Happy 241st Birthday U.S. Cavalry – 12 December 1776

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21st Century Horse Soldiers

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The U.S. Army Stable Sergeant’s Duties

Major General John Knowles Herr

The Bugle Megaphone
The United States Cavalry
Association
Organized February 20, 1976

The aim and purpose of the Association shall be to preserve the history, traditions, uniforms, and equipment of the United States Cavalry, including mounted support units; to sponsor the U.S. Cavalry Association’s Museum and Memorial Research Library for educational purposes; and to preserve the literature used by the United States Cavalry throughout its history.

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There are few images as recognizably American as that of frontier cavalry troopers riding across the Great Plains of the United States. In fact, one can argue that the heyday of the United States Cavalry (or at least that era most remembered by the layperson) begins with the American Civil War (North and South) in 1861 and ends with the recognized closing of the American frontier in 1890. This gives us the clash of blue and gray, Custer and Crazy Horse, and the setting of the iconic John Ford movies. However, the United States Cavalry is not a bygone memory. Its traditions are alive and well throughout today’s United States Army.

Each brigade combat team (Infantry, Armored, or Stryker) in the active Army and National Guard possesses an organic cavalry squadron that serves as the eyes and ears [scouts] of the brigade commander. [Strykers are eight-wheeled armored fighting vehicles.] To gather information which enables the commander and staff to answer critical information requirements and make decisions, these scout assets use “reconnaissance push” (“pushing” into specific portions of the area of operations to confirm, deny, or validate planning assumptions – usually in advance of the main body) or “reconnaissance pull” (developing the enemy situation in order to “pull” elements of the enemy main body to positions of tactical advantage). For the purposes of simplicity, this article will focus on the cavalry squadron assigned to the infantry brigade combat team (IBCT).

The mission of the brigade’s cavalry squadron is, “To conduct reconnaissance and surveillance in support of the development of the brigade’s situational awareness and knowledge in the area of operations. Squadron operations empower the brigade to anticipate, forestall and dominate threats, ensuring brigade mission...
accomplishment through decisive action and freedom of maneuver." Quite simply, the cavalry squadron paints the common operating picture for the brigade commander and usually deploys early in the planning process to aid him in making decisions or building courses of action by answering the commander’s critical information requirements (CCIR – an information requirement identified by the commander as being critical to facilitating timely decision making).

The IBCT cavalry squadron consists of a headquarters and headquarters troop (HHT), two motorized cavalry troops, and one dismounted cavalry troop. The brigade’s support battalion habitually attaches a forward support company to the squadron to provide field maintenance (including communication and communication security (COMSEC) equipment), field feeding, transportation, and supply support to the IBCT cavalry squadron. The motorized cavalry troops differ from the dismounted cavalry troop in a few key aspects. The dismounted troop possesses a light mortar section (60mm) instead of the towed 120mm mortars organic to the motorized troops and also has a sniper squad, but only five vehicles versus the 24 found in the motorized troops. Both troops execute the same missions, but the dismounted troop usually operates in terrain that is more restrictive, urban areas, or where a greater level of stealth is required.

Each of the troops can execute the five forms of reconnaissance (zone reconnaissance, area reconnaissance, route reconnaissance, reconnaissance in force, and special reconnaissance) if adequately equipped, and they may conduct that reconnaissance in combination with ground or aviation assets. Special operations forces conduct special reconnaissance, but conventional forces may augment that mission or otherwise support it. Cavalry leaders excel in synchronizing assets and enablers that provide cueing, mixing, and redundancy in order to provide the best possible answers to the commander’s requirements. Additionally, cavalry units conduct the five forms of security (screen, guard, cover, area security, and local security), providing their commanders with reaction time and maneuver space, and the ability to develop
areas affected by Hurricane Harvey. Besides rescuing or evacuating 126 people and 23 pets, the troop used their reconnaissance training to build a common operating picture for Joint Task Force (JTF) East as the land owner of their area of responsibility.

