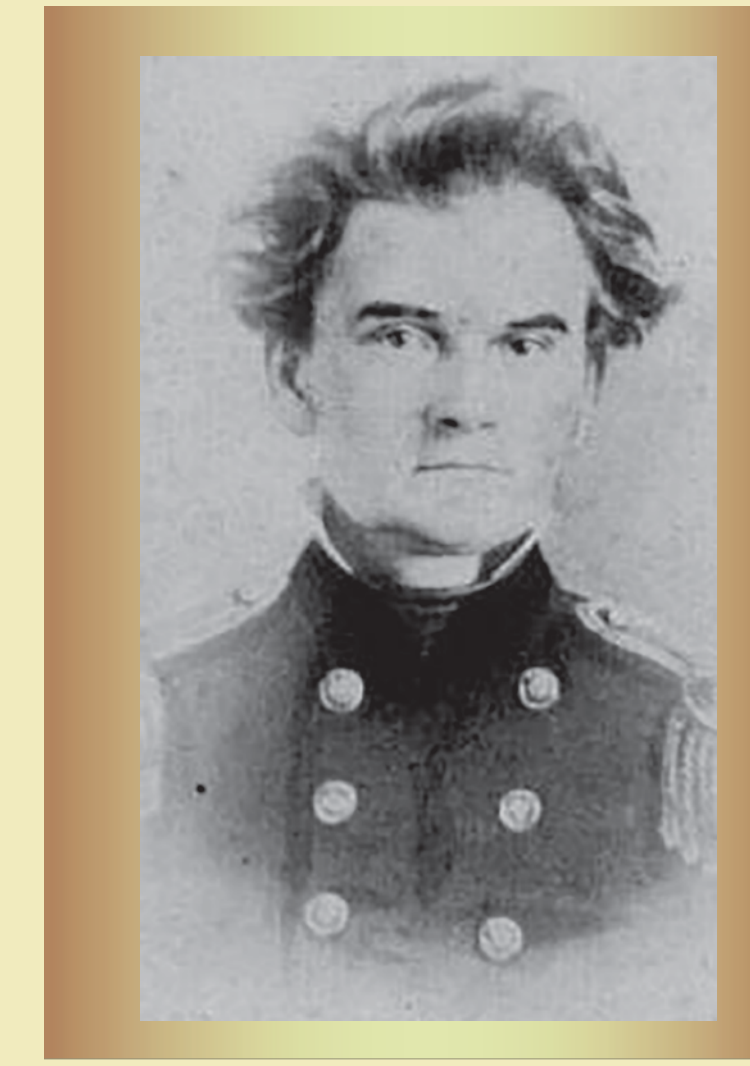


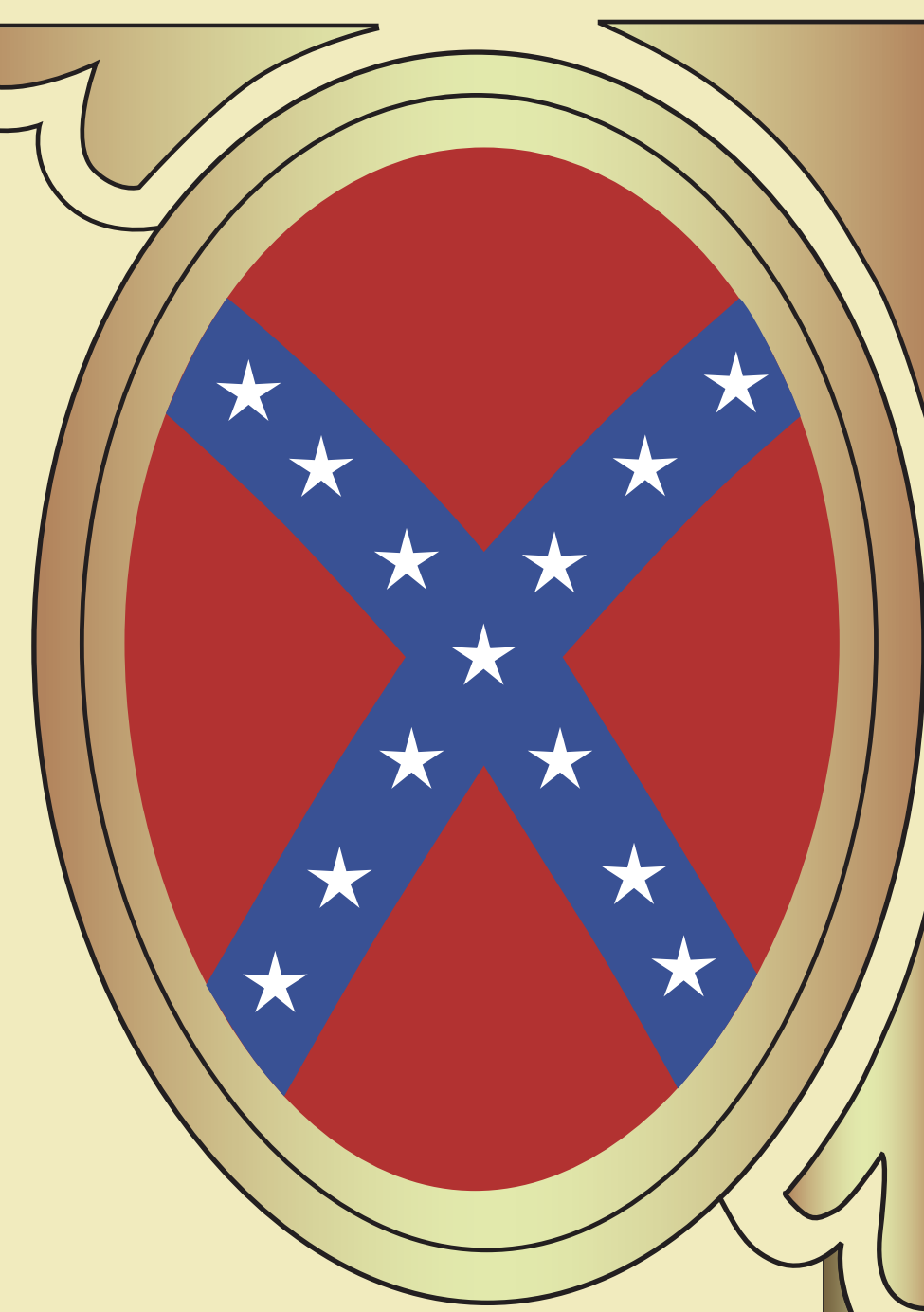
Col. John B. Wyman

# THE BATTLE OF MONDAY HOLLOW

