

NATIONAL ORGANIZATION
SONS OF UNION VETERANS OF THE CIVIL WAR

CIVIL WAR MEMORIAL ASSESSMENT FORM

PLEASE:

- Type or print, using a ball-point pen, when filling out this form. Legibility is critical.
- 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 with *Cannon*
☐ Monument *without* Sculpture ☒ Historical Marker ☐ Plaque

Affiliation

☐ G.A.R. (Post Name & No. _____) ☐ M.O.L.L.U.S.
☐ W.R.C. (Corps Name & No. _____) ☐ Other Allied Order
☐ S.U.V.C.W. (Camp Name & No. _____) (Please describe below)
☐ D.U.V.C.W. (Tent Name & No. _____)
☒ Other: Missouri Department of Natural Resources - Division of State Parks Civil War Marker Program

Original Dedication Date 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 St Louis Sq Park Broadway & Courtois. W90°15'33" N38°32'46"

City/Village St Louis City Township _____ County St Louis City

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 Department of Natural Resources Dept./Div. Division of State Parks

Street Address PO Box 176

City Jefferson City State MO Zip Code 65102

Contact Person _____ Telephone (573) 751-8566

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

n/a

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.) _____

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 = Photo embedded 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 ft Width 3 ft Depth 3 ft 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 _____

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.
 See Attached

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	Other: <u>Streetside</u>
___ Courthouse	___ College Campus	_____
___ Traffic Circle	___ Library	_____

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) .

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

US Grant Camp 68 MO SUVCW

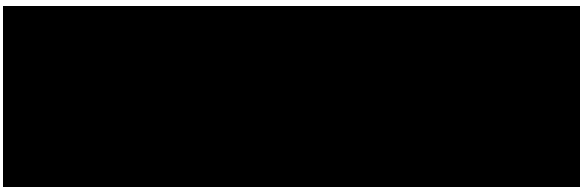
Date of On-site Survey 12/5/2010

Your Name Walter E Busch



Please send this completed form to:

Bruce B. Butgereit, PDC, Chair



Thank you for your help, and attention to detail.

SONS OF UNION VETERANS OF THE CIVIL WAR
 National Civil War Memorials Committee

EADS' IRONCLADS

A State Divided: The Civil War In Missouri
Missouri Department of Natural Resources

[US Flag Shield on Right; Confederate Flag Shield on Left]

Carondelet and the Eads Ironclads

On Oct. 12, 1861, the ironclad gunboat USS Carondelet slid down the ways at James Eads' Union Iron Works in the village of Carondelet, south of St. Louis. It was the first ironclad warship built by the United States, launched more than three months before the famed USS Monitor. During the course of the Civil War, Eads' Union Iron Works would furnish the Union with more ironclad warships than any other boatyard in the West.

"The Key to the Whole Situation"

When war broke out in April 1861, the Union found its vital trade route down the Mississippi River blocked by Confederate forts and batteries. President Abraham Lincoln was aware of the river's importance. Reopening it would split the South and provide a highway of invasion into the Confederate heartland. "The Mississippi River," he declared, "is the backbone of the Rebellion; it is the key to the whole situation." To deal with the formidable Confederate forts, Lincoln sought advice from one of the most knowledgeable rivermen on the Mississippi – James Buchanan Eads of St. Louis.

[Inset Picture of Ironclad with insert text: Four ironclad gunboats, designed by Samuel Pook, were built by James Eads at Union Iron Works in Carondelet, including the USS Carondelet shown here. (United States Military History Institute)]

Eads, a 41-year-old, self-taught engineer, knew European navies were experimenting with ironclad warships. He advised building a fleet of armored gunboats to attack enemy forts at close range and overwhelm them with point-blank fire. Lincoln was enthusiastic, and soon government engineer Samuel Pook was developing a design for a river ironclad. In August 1861 Eads won a construction contract for seven gunboats with the low bid of \$89,600 per boat. He agreed to complete all seven in a little over two months, and to forfeit \$250 per boat for each day late.

