



Stoutland Was Once Known As "The Switch"

you to the reports of the different officers in command. I also take occasion to say that proper and respectable arrangements were made for the burial of their (the enemy's dead) which they left upon the field to be devoured by swine, beasts of prey, or vultures.

I reached camp on the return of the infantry at 4 P.M. and the entire command were all, with one exception, safely in. Total enemy killed 39, wounded 29; with only a loss of 1 man killed on our side and 2 horses wounded. Among the prisoners are 1 Colonel - Summers, 1 Lieutenant - Laughlin, 6 non-commissioned officers and 43 privates.

Trusting that this little diversion from my line of march to join you as ordered will meet your approbation, I have the honor to subscribe myself,

Respectfully and obediently yours, J. B. Wyman



Acct. Brig. Gen. 1st Brigade, 1st Div. W.D. October 13, 1861 Action at Wet Glaize, or Dutch or Monday Hollow near Henrytown, Missouri.

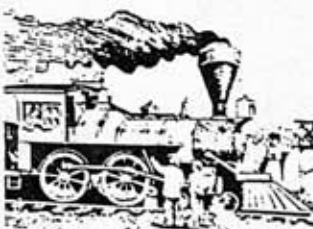
Headquarters post Rolla, Missouri.

Captain: The ambulance arrived today from Springfield with 33 wounded. The advance of Colonel Wyman's command, under command of Major Wright, consisting of Captains Switzler's and Montgomery's companies of cavalry met 500 of the advance of Johnson's or Churchill's command 20 miles this side of Lebanon at a place called Dutch Hollow. Major Wright attacked the enemy and dispersed them, killing 16 and wounding about 30. Our loss was 1 killed and 1 wounded. Major Wright captured 37 horses and 32 prisoners and arms. The scout's first report from Lebanon reports about 1500 at that place, under command of Johnson. Drenning, in charge of the wounded reports a large commissary train on the way to Springfield from Memphis. The stores were landed at New Madrid and over and to Springfield.

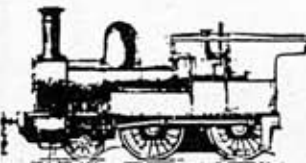
I am very respectfully, your obedient servant,

C. M. Dodge, Co. Commanding Post to Captain C. McKeever, Adj. General, St. Louis, Missouri.

When the railroad crew came through the present site of Stoutland, they filled in a big spring that was in the way, much to the chagrin of early settlers. For many years people called Stoutland "The Switch." The name Stoutland just didn't seem natural. Stoutland was named in honor of Captain Stout, one on the directors of the South Pacific Railroads. Stoutland is the only town listed by that name within the United States. The South Pacific Railroad had been built to Rolla by 1867. It was extended westward and reached Stoutland in early October 1969. Milton Santee was a surveyor with the crew who came through Stoutland. The town became a major shipping point of the thriving freight business. The main street was a throughfare for cattle being driven through to the stock yards. Bawling cattle, milling in the rising dust, were a common sight. Early settlers tell of Saturdays when the streets, lined with wagons and horses, were so crowded it became difficult to walk through to the other side.



Demaris Lambeth and his wife and Henry Evans were among those who watched the first train come through Stoutland, and they stood behind trees to hide from the strange contraption. Uncle Walter Hillhouse remembered running to hide when he saw a train.



Over toward Sleeper, a shrewd lady, a widow named Mrs. Jane Barnett drove a bargain with the railroad. She would give right-of-way if the trains would refuel and water on her property. They agreed and a pond was built and a pump installed. Mrs. Barnett's ten year old son was to be paid to fill the water tank. As the train approached, three toots of the whistle meant water. Two toots meant fuel. A horse, Old Bill, was hitched to the pump and walked in circles. The horse became so well trained, he would go in circles, while in the pasture, if he heard a train coming.



The Stoutland Post Office was established on May 5, 1870 and George W. Parker was the first postmaster. Early schools included Brandenburg, Cox Crossing, Hickory Grove, Turner, Gibson, Sweatt, and Brown. The year 1889 became the year the railroad pushed "the big red apple." It was also the year that a local son received a national accolade, George Gibson was the first to raise the flag on San Jaun hill.



In May, 1910, the city of Stoutland was incorporated. Stoutland was home of many newspapers including the Advocate from 1886 to 1897, Country Standard from 1875 to 1877, Camden County Herald from 1909 to 1910, Camden County Rustic from 1873 to 1874, The Herald from 1916 to 1917, Journal from 1897 to 1898 and 1911 to 1914, The Rustic from 1874 to 1876, and Stoutland Weekly Journal from 1874 to 1876.