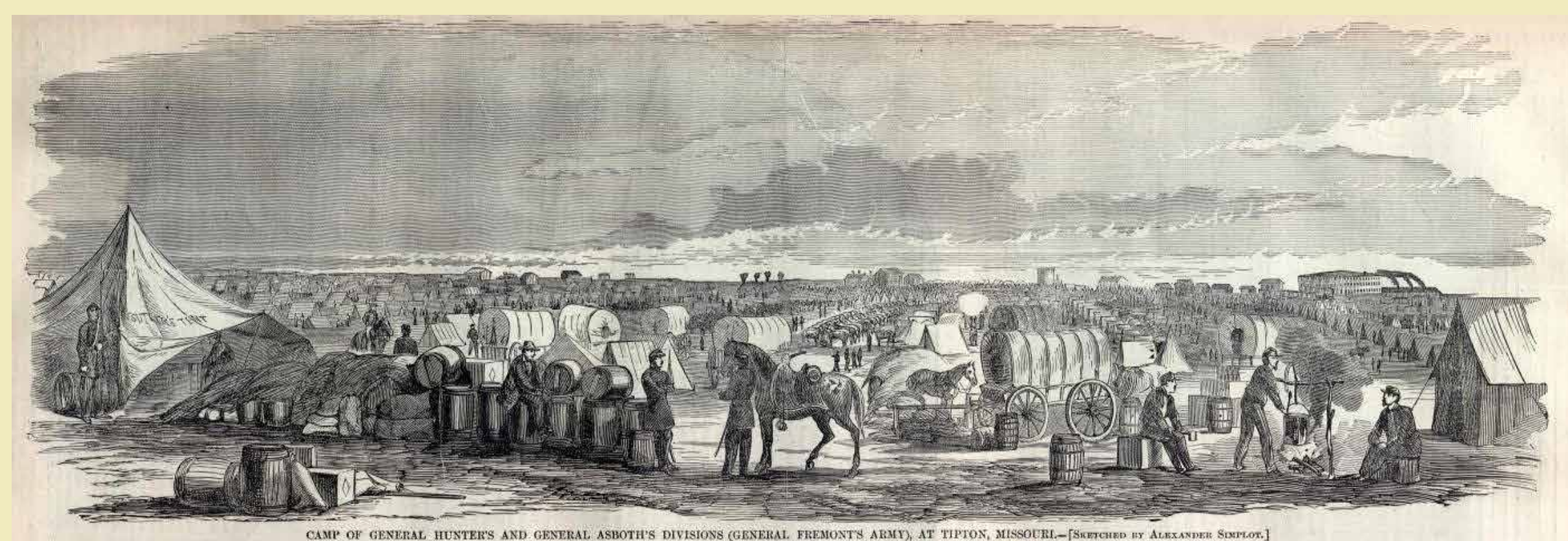
A STATE DIVIDED:  
THE CIVIL WAR IN MISSOURI  
MISSOURI DEPARTMENT OF NATURAL RESOURCES