Eads Builds Pook's Turtles

Eads faced a daunting task. The blockade of the Mississippi had forced Northern mills, machine shops and foundries to close, and their workers to disperse. Eads began telegraphing contracts for iron, lumber, boat stores and machinery to suppliers throughout the region. Businesses soon reopened and new ones were established; 13

sawmills in seven states began preparing timber for the gunboats, three of which were to be built at Mound City, Ill., and four at Carondelet.

[Insert Sidebars: The Pook Ironclads]

The first seven ironclads were designed by engineer Samuel Pook. They looked like nothing else in the Navy; each was flat-bottomed, 175 feet long by 51 feet wide and drew no more than 6 feet of water. Atop the deck stood a low deck house, or casemate, with sloping sides. To protect the engines, the casemate was armored in front and amidships with 2 1/2 inches of iron over 26 inches of oak. Thirteen heavy guns were mounted in the casemate – three firing forward, four to each side and two aft. Each boat was operated by a crew of about 160 officers and men. One gunboat sailor described the vessels as “of the mud-turtle school of architecture, with just a dash of pollywog treatment.” But, he added grimly, “they struck terror into every guilty soul.”]

[Insert Picture of Pook's Ironclads with text: Three of Pook's Ironclads, the St. Louis, Cincinnati and Mound City, are shown anchored off the Union naval base at Cairo, Ill. (Courtesy Naval Historical Center)]

[Insert Map with text: Eads' Carondelet boatyard is shown as the Gunboat Yard between the Iron Mountain Rail Road and the Mississippi River on this map. The Steamboat Ways was the rail system used for moving the boats in and out of the water. (Courtesy National Archives)]

In Carondelet, Eads leased the construction yards of the Carondelet Marine Railway, a facility that featured a rail system for moving boats in and out of the water. He renamed it the Union Iron Works, and within two weeks employed 500 men. Work went on around the clock, but problems slowed construction: suitable iron was difficult to find; threats of sabotage caused security to be increased; workmen threatened to strike; and weaknesses in Pook's design required last-minute alterations. Eads' main problem, however, was financial. He had exhausted his personal fortune to begin the project and the government failed to pay when stipulated. Eads borrowed from banks and friends to complete the contract, but did not receive full payment until the following year.

In spite of setbacks, the first gunboat, USS Carondelet, was launched at Carondelet on Oct. 12, 1861; only two days past deadline. It was soon followed by the St. Louis, Louisville and Pittsburgh, then by the boats built at Mound City – the Cincinnati, Mound City and Cairo. Additional months were spent assembling crews and arming the odd-looking crafts, which were dubbed “Pook's Turtles” by the newspapers.

The seven ironclads first saw action in the spring of 1862 when the Union captured Forts Henry and Donelson, New Madrid and Island No. 10. Fort Pillow fell on June 4, and two days later the Confederate river fleet was destroyed in a naval battle off Memphis. Vicksburg, the final obstacle, surrendered in July 1863, leaving the Mississippi open to its mouth. The Eads ironclads contributed a great deal to the success of those campaigns.

“Give Me the Ironclads Built by Mr. Eads”

Despite his difficulty receiving payment for the Pook gunboats, Eads continued to win contracts and build ironclads. His Carondelet boatyard became the most complete facility of its kind in the country. Its 20 acres boasted a gas plant, engine shops, sawmills and machinery for shaping armor plate. Seventy forges were at work; blacksmiths flung still-glowing rivets to boys who caught them in cans and rushed them to be hammered home. Shelters protected the workmen from sun and rain and torches lighted their work at night.

Eads paid well, giving cash bonuses for overtime, but by 1864 war-weariness and inflation led to labor unrest throughout the North. In St. Louis, machinists, blacksmiths, tailors and shoemakers struck for higher wages and to end the hiring of less-experienced workers for lower pay. The government intervened, and in April placed the workers of St. Louis under martial law. Picketing was banned and unions were outlawed; infantry stood ready to enforce the order. The strikers had no choice but to return to their jobs.

