passage for steamboats. Bissell's path through some 12 miles of sw of the natural bayous and sloughs and 4 1/2 feet deep. The chosen co St. John's Bayou—north of New from Confederate observers. Inst in place by the Mississippi River

For nineteen days Bissell's men submerged saw to clear the tre When completed on April 4th, t and several barges—but no gun from the forces that came aroun channel and up behind the Conf a Union victory on April 9, 186

A great deal of imagination is steamboats working through w swamp. A visitor to the battle today will see a landscape vast of 1862. The site of the canal the decades after the Civil Wa measures and bottom land rec turned swamps into farmland swamps around Wilson's Bay than a strip of trees.



N36°35' 1.54999" W89°31'36.72999"

Submergible Saw

...faced a tactical dilemma on the Mississippi River. Confederate batteries at Island No. 10 blocked passage... downstream from the Confederates, his troops were on the wrong side of the river. With transports and... rates out of their river fortifications. However, Flag Officer Andrew H. Foote, commander of the Mississippi... erate position as he was still felt the sting of repulse from the February Fort Donelson expedition. Foote... t, but Pope was a man in a hurry and could not wait for developments.

Depiction of Saw
in Use



In mid-March 1862, Colonel Josiah Bissell, commanding the "Engineer Regiment of the West," surveyed the land north and east of New Madrid. Reporting to Pope, Bissell found swamps and bottomland inundated with the early spring floodwaters. Bissell suggested a canal to provide passage for steamboats. Bissell's plan called for a path through some 12 miles of swamp, using some of the natural bayous and sloughs, cut 50 feet wide and 4 1/2 feet deep. The chosen course followed Wilson's Bayou into the swamps, and then cut across to join St. John's Bayou—north of New Madrid. The mouth of St. John's provided a safe cove to hide the transports from Confederate observers. Instead of facing an enemy force, Bissell's engineers would fight the barriers set in place by the Mississippi River.

For nineteen days Bissell's men worked to clear the passage. Where open bayou allowed, the engineers used submerged saw to clear the trees. In other cases, the only practical method to clear the way was by hand. When completed on April 4th, the canal, or more accurately a channel, allowed passage of four steamboats and several barges—but no gunboats. The gunboats ran on Island No. 10 and were able to succeed with help from the forces that came around through the channel and up behind the Confederates leading to a Union victory on April 9, 1862.

A great deal of imagination is required to visualize steamboats working through what was once a swamp. A visitor to the battlefield of Island No. 10 today will see a landscape vastly different than that of 1862. The site of the canal is not easy to find. In the decades after the Civil War, flood control measures and bottom land reclamation projects turned swamps into farmlands. As result, the swamps around Wilson's Bayou became little more than a strip of trees.

Canal Today

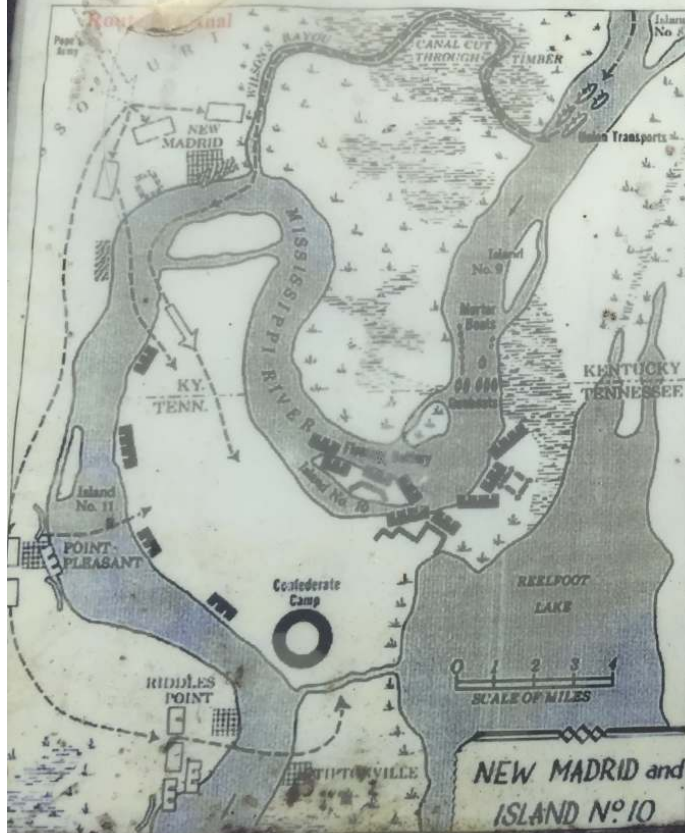


N36°35' 1.54999" W89°31'36.72999"

Bissell's Submergible Saw

More than one hundred and fifty years ago, Brigadier General John Pope faced a tactical dilemma on the Mississippi River. Confederate batteries at Island No. 10 blocked passage through a complex series of river bends. Although Pope held New Madrid, downstream from the Confederates, his troops were on the wrong side of the river. With transports and gunboats, Pope could cross the river into Tennessee and turn the Confederates out of their river fortifications. However, Flag Officer Andrew H. Foote, commander of the Mississippi River Squadron above Island No. 10, declined to risk running the Confederate position as he was still felt the sting of repulse from the February Fort Donelson expedition. Foote preferred a standstill bombardment while waiting for an opening to exploit, but Pope was a man in a hurry and could not wait for developments.

Depiction of Saw in Use



In mid-March 1862, Colonel Josiah Bissell, commanding the "Engineer Regiment of the West," surveyed the land north and east of New Madrid. Reporting to Pope, Bissell found swamps and bottomland inundated with the early spring floodwaters. Bissell suggested a canal to provide passage for steamboats. Bissell's plan called for a path through some 12 miles of swamp, using some of the natural bayous and sloughs, cut 50 feet wide and 4 1/2 feet deep. The chosen course followed Wilson's Bayou into the swamps, and then cut across to join St. John's Bayou—north of New Madrid. The mouth of St. John's provided a safe cove to hide the transports from Confederate observers. Instead of facing an enemy force, Bissell's engineers would fight the barriers set in place by the Mississippi River.

For nineteen days Bissell's men worked to clear the passage. Where open bayou allowed, the engineers used the submergible saw to clear the trees. In other cases, the only practical method to clear the way was by hand. When completed on April 4th, the canal, or more accurately a channel, allowed passage of four steamboats and several barges—but no gunboats. The gunboats ran on Island No. 10 and were able to succeed with help from the forces that came around through the channel and up behind the Confederates leading to a Union victory on April 9, 1862.

A great deal of imagination is required to visualize steamboats working through what was once a swamp. A visitor to the battlefield of Island No. 10 today will see a landscape vastly different than that of 1862. The site of the canal is not easy to find. In the decades after the Civil War, flood control measures and bottom land reclamation projects turned swamps into farmlands. As result, the swamps around Wilson's Bayou became little more than a strip of trees.

Canal Today