If you are interested in learning more about how the cavalry squadrons of the United States Army conduct their operations today, you may refer to the following publicly available publications:

**Field Manual (FM) 3-98, Reconnaissance and Security Operations, 1 July 2015**

**Army Tactics, Techniques and Procedures Publication (ATP) 3-20.97, Cavalry Troop, 1 September 2016**

**ATP 3-20.96, Cavalry Squadron, 12 May 2016**

**Center for Army Lessons Learned (CALL) Handbook 17-01, Scouts in Contact: Tactical Vignettes for Cavalry Leaders, December 2016.**

Cavalry troopers are decisive leaders both on and off the battlefield. Their mobility, versatility, and ability to make decisions in a complex environment make them a natural fit to participate in Defense Support to Civil Authorities (DSCA) missions. The dismounted cavalry troop of the 1st Squadron, 124th Cavalry Regiment (Texas Army National Guard) recently completed a two-week duty period conducting search and rescue in the situation. As the front line of troops, cavalry units also conduct reconnaissance handover and forward passage of lines with friendly units at the beginning or termination of their missions.

In addition to basic reconnaissance training found during initial entry training, scouts are continual lifelong learners. As a scout progresses in his career, leaders engage in formal training as they progress through the ranks. The Reconnaissance and Surveillance Leader's Course (RSLC) instructs scout team leaders and assistant team leaders in the planning and execution of reconnaissance operations. The Army Reconnaissance Course (ARC) develops platoon level leaders in multiple reconnaissance methods (e.g., mounted, dismounted, aerial). Finally, the Cavalry Leaders Course (CLC) prepares leaders at the troop, squadron, and brigade level to plan and synchronize reconnaissance operations at those levels.
Two months after the United States entered World War I in April 1917, the Army selected its principal ports of embarkation for sending a massive expeditionary force to Europe. Writing in a June 20 memorandum to the Army Chief of Staff, Quartermaster Gen. Henry G. Sharpe first recommended "that the port of New York be designated for the transportation of troops and general supplies, and that of Newport News to be used principally for the shipment of animals, forage and heavy ordnance."

He then authorized "the commander of the port at Newport News to lease necessary land and to provide a depot for accommodation of approximately 10,000 animals." Lurking behind this mission at Newport News was the impressive record of the British army over the previous 2 1/2 years, during which its remount officers had joined with the Chesapeake & Ohio Railroad and local businessman Phillip W. Hiden to receive, evaluate and ship hundreds of thousands of war horses and mules from the city's downtown piers to the Western Front in Europe.

But the still more ambitious Americans would double down on the success of the bustling depot between 30th and 34th Streets, building a giant 77-acre complex of their own some 35 blocks north that could handle twice the traffic. In a matter of months beginning in October 1917, the mammoth array of pens and stalls would process nearly 60,000 horses and mules for the trip to France — and it was geared up to ship hundreds of thousands more when the conflict ended in November 1918. "Horses were still the backbone of transportation during World War I. Everything went by horsepower — and you couldn't move an army without them," says historian John V. Quarstein, author of the 1998 book "World War I
on the Peninsula. "This place became a giant assembly line for sending them to the war in Europe."

**War priority**

Like the British, the Americans were drawn to the port of Newport News because of its location in the middle of the East Coast and the rail connections that tied it to the rest of the country. Its deep-water anchorage near the mouth of the Chesapeake Bay made it easy to steam out to sea and was a direct route to Europe, Quarstein says.

The massive investment the Army planned to make would be well-protected from attack by both the American fleet and Fort Monroe's powerful coastal artillery. Plenty of land was available, too, in a place that had only recently developed into a rail and shipbuilding center. That sealed the deal for the planners of the Quartermaster Corps, whose pressing need for open space led to the selection of Newport News over a much larger Hampton Roads competitor. "The choice of Newport News as one of the great ports of embarkation was largely determined by the city's advantageous geographical location," writes Army Lt. M.J. Mackler in a post-war report on the "History of the Port of Embarkation...And the absence of the congestion found in Norfolk."