[Insert Sidebar: James Buchanan Eads

James Eads was among the most important engineers and inventors of the 19th century. Born May 23, 1820, in Lawrenceburg, Ind., he came to St. Louis with his family in 1833. Although impoverished, he taught himself mathematics and engineering. He learned about the Mississippi River while clerking on a steamboat. At age 22, he invented a diving bell and entered the marine salvage business.

By 1857, he had earned a fortune, but too-rapid decompression while diving crippled his health, forcing him into early retirement. He recovered, and helped the Union win the Civil War by designing and building innovative ironclad warships. His greatest triumphs were the completion in 1874 of the Eads Bridge in St. Louis – the first bridge to span the Mississippi – and a jetty system to protect the Mississippi’s mouth from silting over. He died on March 8, 1887 after a life of brilliant accomplishment.]

Work continued at the Carondelet yards, which produced 10 ironclads during the course of the war – the four Pook gunboats; the Essex (converted from a ferry boat);

the Neosho and Osage (shallow-draft, single-turret river monitors); and the Winnebago, Kickapoo and Milwaukee (large, propeller-driven monitors with twin turrets). In addition, the yards built 38 mortar boats (armored rafts mounting a 13-inch mortar) and converted numerous steamboats into “tinclads” (lightly armored patrol vessels). Other boatyards in St. Louis also produced ironclads and tinclads. In all, the Union deployed 22 ironclad warships on Western waters – more than half built at Carondelet or St. Louis.

Eads worked constantly to improve his vessels. For his monitors he designed a steam-powered turret, superior to the manually powered turret of the original Monitor. It allowed a faster rate of fire and required fewer crew. The Navy, however, insisted on the manual turret, but allowed Eads to equip two of his twin-turret monitors with one of his own turrets. He was to replace them at his own expense if they proved unacceptable. On Aug. 5, 1864, two of Eads’ twin-turret monitors fought their way into Mobile Bay with the fleet of Adm. David Farragut and proved the superiority of the Eads turret. “Only give me the ironclads built by Mr. Eads,” Farragut proclaimed, “and I will find out how far Providence is with us.”

