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to the memory of all cavalrymen.

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Preparing Horses for Competition
by
Brigadier General Walter C. Short
Reprinted from the Cavalry Journal March 1931

In order that others can take advantage of my experience in the preparation for the Equestrian Championship (three day Olympic event), I am passing along a few basic principles that may be of use to contestants and which may not only make it a better event but make it easier for our good friend the horse.

The cross country phase is the hard part for the horse and rider. Fifty per cent of the result depends on the condition of both and the other fifty per cent on judgment on the part of the rider. In order to win a team event like the Equestrian Championship it is better to have three level headed riders and three average performing horses in good condition than to have two brilliant riders and horses and one horse which will be eliminated.

Good judgment is necessary first in selecting the riders and the horses for this event and then more judgment in conditioning and riding the horses in the difficult phases. This event takes a cool head, physical soundness, a brave heart and condition for both man and horse.

My experience is that most horses go well if there is nothing hurting them either in a physical way or in the equipment. For this event the horse must necessarily be sound to start with and his feet must be in excellent condition, with light shoeing. The equipment should be very comfortable, the bitting to suit the individual and above all things, the rider must be in perfect balance on the back and “ride light.” It takes a wonderful horse to keep up a long period of effort with a “dead weight” rider sitting on his loins.

Shoeing

For an effort like this the condition of the feet is very important. A horse with dry hard feet cannot jump because the elasticity of the cartilages is almost nil. You must treat the feet with “white rock” until the frog can be moved laterally with the fingers. You must have an expert shoer set the foot at the proper angle with the pastern so that the heels will not be too low, which puts too much strain on the tendons, and you must have the toe short enough so that the horse can break over without effort. There should not be any heavier iron on the feet than is necessary. If there is any danger of the horse grabbing the front shoe or striking the forequarters with the hind feet in jumping, the horse should wear rubber bell boots in front. For a small footed horse order medium size and for a large footed horse order large size. If your horse starts any quarter cracks have him shod with a bar shoe and take the pressure of the horn on the shoe off the part of the hoof in rear of the crack so that it will have an opportunity to grow together again. After this is done the horse can continue jumping.

The Saddle

The greatest care must be taken in the fit of the saddle. Above all it should not be too long so that the rider sits in rear of the center of gravity of the horse. Care must be taken that no pressure is carried back on the horse’s loins. The front of the saddle should be placed so that the shoulder blade of the horse has room to work without interference with the saddle. If there is a hollow at the side of the withers just behind the shoulder blades the padding of the saddle should be arranged so that it will fill up that hollow and still have space clear between the withers and the pommel of the saddle. The saddle should have enough soft padding so that it will sit on the horse’s back parallel with the ground and that light will show through when one looks from the pommel to the cantle along the backbone even when it is pressed down with the weight of the rider. The padding should bear equally on every curve of the horse’s back and the softer the better. The low place in the seat should be well towards the girth and never towards the cantle because that will bore the weight of the rider into the loins. It is easy to arrange the padding to suit your horse’s back by getting soft felt and trimming the edges and then inserting it between the saddle tree and the permanent padding. You will find the opening by stretching the permanent padding at the middle of the saddle. Great care should be taken so that the bearing will be uniform over the
whole bearing surface of the saddle in conformity to the shape of the horse’s back. No horse will go willingly at his jumps if his saddle does not fit. If it does not the back will be bruised by repeated landing on inequalities of the back. If your padding is not soft, then it is best to put a very carefully folded saddle blanket under the saddle to prevent getting a bruised back.

The Bit

The mildest bit that a horse can be ridden in and still keep him from going too fast is the best one. A bit that is too severe and hurts the horse makes him pull harder and often become unmanageable. Severe bits make refusers. The ideal jumping bit is the snaffle. Should the horse get the habit of throwing up its head in the snaffle, the long running martingale will prevent it. Arrange the rings on the reins so that there will be no downward pressure on the reins when the horse keeps his head in the natural position. The running martingale should never be so short that there is an angle in the reins when the horse’s head is in a natural position. Never jump a horse in a standing martingale because the horse needs his free neck to catch his balance and place himself in position to jump. Very few horses need more than the above bitting and some need leather or rubber snaffles to give them confidence that they will not be hit in the mouth by bad hands when they land over a jump. I train all my horses in soft rubber snaffles and am glad to get them to pull down on them because I know then that they are moving up their hind legs where they belong.

If you do have to use the double bridle to control your horse for speed, the adjustment and fit of the bridle mean much to the performance of the horse. The bridoon should be placed up in the corners of the lips as high as possible without stretching the lips. The bit should rest just under the bridoon, as high as possible without crowding the bridoon. The milder the port of the bit the better. The bit should not be too wide or too narrow; in fact the bit should just clear the lips and have no lateral play, but care must be taken that the upper branches do not touch the molars. The curb chain should be adjusted so that the links lie smooth and when the pressure to the rear is placed on the reins the branches of the bit should make an angle of 45 degrees with the jaw. Never more or less.

In slowing up you horse for a jump it is better to use the “half stop” than to employ a steady pull, because that deadens the mouth. Be sure that you give with your hand on landing because if you hurt the horse’s mouth with the bit when he lands he will probably refuse the next jump. When you are jumping in the ring and you have a turn to make and your horse has the wrong lead to make it, it is best to pull down to a couple of strides of the trot in order to change your lead (but only for a couple of steps or the judges will cut you because you must get your horse straight before he goes to a jump. When you have room to maneuver your horse before he goes to a jump use all the ground you can so that the horse will be balanced and straight before he arrives at the jump, because few horses can jump while on a curve. Remember to keep cool yourself and your horse will keep cool also, if you get excited your horse will know it and act accordingly.

Remember that you ride your horses with your legs and not with the reins. You have found out by now what gait your horse jumps best at and you must try to get that gait regulated before you get to your jump, because after you get there all you can do is to give your horse enough freedom of rein to stretch his neck and then use your legs enough to prevent him stopping. No horse can jump that is choked down so that he can’t extend his neck to raise his fore quarters.

Bandages

I have seen a good many Jersey bandages in use without cotton or anything under them. This is a dangerous practice because if they are pulled too tight they stop the circulation and serious results are liable to happen. Even by putting cotton under Jersey bandages you may get bad results by getting a bunch under the bandage and only skillful attendants should attempt it. The only foolproof tendon support that I know which anybody can put on and which is really a great help to the horse that has to take many jumps, is made by using a piece of soft felt the length of the cannon bone and wide enough so that the edges will scarcely meet on the front of the cannon bone. The two edges of the felt where they meet should be thinned so that there will be no hard edges. Then take half a Jersey bandage and sew one end around the upper edge of the felt; you can then wrap it around the felt as tightly as you please and tie it with the strings.
without fear of stopping the circulation. To make it safe it is best to put in a couple of safety pins so that there will be no danger of it coming untied enroute. This support is a real one and will not injure a horse.