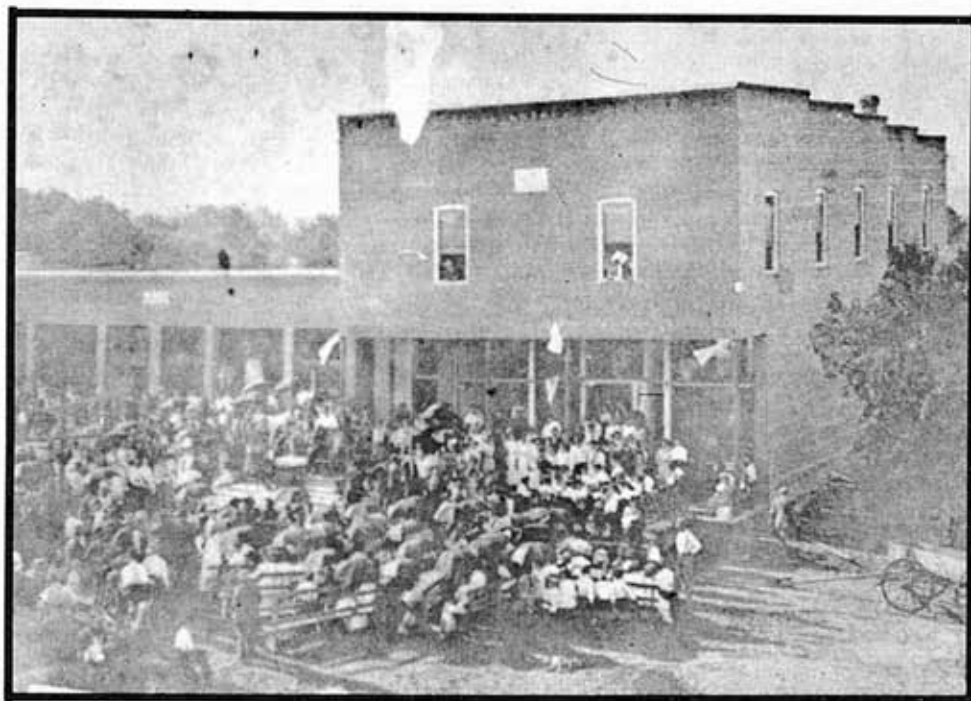
Mr. and Mrs. Lee Palmer had the first telephone office in their store in 1900. There were only eight lines at that time. During the 1920's the office was upstairs in a building on Main Street. The old magneto type telephone system was changed to dial in January, 1966.

Stoutland was once mentioned in Time magazine as being a town without a water system, a city council, or electricity. Stoutland, a major railhead during its early days, is symbolic of an era. Of a people. Of the whir-r-r or the wheel. Of the serpent his-s-s-s of steam. Of the syncopated throbbing beat of a restless people.

The great train engine became the gigantic needle of an era stitching America into a oneness. A needle treading an iron artery giving lifeblood to newly created towns and spurted people through with the music of throaty thunder.