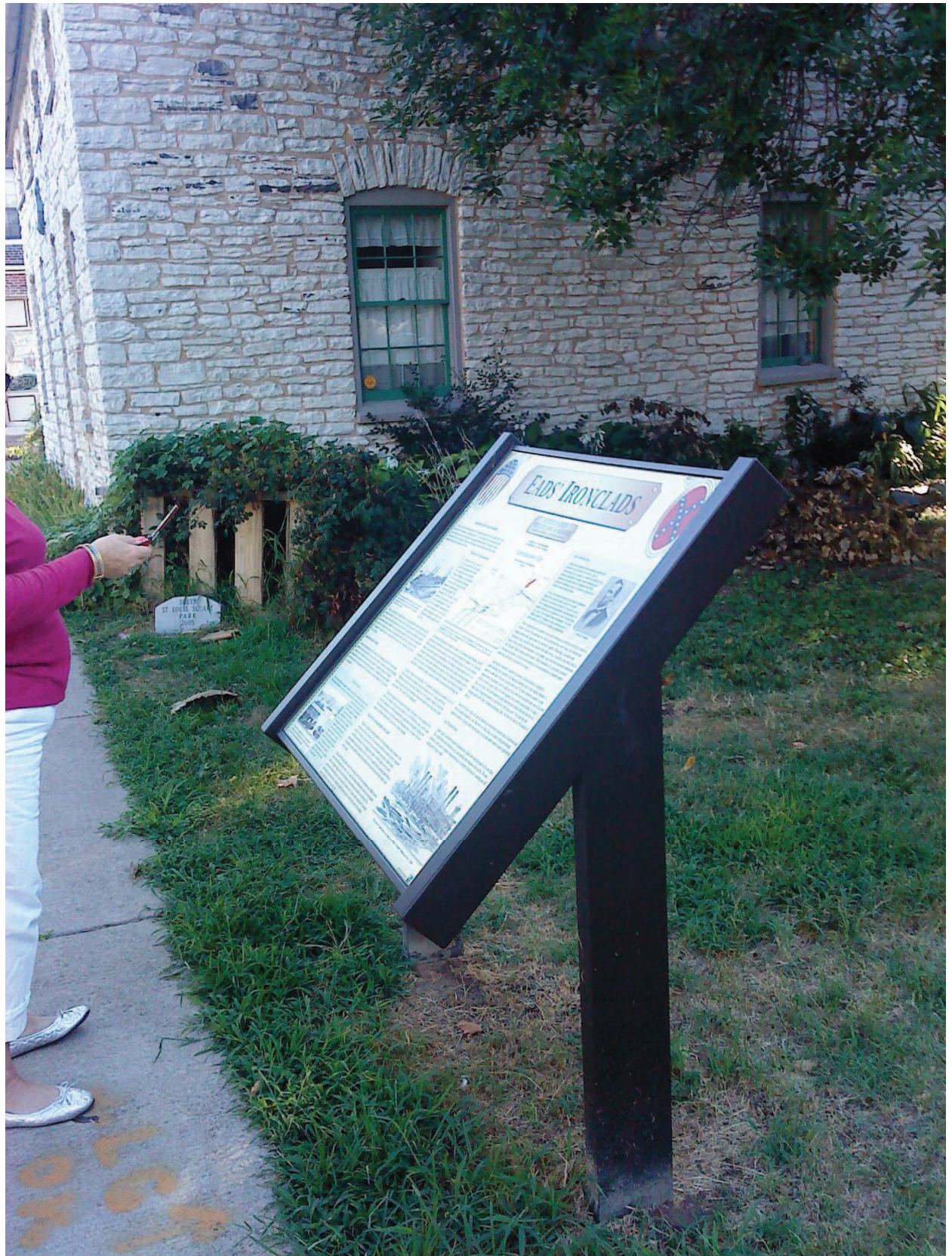
Eads fell ill early in 1864. His doctors believed he was beyond recovery, but he improved and took his family overseas for a rest. Not one to be idle, Eads, on behalf of the government, visited the navies of Europe, where he was hailed for his innovative work in naval engineering.

Eads Boatyard Today

James Eads’ Carondelet boatyard furnished the Union Navy with the heart of its river fleet. The original ways were removed in 1933 and nothing now remains of the facility. The site, however, is still used for marine transportation, as it currently functions as a loading and off loading site for barge traffic.

[Insert Picture of Ironclads Under Construction with text: This photo of Eads’ Union Iron Works was shown in Harper’s Weekly on Oct. 5, 1861.]





**FOLLOWING
PHOTOS
TAKEN
7 JULY 2025**

Ministry of Navy and Communications
Hanoi, September 14, 1964

Carondelet and the Eads Ironclads

On Oct. 22, 1861, the USS Carondelet slid down the ways at James Eads' Union Iron Works in the village of Carondelet, south of St. Louis. It was the first ironclad warship built by the United States launched more than three months before the famed USS Monitor. During the course of the Civil War, Eads' Union Iron Works would furnish the Union with more ironclad warships than any other yard in the West.

"The Key to the Whole Situation"

Early in the war, Confederate forces at batteries blockaded the Mississippi River. The Mississippi River, President Abraham Lincoln declared, "is the backbone of the Rebellion; it is the key to the whole situation." Keeping the river open until the South and provide a highway of invasion into the Confederates heartland. To deal with the formidable Confederate forces, Lincoln made Andrew Porter one of the most knowledgeable experts on the Mississippi - James Buchanan Eads of St. Louis.

to attack the boats at close range and overwhelm them with point-blank fire. Lincoln was enthusiastic and had government engineer Samuel Pook develop a design for a river-installed. In August 1861 he won a construction contract for seven gunboats with the low bid of \$36,000 per boat. He agreed to complete all seven in a little over two months and to forgo \$150 per boat for each day late.

Eads Builds Book's Trust

This faced a daunting task. The blockade of the Mississippi had forced Northern mills, machine shops and foundries to close. Each began reworking contracts for iron, lumber, boat stores and machinery to keep them throughout the region. Runways soon reopened and new ones were established. By late summer of 1862, seven Vicksburg yards began preparing timber for the gunboats, three of which were to be built at Mount Cox Hill, and four at Canadott.