**Conditioning**

Now we come to the question of putting your horse in condition and it is almost as necessary that your Prix de Nations horse shall be in condition as your Equestrian Championship horse, because it takes real condition for a horse to jump twelve difficult obstacles in close succession, as every jump is a great effort and takes a lot out of a horse. All you have to remember when you are conditioning a horse is that what is good for a man under like conditions is also good for a horse, the only difference being that a horse can’t tell you how he feels. Therefore you must use your power of observation and common sense more than when dealing with a man.

Proper stable management to keep the horse in good health and vigor is probably more than fifty per cent of the task.

Have a veterinarian examine your horse’s teeth very carefully and see if all the back teeth are just right so that he can masticate his feed comfortably. See that the horse has a comfortable box stall with plenty of fresh air and that he has fresh water in front of him all the time, that he has salt available at all times, that the floor of his stall is even and has no bumps to interfere with his rest, that he has a leather fringe to wear over his eyes and a fly net or fly sheet to keep him from spending his energy fighting flies. See that he has plenty of clean bedding. See that your horse is not annoyed by the horse next to him; if so, put chicken wire or some sort of screening above the stall between the horses.

The next thing to determine is whether your horse’s digestive apparatus is in good condition. Observe the droppings always and every day during training. They should form balls that will disintegrate when you kick them with your foot. If the droppings are loose there is some intestinal irritation and if it smells bad the irritation is serious. If the loose droppings are dark green the horse is probably getting too much alfalfa and a sloppy bran mash, followed with less alfalfa, will probably be a corrective. If the soft droppings are yellowish and smell bad it indicates usually too much grain and the bran mash, followed by less grain, will probably correct it; if not, see your veterinarian. The passage of whole oats in the droppings usually indicates too much oats or else the bolting of the oats with out proper mastication. You can determine if it is bolting by observing your horse while eating. If the horse bolts his feed or throws it out of the box while eating, build a shallow feed box about two feet square and scatter the feed over the broad surface. This should stop it. After this if the oats come through whole, cut down the quantity of oats. If the balls of the droppings are hard or too small it means constipation which should be corrected by a bran mash or a little more alfalfa.

You must observe constantly whether your horse has a good appetite and if he has not, either you have overfed him or he is overworked and too fatigued to eat. It is obvious that you must reduce his feed in either case until he gets hungry again and you certainly can not work a horse hard that does not eat. It may even be necessary for you to get your veterinarian to give him a tonic before you get him back, but it is best to resort to medicines only as a last resort. A tired-out horse looks like a fatigued man and the symptoms should be easily recognized. Watch your horse’s eyes as they are indicative of health or sickness. A bright eyed horse is usually not in distress.

Putting on muscle and building up good wind with a horse is the same as training a prize fighter. It is done gradually and the final trial of that condition is made during the event for which the training is done, not before. The trainer must commence very gradually and be a close observer and always keep the horse willing to do more and never keep on until the horse is fatigued. Don’t begin your conditioning exercise until at least an hour after feeding and even then, commence at a walk or slow trot until the horse’s bowels are evacuated.

Treat the horse the same as you would yourself on a full stomach. Muscle can not be built any way other than using it, therefore the slow trot over soft footing for increasingly long periods is a safe muscle builder. Also walking up reasonable grades is both a muscle and wind builder, but too much walking down steep grades is hard on tendons and heels. In order to loosen up the lung cells and accustom the horse to breathe freely, it is well to give the horse a fast gallop on good ground for a short distance every
day or so and then watch his breathing. If the horse does not take one long breath and then breathe naturally, you have made the gallop too long and you must cut it down until the wind is improved. After the horse gets vigor as indicated by his willingness and desire to push out, faster trots and easy gallops can be combined with the walk and slow trot. Remember to change your lead or diagonal so that you will not tire one side of your horse, because a horse is like the proverbial chain.

Nobody can tell you how far to go on this training at first, because it varies with the condition of the horse when you begin, but it should be enough to say that you never carry your horse on until he gets tired and that will depend on the weather, ground and health of the animal on that day. The fast gallop should only be a few hundred yards at first and later on not more than a thousand yards. You can watch the muscles as they build and when your horse really gets hard, you can strike the muscles with your fist and they will not give to it.

Do not work your horse in a temperature that will take a lot out of you, because it is doing the same to your horse; better work him in the cool of the early morning. If your horse sweats that is natural and as long as you keep plenty of water in front of him after he cools out, he will drink enough to get the necessary amount of water back in his system and it will do him good.

After the horse hardens up he will not sweat as much as he did when he was soft, but it is healthy for horses to sweat. Care must be taken to wash out the sweat in the hollow just above the heels or you are liable to have scratches develop and scratches are serious.

Before starting out in the morning for conditioning exercise be sure to examine all four of your horse’s legs and feet for temperature, because protracted pounding on hard spots in the road is liable to start up irritation. If it is discovered in time, you can usually repair the damage with cold packs on the feet and legs after exercise, and this will prevent the trouble becoming serious.

Watch to see if your horse urinates freely. If not, carefully wash out the sheath with luke warm water and castile soap. If the horse strains and does not succeed in urinating sufficiently or the urine is cloudy, best see your veterinarian about it.

During your training it is necessary to keep your horse in good flesh and robust without being fat, because fat inside prevents good breathing the same as in man.

No amount of hay will hurt a horse, but a great hay eater will stuff himself up inside so that it takes a long time for him to unload the droppings and you can not get any real work out of that kind of a horse until the waste from that hay is out. If I want to work a horse in the morning, I do not want him to have any hay after midnight of the night before. It is best to feed your long forage after the days work is over and in the first part of the night. If your horse eats its bedding, then the only recourse is to bed down with sand or put a muzzle on after the hay is finished. Sand is dangerous bedding, because sometimes horses lick up some of it hunting for some of the oats that might have dropped and any quantity might cause internal derangements. The muzzle is the best and it should have plenty of breathing spaces between the straps. Alfalfa fed with judgment is excellent, but the bowels have to be watched carefully to see how the horse digests it and the quantity should be cut down upon the least sign of looseness of the bowels.

Hay and alfalfa and all forage for horses in training should be thoroughly dusted before feeding, because the dust materially effects the breathing of the animal. There are many things that effect the amount of oats that you should feed a horse while in training. It is reasonable that a horse can eat and digest more feed the harder he works, but it is very easy to give him too much and thus throw his digestion out of kilter. When once out it is hard to bring back. The horse’s stomach is small and big feeds have a hard time being properly digested in the stomach before some is pushed into the intestines before it is ready. Therefore it is reasonable to feed small feeds and oftener. Three quarts at a time is the largest feed of oats that I ever feed my horses.