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

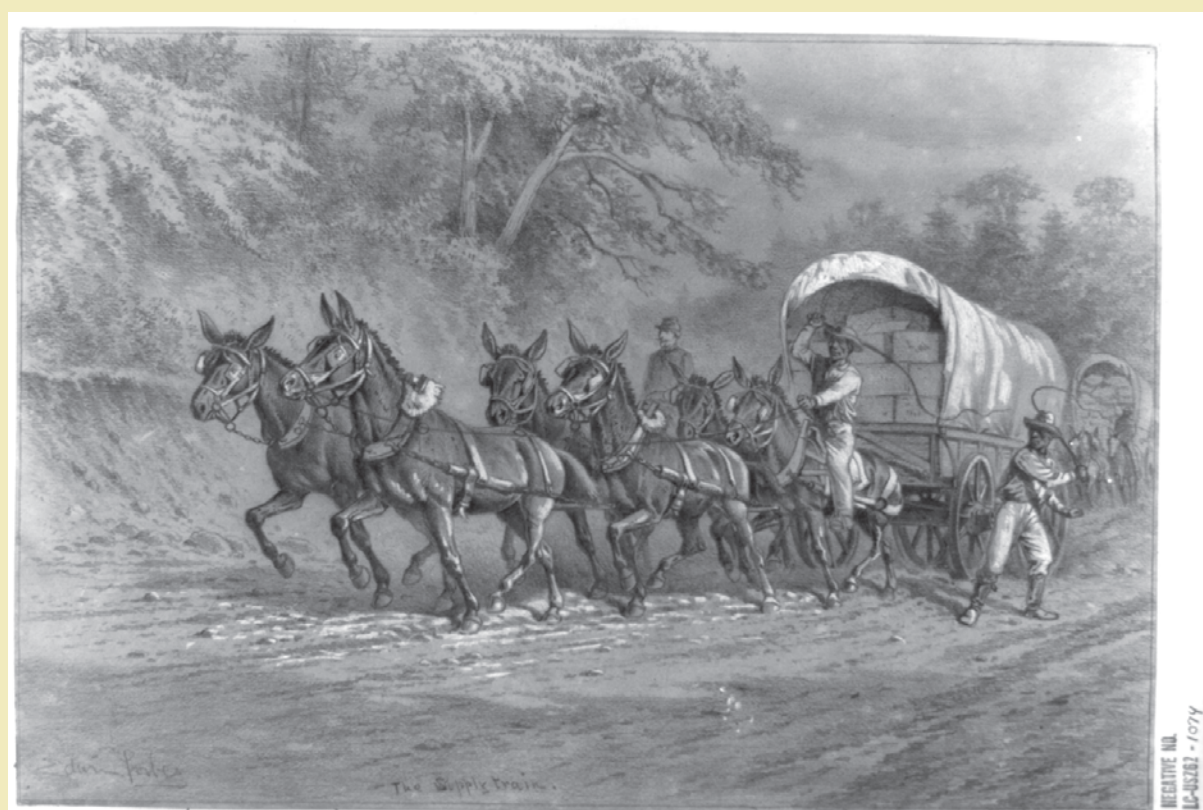


The gathering Union Army planned to advance on the main Missouri State Guard Army that had amassed in southwest Missouri.

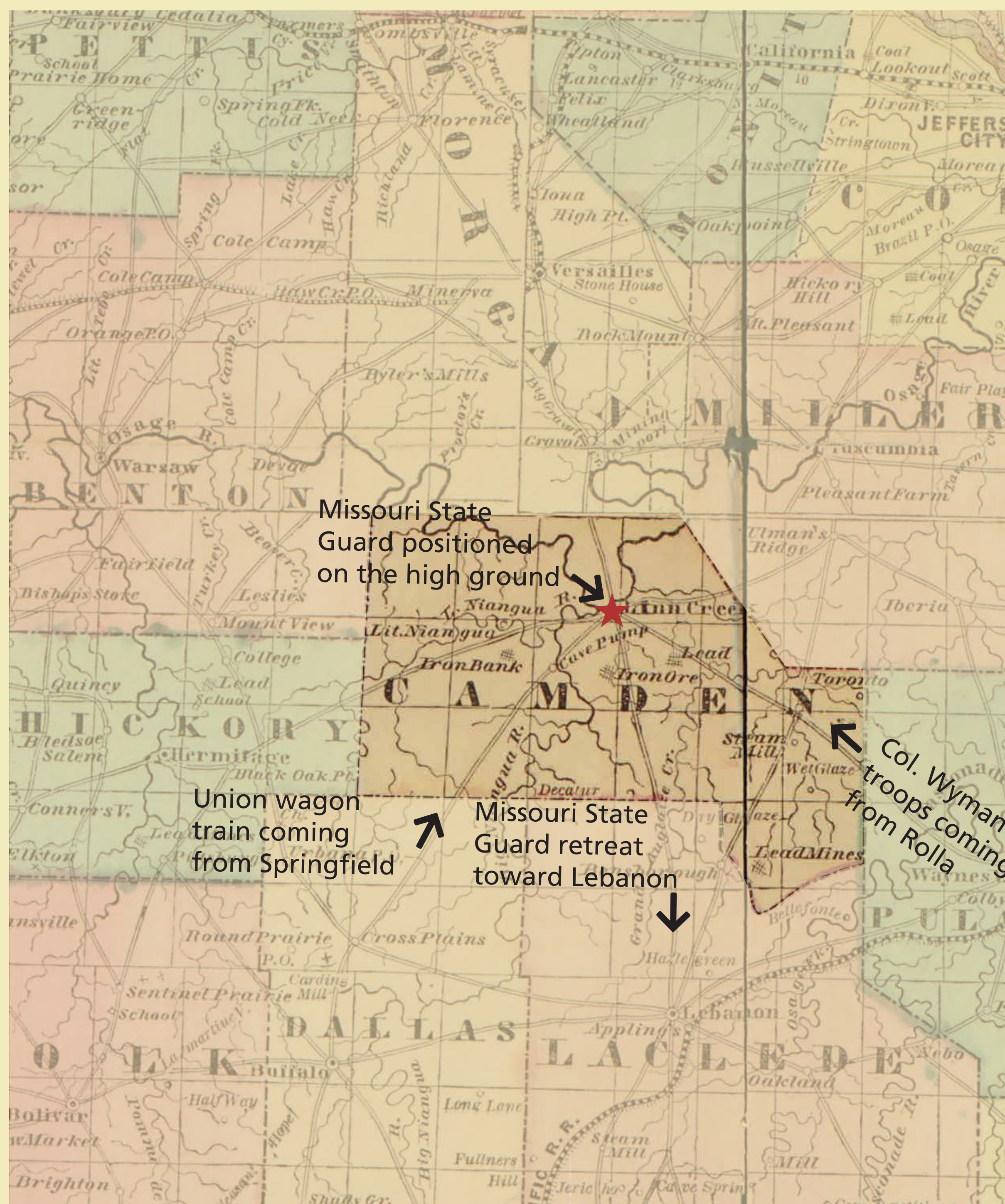
large body of Missouri State Guard troops ambushed Wyman's advance guard under Maj. Clark Wright near where the road to Linn Creek diverged from the Rolla to Lebanon Road. The outnumbered Union cavalry routed the State Guardsmen and protected a wagon train of supplies and wounded troops.