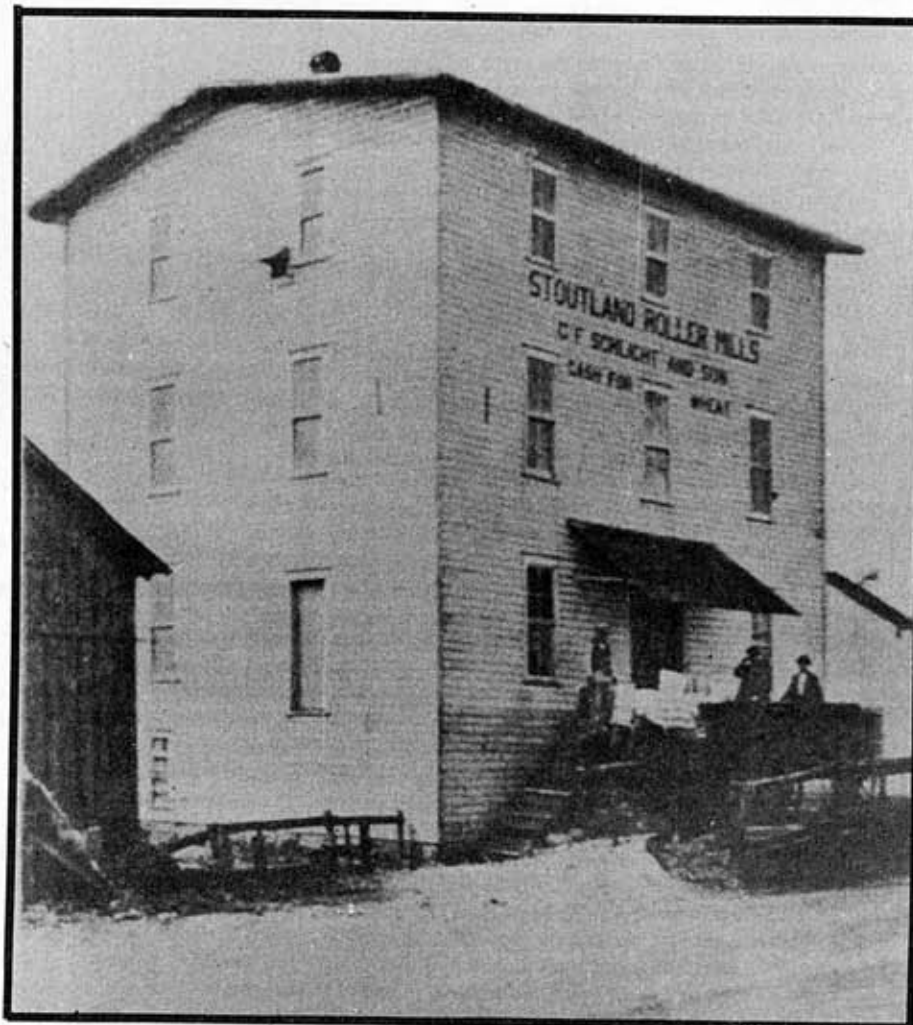
There is now a quickened coda as tourists spurt through the back roads, seeking the solitary splendor of silence. The people of the nation are rediscovering the midwest.

There is a season. If a scythe encompassed by a growing tree is symbolic, so is a decayed pioneer's cabin and a young child standing in the gift of life and sunlight.



Dedication of the I.O.O.F. Hall in Stoutland.

(Photo from "A Stout Land—A History of Stoutland, Missouri 1869-1969 (C) 1969 Frances Shepherd Metzger, All Rights Reserved-Used by permission)



Stoutland Roller Mills was operated by G. F. Schlicht, one of the people involved with the Schlicht Mill in Pulaski County. (Photo from "A Stout Land—A History of Stoutland, Missouri 1869-1969 (C) 1969 Frances Shepherd Metzger, All Rights Reserved-Used by permission)



The History Of Stoutland

by Frances Shepherd Metzger

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On the way to Missouri they slept on the ground or in their wagon and cooked their food over a campfire. When they got into Missouri's bottoms they had a thaw and the roads were so muddy they couldn't travel. They stopped at a farm for two weeks of the time. They then crossed the Missouri River on a flat boat. When they drove on, being the last wagon, the tender forgot to put up the bar behind their wagon. As the boat started the horses became frightened and started backing. Amid shouting and excitement the bar was put into place just in time to save the horses from plunging into the river. Their early plans were to locate near Springfield, Missouri. When they stopped again to spend the night a farm was offered for sale. They decided to locate near the present town of Stoutland, Missouri. Not much of the land was in cultivation but much of it could be made so.



Major Clark Wright reported from Headquarters Camp Gorgas on October 13, 1861, "At 7 o'clock a.m. my command struck tents to Camp Conant, on Tavern Creek, and formed into columns in rear of train. I immediately passed along the line, requested the officers to keep the men well closed up and allow none to leave their places, but keep everything ready for service at a moment's notice. The reports from scouts during the night induced me to believe the enemy might attack us during the day. I also went forward and suggested to the quartermaster of the Thirteenth Regiment that the train be well closed and kept so, after which nothing of importance occurring until I arrived at Justice Remington's, where I learned that Second Lieutenant Henry Laughlin, of rebel Johnson's command, had come home, and lived about one mile north of said Remington's, and had a lot of McClurg's goods in the house. I at once detached Captain Crockett, with his company, to take the Lieutenant and search the place. He had not been gone five minutes before I saw a courier coming from the front. I at once called Captain Crockett back. The courier arrived with a message from Major Bowen, stating that he had been attacked and needed assistance. I at once ordered Captain Switzler forward at full speed to the relief of Major Bowen, ordered the train ahead, and Captain Crockett, with his company, to guard it until they relieved the infantry, and then dispatched a courier to your honor for a guard for the train and support for cavalry, after which I went forward to the scene of action. I found Major Bowen some two miles forward and a half south of Mr Lewis', on the Lebanon road. I immediately had a conference