Early in the morning at least an hour before work should be the first feed and at least an hour after the horse has been thoroughly cooled out, inside and out, can be the next feed and then divide the feeds according to the time, up to eight o’clock at night. Nine pounds of oats a day, five pounds of alfalfa and fourteen pounds of hay with a bran mash when needed is sufficient for an ordinary horse in the beginning of his training. If the horse keeps his droppings
in good shape and seems hungry and keen for his feed the oats can be gradually pushed up to twelve quarts a day, but the droppings must be watched carefully to see that the horse is digesting that quantity. It is exceptional to go beyond the twelve quarts and when you do you are taking risks of setting your training back by indigestion. If your horse carries too much paunch you should not cut the long forage too much, but must work off the stomach, because a horse must have a reasonable amount of long forage to keep him in vigorous health.

Don’t expect a horse to jump well or do any fast work with his intestines full of long forage nor should you expect your horse to make a great effort if he has not had his regular feed. Therefore you must arrange your feedings and time for evacuation to suit your effort.

After a great effort the same thing that is good for a man who has made a great effort is good for a horse. A sponge bath with water that has had the chill taken off followed by a good rub down and massage is a great restorer. Rubbing alcohol on all tendons and the big muscles after the massage will remove the soreness and Jersey bandages on all four legs will help him to rest. A few sips of water while cooling the horse will not hurt him and a sponge of water on his poll will refresh him materially.

After a great effort the first feed should be a warm bran mash, because that is easily digested and at that time the internal organs are too tired to make an effort. Throughout your training make every effort to give your horse a little green grass, because that is an appetizer and aids digestion.

Before going into the jumping ring you will get good results if you move your horse briskly enough not to tire him, but enough to get him to evacuate his bowels, this will also limber up his muscles. But do not sit on his back while waiting your turn as nothing tires a horse so much as standing with weight on him.

As the time for a horse show approaches, your horse is either a made jumper or not and if you continue to jump him constantly you are liable to sour him and then you will have nothing. You must use good judgment in this matter and jump him just as little as possible to keep him in practice and certainly not much at any one time. A couple of jumps just before entering the ring is often a good practice, but should be done with judgment.

Remember that horses, like men, have their good and bad days and it is good judgment during your training not to demand much on a bad day. You are liable to undo a lot of good days and you will do better to try and find out the cause of the horse’s bad days. Remember that a man with a good head on an average horse usually wins over a man with poor judgment, even though he is mounted on a splendid horse.

I would advise all contestants in the three day event to make a careful study of the conditions of the Endurance phase in order that you can ride the course intelligently. In order to ride it intelligently, you must learn to recognize by the gait of your horse at what rate of speed you are traveling. You must know the penalties and gains of arriving at the end of each phase in order to judge whether you can afford to ease up on your horse under the conditions in which you find your progress.

The eighteen miles is divided into five phases so that a level headed man of good judgment with a conditioned horse can take him through with almost no distress to man or rider. But the rider who does not make a study of the ground, the conditions of the event and give his horse a chance to rest and come back after an exhausting effort will not have much horse left at the end of the eighteen miles.

The finish of each phase will be clearly marked and since you will be given the time you start, you will be able to figure out the time you should arrive at the end of each phase. You should make yourself out a schedule and pin it securely on your left sleeve where you can see it and have your wrist watch set with the starter. You can thus see at a glance if you are keeping up to your allowance of time.

It is necessary that the team veterinarian should make a study of each horse of the team that is being put in condition and that he should watch them daily and advise the team captain as to the improvement or lowering of condition and to help along with the conditioning in every way possible. At the finish of that Endurance phase he should be present and see that he is equipped to give emergency first aid to any horse in distress and to see that the horse gets the most intelligent care after this effort. This is not only humane, but the horse has still a great effort to make in the Jumping phase and his care at the end of the Endurance phase means much to his future condition.
A Living Legacy, a Historic Setting
Ketzler travels to Fort Reno
To be part of the Cavalry Competition

by Emily Kindiger
Reprinted from the El Reno Tribune Oct. 5, 2011

During the National Cavalry Competition and Annual Bivouac held at Fort Reno, a special guest graced the event.

Donovan Ketzler, 87, a veteran of the mounted cavalry, traveled from his home in Omaha, Neb., to watch the competition. He said he grew up around horses near Fort Omaha, and began drills with the military when he was 12 years old, after he started learning from the officers. He said he was drafted a few years later, and five days after graduation from basic training he became a mounted cavalry instructor—being a part of the legacy from 1943 to 1944.

He said he had 35 men “who didn’t know horses,” and had 13 weeks to make them cavalry soldiers. He said World War II commanders liked horse-trained soldiers because they were “more responsible.”

“I had to teach them how to be soldiers and how to be horse soldiers,” he said, “I did a pretty good job…had an awful lot of experience.”

Ketzler said during the first four weeks of training, his men were only allowed to groom and care for the horses. After that, they learned how to ride by trotting for one hour, taking a short break, and continuing this pattern.

“By two weeks they were confident with horses,” he said.

He said he had to teach his men many important skills, but number one was “never lose your horse…If you lose it, you’re nothing but an infantryman.”

“Your horse is everything to you and it’s your responsibility to take care of it…it’s like being married to your horse…you fall in love with them,” Ketzler said.

“I put three increments through (basic),” Ketzler said. At the end of the third, the cavalry was disbanded. “I kept my sabers (cavalry pins), it was important to me,” he said.

He said he finished the war in India and China before returning home and joining the family business: The Dehner Company, Inc., which crafts custom-made riding boots and shoes.

Ketzler said after the war, he continued to ride and even competed in the National Cavalry Competition and Annual Bivouac until 2007 at the age of 83. He said he still rides his horse at least three times a week, and enjoys watching the competitions. He said he tries to travel to see them every year. “Lord willing, I’ll be here if I can (next year),” he said.

During warm-ups before the competition on Friday, Ketzler said he decided to ride his horse with the competitors. After watching some of them jump, he said he decided to join them. “I took the first jump and boy it felt good…I jumped 11 jumps today,” Ketzler said.

He said during Thursday and Friday, some of the competitors learned about his veteran status. “I’ve had several people salute me…feels like I’m one of the gang,” he said. “It’s an honor to be saluted.”