The Peak Antelope

Engineer Samuel Pook assigning the five areas around the Arsenal. The map shows the Arsenal at the top, with five areas marked by numbers 1 through 5. Area 1 is the Arsenal itself. Area 2 is the Rock Island site. Area 3 is the Missouri Pacific site. Area 4 is the Great Western site. Area 5 is the Union Arsenal base. The map also shows the St. Louis, Cincinnati, and Mount City sites, which are elevated off the Union Arsenal base. The map is a detailed black and white illustration showing buildings, tracks, and the river.

Three of Pook's landmarks, the St. Louis, Cincinnati and Mount City are shown elevated off the Union Arsenal base (see also page 10 for more historical photos)

Carondelet City

2. A

Barbara Richardson-Eddy

James Esaki was among the most important engineers and inventors of the 20th century. Esaki, 75, died in Lexington, Ind., he came to the U.S. with his family in 1911. Self-taught in mathematics and engineering, he learned about the Mississippi River while working on a steamboat. At age 15, he invented a diving bell and received the machine patent. Esaki

By then, he had fainted a second time, but now he's a man again, able to stand on his feet, looking like a man again. He recovered, and helped the Union with the Civil War by designing and building fortifications around the world. His greatest triumphs were the steel construction of the Eads Bridge at St. Louis - the first bridge to span the Mississippi - and a series of forts to protect the Mississippi mouth from sailing ships. He died on March 8, 1887.

was biased and workers were outraged, although they did not go to extremes. The order. The workers had no choice but to accept it, but they did not like it.

Wetlands in the California delta which produced as much fish during the course of the 19th century as the Four Forks of the River (converted from shrimp beds), the Nerima and Sagami (shallow, single-branch river systems), and the Yoshino, Kikuchi and Sagami (shallow large straight stream systems with fast flows). In addition, the yards built in major ports (sawed logs and a 15-ton steamer) and received equipment (steamships) included highly navigable waterways. Other sources of fish, like those also produced in the delta and in the 19th century, displayed 20 individual species of Western waters from the Pacific to Colorado, or 4 miles.

Yah needed consistency in his appearance, so he had his hair styled in a cane-ponied barrel, similar to the manny combed hair of the original Monitor. It showed a little side of his head and required hair care. The Navy hairdresser, instead of the standard trim, also used a blow-dryer to give up of his hair more character with some of his own curls. This had to replace them in his hair, and he expressed his protest unacceptable. On Aug. 5, 1961, two 4-1-41 "root" hairdressers taught them new ways to style his hair with the help of the David Farnham and proved the superiority of the Fads tactic. "Only give me the best," said Mr. Lash. Farnham, room leader, said, "I will give you the best."

and still in early 1904. His doctors believed he was beyond recovery, but he improved and finally overcame his ailment. Not one to be idle, Laidi, on behalf of the government, visited the courts of Europe, where he was hailed for his services.

Dr. Union Iron Works was featured in *Harpers Weekly* on Oct. 5, 1881. Today, the site still functions as a loading site for barge traffic, but the original ways were removed in 1933 and barge company's facility.

*GIVE ME THE IRONCLAD BUILDING, 11-12-13

Despite his difficulty receiving payment, he continued to win contracts and build ironclads. His Cannonball became the most famous of his kind in the country. Its 30 acres boasted a gas plant, engine shop, sawmill, blacksmith and machinery for sanding armor plate. Shelters protected the workmen from sun and rain and torches lit their work at night.

Labor paid, and prices, came back for overtime, but by 1904 war weariness and inflation led to labor unrest throughout the South. In St. Louis, machinists, blacksmiths, tailors and shoemakers struck for higher wages and toward the hiring of less experienced workers for lower pay. The government intervened, and in 1904 placed the workers of St. Louis under martial law. By



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Missouri State Parks - a division of the Missouri Department of Conservation

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