with Major Bowen, and we mutually agreed as to the disposition of our forces and plan of attack. The rebels at that time occupied a high ridge immediately in our front, and half mile south of us. The presumption was that we could not expect relief from the infantry in time to secure the rebels. An immediate attack was resolved upon. The disposition was as follows: Capt. Montgomery's company was already on the right, and I ordered Capt. Switzler to join him, flank the enemy, and engage him at any hazard. Major Bowen, with two companies of his command, went to the left. I took charge of one company of Major Bowen's at his request and took position in the center, or as you found us on your arrival. I observed at that time that the enemy was moving to the right. I ordered Captain Crockett forward to support them knowing they outnumbered us greatly. I then went to the right myself and

rebel line. He could not stand such a charge, so prompt, so rout, and in a short time a running flight for one and a half miles, with the following result as near as we could ascertain without occupying too much time to hunt through the bushes; Rebels killed 27; mortally wounded 4; severely 5; slightly 3; prisoners 36; horses 2; guns 81, most were old shotguns and rifles and were doubled around black-jacks on the field. Officers and men all agree that many more were killed and wounded, but we did not hunt them up. Our loss was 1 killed and 2 horses slightly wounded. I cannot call your special attention to any one or number of officers or men in those two brave companies; they are, each one of them true as steel, and in this charge, with six to one against them, their experience might be proudly imitated. Yet I feel that I would do my own feelings injustice not to speak of the tenacity with which Captain Switzler adhered

him bite the dust. Such fighting is worthy of imitation.

The foregoing report embraces the principle points in the actions of my command during the battle near Henrytown, Camden County, Missouri.

I have the honor to be, very respectfully, your most obedient and humble servant.

Clark Wright, Major Commanding Fremont Batt'l of Cavalry to Acting Brig. Gen. J.B. Wyman.

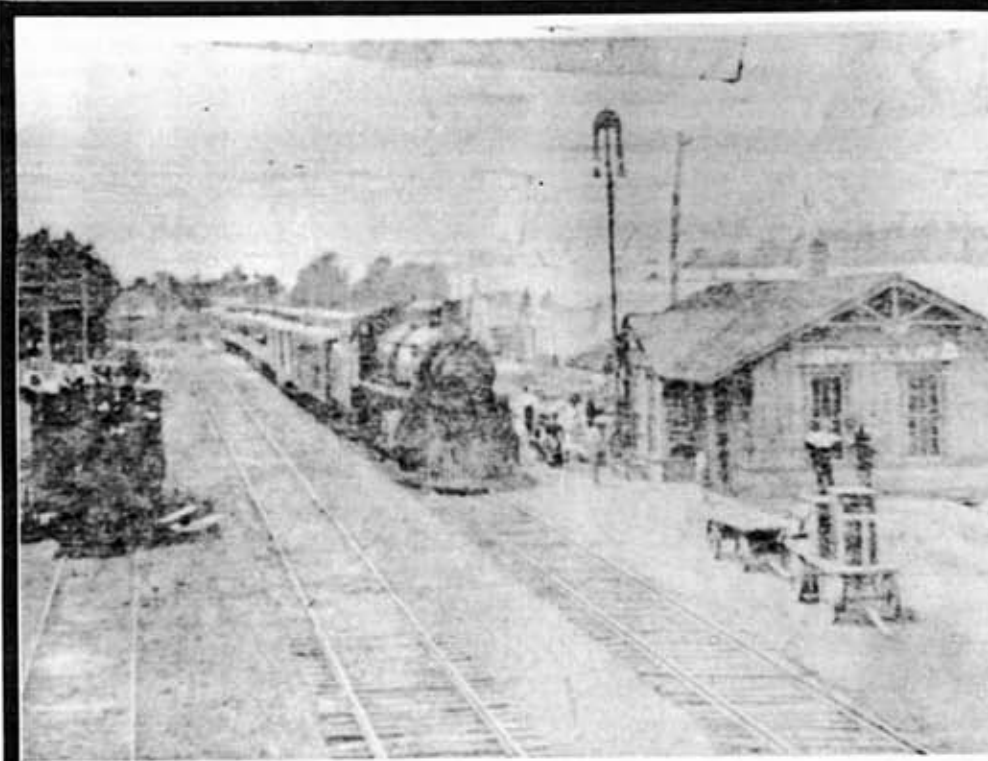
Report No. 2 from Headquarters Camp McClurg, Linn Creek, MO. October 15, 1861. General: I have the honor to report to you that immediately upon the departure of my messenger to you yesterday morning, I put my command on the march at 7 A.M. in the following order; Major Bowen, commanding battalion attached to the 13th Reg. Ill. Vol., in advance with its own transportation, then the 13th Reg., Lt. Col. Gorgas commanding, immediately following by its