He said he thoroughly enjoys the competition and horsemanship that lives on because of the National Cavalry Competition. “I am in love with the cavalry,” Ketzler said. “I was a cavalryman, am a cavalryman, and I will die a cavalryman…I’m damn proud of it.”
Some Experiences and Impressions of a 2nd Lieutenant of Cavalry in the Santiago Campaign
by
Brigadier General S.D. Rockenbach, U.S. Army

Reprinted from the Cavalry Journal March-April, 1931

On the declaration of war with Spain my regiment, the 10th U.S. Cavalry, commanded by Colonel Guy V. Henry was stationed at Fort Assinaboin, Montana. The order came promptly for the regiment to proceed to Chickamauga Park, where we arrived early in May. At that time only regular Cavalry and Artillery were in the Park. The friendships and animosities formed and engendered during the Civil War and subsequent days in the west, were very pronounced and evident. The senior colonel of Cavalry, Colonel Arnold, commanded the division, and our brigade was commanded by Colonel Noyes of the 2nd Cavalry. I recall very vividly while riding one day with Colonel Henry, seeing Colonel Noyes thrown from his horse and getting to the scene of the accident, Colonel Henry dryly remarked, that “Noyesy Boy” was out of the war and he would assume command of the brigade. However, the brilliant group of staff officers with Colonel Noyes held him in command of the brigade and Colonel Henry remained in command of the regiment for some days longer, when he was made brigadier general of Volunteers and I was appointed aide, being relieved as quartermaster of the regiment by First Lieutenant John J. Pershing, who had just reported for duty from the Military Academy.

Early in May General Henry and I arrived at Tampa where he was assigned to an infantry brigade. The confusion and turmoil around the Tampa Bay Hotel, had not infected the troops, but the scramble for jobs to get into Shafter’s Expeditionary Force was very lively. It soon became evident that there was a surplus of general officers and I was sent by General Henry to see General Sam Sumner and see if it could be arranged for General Henry to get a brigade composed of the 10th Cavalry and the Rough Riders. Before this arrangement could be effected, Shafter issued an order assigning general officers to their brigades and divisions, in which Henry was left out of the 5th Corps and assigned to command the First Division of the 7th Army Corps, with headquarters at Ybor City. The effort was continued to get into the 5th Corps which at that time was destined to go to Tunas, on the south coast of Cuba, with the object of establishing a base, arming and equipping Garcia’s 10,000 men and preparing the way for the major operations which were planned to take place in October. Some five hundred Cubans were being trained by our officers. Colonel Dorst and Captains Carter and P. Johnson were sent with expeditions to Cuba to get in touch with the Cubans’ organized forces and gather information. General Nelson A. Miles had also sent Captain Rowan to Cuba and Lieutenant Whitney to Puerto Rico to get information on which to base plans.

It was estimated that the available transports could carry some 25,000 men and Henry succeeded in having the First Division of the 7th Army Corps attached to the 5th Corps as the provisional division of that corps and was ordered to hold itself in readiness to accompany General Shafter’s force. However Schley’s report of the arrival of Cervera’s fleet in Santiago Harbor changed the plan of campaign and Shafter was ordered to proceed at once to Santiago, capture the garrison there and assist the Navy in capturing the Spanish fleet, with a minimum force of ten thousand. It was then found that the transports available at Tampa could not accommodate the provisional division and it was ordered to remain at Tampa.

The horses and orderlies of the Division had been put on board the Florida and I was ordered to get them off. With considerable difficulty I got authority from Colonel Humphrey to bring the Florida into the dock and take our horses and baggage off. She was brought in and just after tying up at the end of the dock, the Miami which was attempting to enter the canal, became uncontrollable and cut the Florida down to the water-line, thus knocking her out of the expedition at a critical time. The 5th Corps, reinforced by Bates’ Brigade which had arrived on transports from Mobile, departed with a total of less than 17,000 officers and men.

No sooner had General Shafter got on
board his transport than General Henry got busy to get into the expedition. After the passage of several telegrams between him and the White House, he left Tampa, without authority, as General Compingner who succeeded to the command of the United States troops at Tampa informed me, and went to Washington. I felt very much relieved the next day to read in the paper that on the day of his arrival he dined with the President. The following day I got orders to proceed with headquarters, the adjutant, Captain George B. Duncan, U.S.V., horses and baggage to Newport News, where he, General Henry, would receive a division from the troops at Falls Church, Virginia and then proceed to the scene of activities. At that time we did not know whether our destination would be Santiago, or Puerto Rico. General Miles had received on the 6th of June a telegram calling for a report as to the earliest moment he could have an expeditionary force ready to go to Puerto Rico, large enough to take and hold the island, without using any of the force under General Shafter. Shortly after arrival at Newport News troops began to arrive from the camp at Falls Church, Virginia, and I was instructed to communicate with the Navy and have them placed on board the Mississippi and the cruiser Columbia. On July 4th we received reliable information as to the destruction of Cervera’s fleet. Shafter’s cablegram of the 3rd of July to the Secretary of War urged that Sampson force the entrance to the harbor of Santiago and proceed to the upper bay, stating that if this was done he could take the place in a few hours but “if the Army is to take the place, I want fifteen thousand additional troops speedily.” This decided the War Department to send General Miles to Santiago, Cuba, and he embarked at Charleston on the Yale on the 7th, accompanied by the cruiser Columbia, and proceeded to Santiago.

I remember the 4th of July very vividly in Newport News. In my supervision of the embarkation of the troops I lost touch with General Henry’s other operations and that night was astonished to learn that we would proceed to Norfolk, thence on the Old Dominion steamer to New York City, where we would find the 8th Ohio (The President’s Own) on board the St. Paul and would proceed at once to Santiago. I got aboard the St. Paul feeling very much like the center of a defeated football team and cursing the politics and questioning the judgment of the men in my regiment who had advised that I had the best chances of experience in the war with General Guy V. Henry.

We found the St. Paul commanded by Captain Sigsbee, with Lieutenant Gilmore as Navigating Officer.

At New York First Lieutenant E. L. Patterson, Squadron A, New York National Guard, who proved a very valuable officer, and Major Mills, Adjutant General Department, Texas National Guard joined.

The 8th Ohio, which we found on board the St. Paul, commanded by Colonel Charles Dick, was the best National Guard or volunteer regiment that I came in contact with during the war. Its personnel had been carefully selected, it was well trained, and its discipline and morale were high. General Henry was enthusiastic over it and repeatedly told his staff that if the war developed beyond the ability of the small regular army to handle it would have to be won by such troops as the 8th Ohio. “Learn them,” he urged, “and as soon as you know them and get their confidence and respect, you have the finest troops in the world.” As a consequence, when I thought of “my regiment,” it was my old regiment and the 8th Ohio. Our relations were always cordial.