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.



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 casualties with estimates from 12 to 62. Union commanders reported only one Union soldier killed.

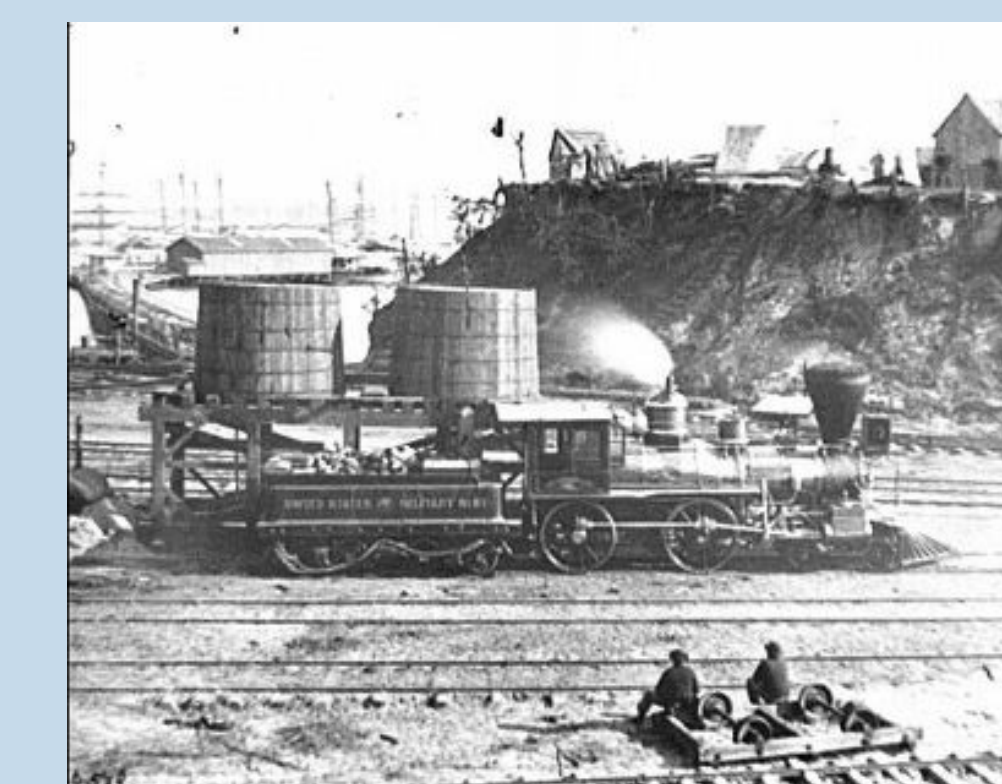
## Logistics of the Civil War

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.