when a rapid volley of musketry fell upon my ear. I immediately, turning toward the left of my command, ordered the train corralled at once, and at the same time met a courier from Major Bowen, informing me that he had engaged the enemy, and that they were 800 to 1,000 strong; that he had been obliged to fall back, and asked for re-enforcements. This same message had been sent to Major Wright, who with his usual promptness, took two of his companies, himself taking the advance. At the same moment. I sent an order to Lt. Col. Gorgas to send to the support of the cavalry the 5 remaining companies of the 13th Regiment, reserving the other 5 companies, under Major Partridge as a reserve guard for the train. The order was promptly delivered to Colonel Gorgas, and as promptly executed. The line of March was at once taken up, headed by Lt. Col. Gorgas, himself; then Co. K, Captain Blanchard; Co. I, Captain Samuel Wadsworth; Co. H, Captain Gardener; Co. G, Captain Cole; and Co. F, Captain Dutton, all at double quick. To show you the rapidity of their movements I beg to assure you that they made a march of nearly five miles in 45 minutes. After issuing this order, I immediately started for the scene of action.



In the meantime Major Wright had formed a junction with Major Bowen and had made their arrangements for another attack, for particulars, of which I beg to refer to their respective reports; approving of them, I relieved Major Wright of the center command, and ordered him to join the line of flankers thrown out by him, and myself made forward movement from the center, with 1 company of cavalry supported by 5 companies of Infantry about 1 and a half miles. The enemy by this becoming satisfied they could not cope with us or for some other reason known only to themselves commenced a rapid retreat fast indeed. It was impossible even for the 13th to keep up with them. I therefore ordered a halt of infantry and ordered the cavalry forward, with orders to drive them as far as possible and recamp at the point 2 miles of Linn Creek road, at or before sunset. They did so and drove them nearly 12 miles toward Lebanon.

For the list of killed, wounded and prisoners, I beg to refer



The Stoutland Depot in 1912. (Photo courtesy of the Western Historical Manuscript Collection)

The fences were all rail fences which had to be made by hand. This took many hours with the axe and crosscut saw, but they had a strong determination to obtain a living from the soil. Some came riding a horse with few belongings. Some walking in. Others came in wagons pulled by oxen and probably felt fortunate if a bone racked cow was trailing behind.

One of the earliest settlers of the Stoutland vicinity was Josiah Minter Hillhouse who came to Missouri from Tennessee in 1828. They settled near Wet Glaize on a farm about five miles north of the future town of Stroutland. This family and its descendants were responsible for developing much of the south part of what became Camden County. By 1850, there were 2,338 people living in the county and by 1860 the population had increased to 4,975.

Before the Civil War came, Camden countians had cast 6 votes for Lincoln. The majority of Missourians were not on either side and hoped for a compromise to border war violence. By wartime, battles became raids, skirmishes and ambushes. Of note, here, was the battle of Monday's hollow. The aim had been to waylay a Confederate train carrying the payroll. The Union won the battle but there had been time to successfully hide the gold.

found that Captain Switzler and Montgomery had formed a junction and succeeded in flanking the enemy and held him at bay. The enemy, commanded by Sorrel, Wright, Thurman, Bell, Fair, and Hawthorne, drew up in line of battle and gave evident signs of making a bitter stand. My two companies got into line, and were ordered to receive their fire, return it steadily, and then charge with savers, and never allow them to reload their places, all of which order was carried out to the very letter, with a coolness and determination that evidenced true bravery in both officers and men, and struck terror along the whole

to the charge, and the promptness and energy of Captain Montgomery in carrying it out. I cannot omit naming Lieutenants Montgomery, Paynter, and Stockstill. Not a nerve quivered in those brave men; nothing left undone that coolness and energy could do in carrying out orders, encouraging the men, and dealing death to the rebels. One incident I must be permitted to mention. Lieutenant Montgomery, after exhausting his revolver, and doubling up his saber in hand-to-hand fighting so that it was useless, not satisfied with the half dozen he had disposed of charged on yet another, and with one blow of his fist made

own transportation and that of the commissary department, the rear being brought up by Maj. Gen. Wright, commanding Fremont Batt. After seeing the entire column in motion, I started for the head of it, and proceeded about 6 miles to a point where the road turns off from the route to Lebanon from this point, and had reached the right of 13th Regiment; when I was informed that Major Bowen had discovered a part of the rebels (70 in number) and had gone in pursuit of them toward Lebanon, feeling confident of the ability to cope with them successfully. I turned the column toward this point, and had proceeded about two miles