The St. Paul was not able to get away
until about dusk and gave us plenty of thrills in the zigzagging through our mine field at the entrance of the New York Harbor. We steamed at the maximum rate of the good ship, with accommodations that equaled the best ocean liners had at that time. The St. Paul was heavily armed and her crew was proud of the fact that in an engagement off San Juan, Puerto Rico, her guns had sunk a Spanish torpedo boat. Our trip was uneventful except for encountering a German tramp which delayed displaying her colors until the St. Paul manned her guns and fired a shell across her bow. From the Naval officers and the ship’s charts we obtained much valuable information of Cuba and Puerto Rico.

We arrived off Santiago before daylight the morning of July 10th. The spectacle presented to us was magnificent. Sampson’s squadron, probably the most powerful in the world at that time was slowly steaming from about three miles east of the entrance of Santiago Harbor to about three miles west with its scout ships off Guantanamo and Cabo Cruz and to the south for the purpose of warning neutral ships to keep away.

Captain Sigsbee reported to the flag ship, the New York, Commanded by Admiral Sampson. On the request of General Henry, Captain Sigsbee moved off Siboney and set me ashore to communicate with General Shafter. I wired the arrival of General Henry and the 8th Ohio with 1300 men and requested instructions. In a short time I received the following telegram; “General Guy V. Henry, Siboney—Commanding General directs you to disembark your division as rapidly as possible and send your troops forward by regiment, supplied with three days rations in haversacks, 100 rounds of ammunition and blanket roll shelter half. Your troops are much needed at the front.” I returned to the St. Paul delivered the order and was directed to get headquarters and baggage ashore. We had acquired two orderlies from the 8th Ohio, nephew of President McKinley, Privates McKinley and Barber. Thanks to the courtesy and assistance of the ship officers, I got headquarters and baggage in small boats very promptly and got ashore about 1 p.m. On my first landing I had located our saddle horses and they were waiting for us. General Henry then directed me to proceed to General Shafter’s headquarters and get information as to the route and location of his command. I reached headquarters of the 5th Corps and after getting my information which was that we would make our first camp near Redondo, and that on the next day we would proceed and report to General Lawton’s division, so as to enable him to extend his right flank which then rested on the Santiago—El Cristo Railroad, I made the trip to General Wheeler’s headquarters following General Shafter in his buckboard, driving the famous Mollie. Clara Barton and I arrived together at the front for the first time. I, of course, was anxious to see my old regiment which was commanded by my prospective father-in-law Colonel T.A. Baldwin. The regiment was to the north of the Siboney—Santiago Road and in the direction of Lawton’s command and after hearing of its combats and casualties which included my dear friends Lieutenants Smith and Shipp, dead, and Colonel Baldwin’s son, a volunteer, badly wounded and in the hospital at Siboney, I proceeded on my way and reported to General Lawton. He pointed out to me the limits of his lines and urged that we make all haste in coming up. Just as I started back a violent cannonading came from the Spaniards and our smoke powder batteries replied. General Lawton called to me and said, “While up here you better get the location of our left flank. I do not want Henry firing into Bates.” I proceeded along the side hill in rear of our trenches to the Camino de Las Lagunas, there while opposite a little depression
in the ridge there was a terrific explosion in my front and I saw the last of one who I afterwards learned was Captain Rowell. I got back to General Shafter’s headquarters between eight and nine p.m. and spent some half hour in getting information as to supplies, and probable action. I pulled out rather quickly when I got some pertinent and disturbing inquiries as to the sturdy Montana polo pony that I was riding. From Shafter’s headquarters to Siboney, at night in the rain and mud, required some three hours. It was twelve o’clock when I reported to General Henry, who suggested that I had probably taken much time in visiting my regiment. He directed that I get out right away to see how the debarkation of the 8th Ohio was coming on and notify the Colonel to be ready to advance at daylight. On the 11th we preceded the 8th Ohio to the camp site that I had selected across the road and a little to the southeast of Shafter’s headquarters. General Henry reported to General Shafter and found General Miles there. He had arrived on the morning of the 11th and prior to landing had communicated to Admiral Sampson his desire to land troops from the Yale, Columbia and Duschesse to the west and asked Admiral Sampson to determine the most feasible point for disembarking the troops and to render all assistance practicable to the troops with his guns when they moved east. He acquainted General Shafter with these instructions and informed him that General Henry would be reinforced with a battalion of Artillery that would arrive on the Comanche and that Henry would command the troops landed to the west that would be used by Henry’s command, to select a position for a small force to contain the Spaniards at Socapa and artillery positions to shell Santiago from the west. General Henry turned to me and said, “You have heard General Miles’ instructions, proceed to carry them out.” It was then after dark and as I started out, General Shafter yelled to me, “You communicate with Randolph at Daquiri and inform him if he does not get his siege howitzers up here tomorrow I will hang him.” Again there was the incessant rain and mud. I struggled along and when I reached Sevilla, I was challenged and found General Randolph and staff on the trail. I delivered my message. He remarked, “The old man must be excited,” and that he would see him and tell him the situation. General Shafter had made such an impression on me that I felt that I must repeat his exact words, with the dams and God dams, to which Randolph replied, “More reason than ever that I see him.” I heard afterwards that General Randolph, when he arrived at Shafter’s headquarters told him a story and the time of the arrival of the siege howitzers was not expedited. Rumors were that the breach blocks for the howitzers were still on the dock at Tampa. That was not a fact, but the howitzers did not get up in time to be of use.

Up to this time a perverse fate seemed to be intent on starving me to death. The rare opportunities I had to get a meal were usually interrupted by an order from General Henry that took me away at once. I remembered that I had in my saddle bags twelve cubes of beef extract, each one of which was said to be equal in food value to a pound of beef. I put one in my mouth and, occupied with steering my horse through the clicking swarms of land crabs, mud and mesquite, I repeatedly put in another, so that when I arrived at Siboney, on the early morning of the 12th, I had according to advertisements, consumed twelve pounds of beef, but I was still very hungry. I saw General Weston and inquired of him as to what, if any, means were available to get to the flag ship off the mouth of Santiago Harbor and deliver my message to Admiral Sampson. He stated that there was none, that they had no tugs or boats, but that possibly one of the writer chaps would take me. I went to the cable office and there met Mr. Fox who stated that he would take me down at daylight if I could get him aboard the flag ship. I reached the flag ship about ten a.m., delivered my message to Admiral Sampson, who promptly ordered the Prairie to be put at my disposal and Lieutenants Hobson and Blue of the Navy to accompany me. We landed at Cabanas and were met by several hundred of Garcia’s ragged troops armed with various and sundry makes of rifles and a more varied assortment of ammunition. They very ceremoniously conducted us to General Sebrecos’s headquarters, four poles supporting a palm roof. Sebrecos stated that Garcia had closed in on Santiago and occupied a position along the trail extending from Cabanas to the El Cobre railway and thence in touch with Lawton’s right near Dos Caminos. He gave me a report which he received from Major Seward Webb of Lawton’s staff for delivery by way of
the fleet to Siboney and thence to Shafter. We decided first to reconnoiter and select the position for troops to contain the Spanish troops at Socapa, on the west side of the harbor entrance. We had moved only a short distance in the direction of the Socapa to a small elevation from which we could see the bay, when there was a fusillade from rifles in our front and our Cuban escort took to their heels. We laid down and marked the features of the terrain on our maps and then withdrew and were proceeding north when our Cuban escort rallied and valiantly led the way. About a mile south of the El Cobre railway we reached a small rise of the ground from which the city of Santiago and the bay were in full view and saw that the hospitals at the highest portion of the town and which confronted Shafter’s lines, were flying white flags. Hobson stated that a truce was on and that under the circumstances he could go no further. I replied that I had had a hell of a time getting that far and that I could not go back, that under the terms of the truce either side making a hostile movement would be fired on and I would have to continue and take my chances. Blue agreed that those were his sentiments. A short time before this a Cuban had come up with a message stating that a movement was on foot from Socapa to cut us off from the coast. Hobson, as he left agreed with us as to the signals he would use in case any such scheme was discovered. Blue and myself continued on our way and reached the El Cobre railroad from the embankments of which we were able to get a clear view of the terrain and noted its features on our maps. We were signaled from the west and upon going up the railway about one-half a mile we met Major Webb who gave us the result of the reconnaissance that he was making with a view to extending Lawton’s right. We then started back to the coast and upon arriving about a mile from Cabanas we heard the siren signal from the Prairie, which we had agreed upon to show that the Spaniards had blocked the trail. We crept cautiously forward and in a little time were halted by Cubans who said that there was a party of Spaniards ahead of us. We moved off the trail through the Cat Claw and the bejuca and through the jungle over coral rock. We struggled for an hour and finally reached the coast and were taken aboard the Prairie. When we asked Hobson what Spaniards he had seen, he stated none, but that he had gotten anxious about us and had concluded it was time we were coming back. We were too fatigued to properly express ourselves. The sea had the usual afternoon Caribbean swell on it, which is not exceeded anywhere else in the world and it was decidedly emphasized by the little rolling Prairie. Supper was just being served and the Captain and other officers wanted to know whether I could eat anything. I had noticed that the leg of the table was in front of the place assigned to me and I told them that just as soon as I could wrap my legs around the leg of the table, I wanted all the food they could spare. After dinner we went aboard the New York and I had a very interesting talk with Admiral Sampson, in which he explained that owing to the Spaniards still having a fleet which they might start to the west to attack our Atlantic Coast, he was not allowed to expose any of his ships to destruction by land batteries and therefore he could not comply with General Shafter’s request that he force the harbor entrance. I was put ashore at Siboney and reached General Henry’s headquarters shortly after midnight of the 12th. I found that General Henry had an order from the 5th Corps Headquarters the night of July 12th, to take when ready, his division (8th Ohio) to the front and report to General Lawton, “however you may as well remain where you are in camp. The streams in front of you are high and it is thought that nothing will be gained by getting your men wet.” I delivered this order to Colonel Dick early morning of 13th whom I
found under a shelter tent too short for him so that his bare legs from his knees down were projecting and were being washed by the warm tropic rain.

General Henry himself had orders from General Miles to re-embark and take command of the forces destined for operations west of Santiago Bay and to debark at Cabanas at twelve noon on the 14th in case the Spaniards did not surrender. He reached Siboney late in the afternoon of the 13th and received the following: “Headquarters of the Army, Camp near Santiago, July 13th, 1898, to General Henry, Siboney, Cuba. Major General commanding directs me to inform you that all movements against the enemy are suspended until twelve noon tomorrow.” On the 14th General Henry was informed that Santiago had surrendered and also that the 5th Army Corps was quarantined against Siboney. I was sent to inform the Captain of the Yale that General Henry and his staff, by order of General Miles, were to come aboard the Yale. The reply from the Yale was that she was quarantined against Siboney and would not receive us. I returned to Siboney and begged the correspondents’ tug, went to the flag ship, got an order from Admiral Sampson to the Captain of the Yale that General Henry and his staff would be taken aboard. This message was signaled to the Yale. The Captain steamed down to the flag ship and as a result of his presentation of the case, the order for us to go on board the Yale was countermanded and our war record appeared ended with confinement in a yellow fever camp at Siboney. However, my good friend General Humphrey came to the rescue and gave General Henry an order for himself and staff to be taken on board the transport Santiago de Cuba and taken to Daqui where we transferred to the Comanche which contained the artillery battalion of Henry’s command. Thence we proceeded to Guantanamo Bay and on the 18th of July became part of the Puerto Rican Expedition.

Comment

There appears to be no room for doubt as to General Miles’ position in the Santiago Campaign. He did not supersede General Shafter in command of the 5th Corps and the troops ashore on the 11th of July, but on that date and subsequently he issued the orders and instructions for the troops that had not debarked. He also conducted the negotiations with the Spanish Commander of Santiago and by his forcefulness, backed by the display of Henry’s division on the transports off Santiago convinced the Spaniards of the futility of further resistance.

Had the Spaniards not agreed to surrender on the 14th (formal surrender on the 17th) Henry’s division would have landed and operated on the west of Santiago Bay and the combined operations of Henry and Shafter would have been coordinated and directed by General Miles, Commanding the Army.

General Henry reported to General Shafter on the 10th of July and was under his command until relieved by the order of General Miles on the 13th, directing Henry to return to Siboney, embark and command the forces assigned to operations west of the bay.

The arrival of Henry and his troops off Santiago had a demoralizing effect on the Spaniards and a most elevating one on the 5th Corps. General Henry and the 8th Ohio were most cordially welcomed ashore by General Shafter and his staff. When General Henry informed General Shafter that he was ordered by the President to cable him direct full particulars of the situation and condition of the 5th Corps, Shafter did not conceal his disgust and indignation. When Henry investigated the situation, prepared his cablegram and showed it to Shafter, which could not contain anything but praise of the operations of the 5th Corps, and expressed the opinion that Shafter, with the additional troops, could handle the situation, Shafter was much relieved and expressed his gratitude in very forcible language. The Spaniards might have surrendered without the assistance of General Miles and General Henry and Henry’s troops, but I doubt it.

A comparison of the forces engaged is very striking. Linares with his 36,582 Spanish troops in the province ought to have easily destroyed Shafter’s little army of 16,887, all that he had until the 4th of July when the First D.C. and 32nd. Wis. arrived. From the time Shafter’s corps began landing at Daqui, on the morning of the 22nd of June, nine days elapsed before the battle of San Juan and El Caney; ample time for Linares to have concentrated his troops. Instead, at Las Guasimas, fought without General Shafter’s authority and contrary to plan, 964 Americans successfully
assaulted and defeated 1500 Spaniards. At El Caney, a strategic mistake and tactically badly conducted, 520 Spaniards without artillery held out nearly all day against 6,653 Americans. At San Juan, on July 1st, some 5,347 Americans (including Duffield’s brigade, which was on the Siboney-Santiago railway) assaulted and captured the ridge against only an equal number of Spaniards. The valor of the Spanish troops cannot be questioned, after El Caney, where they killed and wounded 440 Americans, exactly 79 fewer than General Vara del Rey had in his command at the beginning of the combat. There is but one explanation: Garcia with whom General Miles had communicated the plans of capturing Santiago on the second of June, accepted General Miles’ request as orders. He sent three thousand Cubans to check and prevent the movement of twelve thousand Spaniards at Holquin; a portion of these started for the relief of Santiago, but were successfully checked and turned back by the Cubans under General Ferera; 2000 Cubans under Perez held 6000 Spaniards at Guantanamo. 1000 Cubans under General Rios were sent against the 6000 Spaniards at Manzanillo. From this garrison 3500 started for Santiago and were attacked on the way no less than thirty times by the Cubans. The remnant that reached Santiago the night of July 2nd were too late and too worn to be of much value. Garcia with 5000 men threatened Santiago on the west and maintained communication with the Navy via Cabanas. We are accustomed to judge the Cubans from the poor appearance made by those we come in contact with; yet without them, Linares would have concentrated his troops and Shafter’s army would never have landed and captured Santiago. Linares did not dare abandon the Spaniards in the outlying stations to the mercy of the Cubans. There is yet a page to be written in our history on the part played by the Cubans in the Santiago campaign and a monument to be erected at El Caney to Vara del Rey.

Had we had in 1898 a trained General Staff properly functioning, Shafter’s force and equipment would have been considered inadequate for its task and not been allowed to leave the United States. In addition to its inadequacy for its task, the force was handled in violation of every rule and principal of the art of war, so that students must refer to the result of the campaign as “the miracle of Santiago.” The explanation is that in addition to the generally overlooked part played by the Cubans, troops as well trained and of such morale, as were the bulk of Shafter’s force, cannot be defeated. According to the rule the credit belongs to General Shafter, but no general officer can claim distinction or fame for his strategy or tactics at Santiago. In the light of the World War, the Santiago Campaign becomes more marvelous. The percentage of men present actually on the firing line was the largest in any of our campaigns, the supplies and impedimenta the smallest, the number of rounds of ammunition required to disable a man the smallest, about one thirtieth of the number required in the World War. The stupidity and ignorance displayed, though glaring did not exceed that in the World War, for which we had two years and a half to prepare.

The personnel of the Santiago expedition excelled in guts, and the officers in their acquaintance with and knowledge of their men. We can never assemble such a fighting force again. On the first of July 1898, every general officer had an intimate knowledge of the American soldier.

After each of our wars the realization that our battles must be fought by hastily raised troops is sharpened and the effort is made to improve the organization and training of them. To do this requires a very dangerous separation of regular officers, for long periods from their organizations. It is essential that the technique of war be learned. It is essential that the plans for mobilization of men and supplies be worked out in detail for every probable emergency. It is essential that the methods of American big business be adopted, using specialists and experts, to obtain improved weapons and machines. But plans of campaign that can be used cannot be made. Just as at Santiago, politics and unforeseen events will govern the operations. In 1898 the Navy dictated the plan of campaign. Shafter was ordered to go and capture the garrison at Santiago and assist Sampson in capturing Cervera’s fleet. That he succeeded was due to the men with guts. Morale they had, but one heard nothing of it. Now we talk and preach much about morale to the confusion of the American soldier.

The Santiago campaign stands out in our history as the maximum accomplishment at a minimum expenditure of blood and treasure.
"Polo is a sport which is suitable to a soldier and is in itself almost a military exercise. The qualities which make a man a good polo player are exactly those needed in a good officer." - RASP 1914

This month I would like to showcase a few items from the Cavalry Association's collection of items regarding the sport of polo. For the cavalryman there was no greater sport than polo. Polo was a source of pride for the officers as well as being representatives of the military to the general public. Holding a polo tournament was a way for civilians to interact with the military by either watching a polo match or playing in one against them.

During the early 1900s polo was not a very popular sport among the military but it did maintain a following that grew steadily over time. By the 1920s polo match results and news were being regularly covered in the Cavalry Journal. Polo was meant to teach a rider and horse to make bold moves and to take advantage of a situation. The photo at the top of the page features a rider from the 7th Cavalry during a match at Fort Bliss, Texas in 1934.

The photo in the middle of the page shows a cartoon from the 1928 edition of the RASP, the yearbook of the Cavalry School at Fort Riley.

In a normal polo game there are four riders to each team and the game is played on a field that is typically 300 yards long and 160 yards wide. The object of the game is to hit a ball through a goal with a mallet. This is done entirely on horseback over the course of the game. The game itself is divided into approximately 7 minute periods or chukkers as they are called in polo. Over the years the number of chukkers has varied between six and 8 chukkers. Each player on a polo team is given a handicap that corresponds to the players playing ability. This handicap is rated from -2, for those that are new and...
unfamiliar with the game, all the way to 10. The higher the handicap the better the player is, thus giving the opposing team a chance to compete with the stronger players.

The photo above depicts a 1st Cavalry Division team photo in 1932. Our photo collection also includes a photo of players interacting with several observers and a shot of the kind of action that could be seen during a match. The polo equipment shown is from U.S. Cavalry Association's collection.

The popularity of polo is not what it used to be, but there are still dedicated individuals who still play and keep the game alive in the United States.
One evening, shortly after this, we were all lying in camp playing poker and writing love-letters, when suddenly “boots and saddles” rang out on the quiet air. Then there was a general hustling, and in another minute came the order: “Mount and fall in, Company A, quick!” Nothing was said about rations, as was usual on starting on a scout, so we all knew that this meant something unusual was to take place. Every man hustled to get into line. The sick recovered instantly. Forrest had received information that the noted Federal, Col. Jackson, with his crack Kentucky regiment, was scouting in the vicinity of Greenville, about forty miles away. We had scouted five hundred miles to meet that regiment, without success, and now was our chance, but only our commander knew what we were to do or where we were going. We got in line in the shortest possible time, and were off on the Greenville road at a brisk walk. Soon it began to rain and then to freeze. We went on to Pond River and camped for the night, starting again at daylight. At Greenville we got the first news of the enemy, who were reported several hours ahead on the road to Calhoun, on Green River, where ten thousand of the Federal army were encamped. We moved on at a brisk pace, and after a while we passed a house where several ladies, much excited, waved their handkerchiefs, and told us that the enemy were an hour ahead. Here we struck a trot and moved on as fast as our jaded horses could carry us. Directly we heard a shot in front, and then several shots in succession. “Come on, boys; the advance-guard has struck them.” Then we started in a gallop, and soon passed a couple of prisoners captured by the advance-guard, one of them wounded and both bloody and muddy; a little farther on a loose horse, full rigged, and close by a bluecoat stuck in the mud; then several bluecoats in the same fix.

But no one stopped to take charge of a prisoner at this stage of the game. The ride from here on was like a fox-chase, the best-mounted men in front, regardless of order or organization. On we went through the little town of Sacramento, where every window and door was full of excited people waving their handkerchiefs. Finally the Federal rear-guard, under Capt. Bacon, found time, as he thought, to make a stand and formed one company on the crest of a hill at the end of a lane through which we had to pass; but our boys never checked up. They went right on into them in a confused heap, every man firing and fighting in his own way as fast as they came up. Some of the officers made an effort to form a line, but there was little order in it. The enemy broke after one volley. It was said that Col. Forrest personally killed three men in this engagement. Our boys killed eighteen and captured about thirty altogether. This was our first land fight. We had fought gunboats before, but this was our first chance to “mix,” as Col. Forrest used to say; and then we were the worst worn-out and the hungriest crowd in the Confederacy, but we had no difficulty in getting all we wanted to eat at that time in Kentucky. Great piles of biscuits, fried chicken, and ham were brought into the picket posts by the citizens, and the best part of it was that the girls generally brought it to us and remained to see us eat and hear what we had to say. We got back to camp with our prisoners, and then there was more talk and much regret too, for the gallant Capt. Ned Meriwether had fallen in this engagement. He was very popular, and his life alone made it a costly victory.

Our encampment continued at Hopkinsville, but we were constantly on the go, fighting gunboats on the Cumberland and watching the Federal armies on Green River and the Ohio, until we were ordered to Fort Donelson, about February 1, 1862.
A Famous Gallop from Yorktown to Philadelphia

by H.O. Bishop

Reprinted from the Cavalry Journal January-February, 1936

The 154th anniversary of the Battle of Yorktown, October 19th, 1781, arouses interest in the happiest ride in history. It was made by Tench Tilghman. He galloped from Yorktown to Philadelphia with a message from General Washington to the Continental Congress telling about the surrender of Cornwallis and the virtual ending of the Revolutionary War.

What a ride that was!

And Tilghman knew how to ride. He had been Washington's personal aide for years. It took him four days to make the trip. Like Paul Revere, he awakened the populace along the road and told them the news. In his case, however, it was good news instead of unhappy as in the instance of the immortal Paul when he took his midnight canter. At every farmhouse and at every village he yanked his sweaty horse to a sitting position and with a happy smile on his face shouted: "Cornwallis has surrendered to Washington at Yorktown and the war is over."

Tilghman arrived at Philadelphia in the middle of the night. The entire populace, with the exception of the night watchman, had long since retired to their snoring slumbers. But he did not propose to wait until morning to deliver the most important news that had happened since the signing of the Declaration of Independence. Galloping up to the home of McKean, president of Congress, he leaped from his panting animal and banged so violently on the front door of the old colonial mansion that the night watchman thought he was some boisterous souse or a frolicsome college lad and started to arrest him for disturbing the peace of the city. During the ensuing argument the president came to the front door arrayed in his night shirt and carrying a candle.

The moment the dusty messenger made known his identity and disclosed his happy tidings, the watchman ran down the street yelling at the capacity of his lungs, "Cornwallis is taken! Cornwallis is taken!" It was not long until all the city was astir. Candles began to flicker in every home. Heads appeared at upstairs windows demanding more information. Partially dressed men, women, and children joined excited neighbors on the streets and shook hands and laughed and cried. A man with showmanship in his veins rushed into Independence Hall and began yanking the rope of the bell that a few years before had "proclaimed liberty throughout the land unto all the inhabitants thereof." At the break of dawn patriotic men began firing cannon and muskets, while others marched up and down the streets.

The members of Congress were even more excited than the people in private life. Congress convened at an early hour to hear the reading of Washington's dispatch. In the midst of hearty speechmaking a member moved that they adjourn to the House of God and return thanks for the "Crowning of the Allied Armies of the United States and France with Success."

Tilghman, of course, was the hero of the city. Everybody shook hands with him, smiled and said howdy. Congress presented him with a beautiful sword and a richly caparisoned horse. What had become of that sword and what was the name and color of the horse? Washington and Tilghman doubtless had many a chat about that happy four-day ride. And it is quite possible that Washington discussed his great dream of the James River Company, a system of transportation over the Alleghanies, destined to become the original predecessor company of the Chesapeake and Ohio Lines of today.

No general can be lucky unless he is bold. He must have a spirit of adventure, a touch of the gambler in him. -General Wavell
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<th>Color</th>
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Shipping Charges for Store Items

Make all checks payable to:
United States Cavalry Association or USCA

Mail Payment & Order to:
United States Cavalry Association
P.O. Box 2325
Fort Riley, KS 66442-0325

Merchandise Subtotal

Shipping & Handling

Total

Under $10.00 = $5.75
$10.01---$25.00 = $8.75
$25.01---$50.00 = $11.75
$50.01---$75.00 = $14.75
$75.01---$100.00 = $17.75
Over $100.00 = $25.50
Christmas Specials at the Sutler's Store

"The Last Charge"
U.S. Cavalry’s Last Charge with the 26th Cavalry
20" x 16"
Signed by Edwin P. Ramsey
Certificate of Authenticity
www.edwinpriceramsey.com
$100.00

Old Bill Statue
$128.95

Crossed Sabers 2 1/4" Pin
$7.00

Lieutenant Ramsey's War
by Edwin P. Ramsey and Stephen J. Rivele
$9.95
From Corral to Championship
by
$10.00

3 DVD Horsemanship Set
$64.95

Military Fighting Vehicle: Model 1876 T-Shirt
$12.95

Hat Cords
Available in yellow, blue, green and red
$9.95