Adding to the urgency of the Quartermaster General's directive was the Army's recent experience on the Mexican border, where an expedition led by Brig. Gen. John J. "Blackjack" Pershing had struggled to overcome chronic difficulties caused by an undependable supply of horses and mules. Even when they could be delivered to the 11,000 soldiers operating in a remote location, the animals suffered from both poor conditioning and the pervasive effects of a pneumonia-like malady known as "shipping fever," Sharpe's memorandum noted. That gave the newly promoted Pershing a keen interest in Animal Embarkation Depot No. 301 — as the Newport News complex was called — after he took command of the American Expeditionary Forces in Europe. "Pershing knew all about the importance of good horses because of the problems he faced in Mexico," Quarstein said. "And he made sure something was done about it."
City of horses

Staked out about a month later, the new American depot at what soon became known as Camp Hill was a city unto itself when — with the help of such local contractors as Waterfront Lumber — it rose up on a waterfront bluff just south of what is now the James River Bridge. Thirty giant corrals — each measuring 200 by 400 feet and holding 300 animals each — stretched between the shore and the C&O tracks, notes a report by the Army’s Office of Medical History. Another six pens of equal size and capacity hugged the tracks themselves, providing space to unload the animals from the trains, evaluate their condition and isolate them in quarantine if needed. Each of these 36 corrals, in turn, was straddled by an open-sided shelter that measured 23 feet wide and 300 feet long.

Closer to the bluff stood the hospital, a 30-by-196-foot structure that was supported by two 30-by-65-foot wings and four 100-by-100-foot wards as well as a host of disinfecting tanks.

Supervising the hundreds of workers who tended the animals, kept them fed and watered and emptied and disinfected countless numbers of troughs and bins each day was the Veterinary Corps staff, which included half a dozen lieutenants as well as two senior officers, the American Journal of Veterinary Medicine reported. Another 25 veterinary officers and 300 specially trained enlisted men served as escorts aboard a fleet of transport ships, including many steamers retrofitted with stalls and pens at Newport News Shipbuilding.

Aiding and advising this colossal effort were the officers and veterinarians of the British Remount Depot, who shared their lessons and experience through such vehicles as the Allied Veterinary Association of the Port of Embarkation, Newport News, which brought the staffs of both stations together through regular dinner meetings at the Hotel Warwick. "It took us 11/2 years to develop and coordinate the best means of treating and handling sick remounts," Capt. James Gregg of the British Army Veterinary Corps wrote in the veterinary journal of August 1917. "It is only right that … you should benefit by our mistakes."

Remount partner

Working hand-in-hand with the Newport News station was another veritable city of horses and mules erected about 80 miles away near Petersburg. The giant complex at Remount Depot No. 305 housed 8,000 horses, 2,000 mules and 450 men, reported the Camp Lee newspaper — known as "The Bayonet" — and it served as "the clearing house for all the horses bought by the United States in a huge district extending westward to Kansas City."

Remount Depot 305

Shipped in by rail, the animals were divided into various corrals by expert horsemen who assessed their size, strength and physical condition. Then they were branded for future use in Europe by cavalry, wagon or pack units, or light, heavy or siege artillery.

Quarantine, inoculation and training followed, with careful attention given to transforming the often-raw animals into capable cavalry mounts, draft horses and draft mules. "The mule has been the favorite for heavy hauling, where great strength is necessary. The mule is a consistent worker, where fast time and great endurance is required," the Bayonet reported. "Not even the motor truck has been able to replace him."

Thousands of soldiers underwent training at the depot, too, learning the secrets of the farrier, the teamster, the saddler and packer of mules. Among the most distinguished instructors was champion cowboy and trick roper Jack Wray, who taught at the newly founded veterinary school, says historian Luther Hanson of the Quartermaster Museum at what is now Fort Lee in Petersburg.
By the war's end in November 1918, the depot had not only sent nearly 50,000 horses and mules to Europe through Newport News but also thousands of soldiers newly trained in their upkeep and handling. Among them were the staffs of 15 veterinary hospitals — each consisting of seven veterinary officers and 300 enlisted men — not to mention 15 other units dedicated to caring for and working with mules and horses. All told, the veterinary school alone sent nearly 8,200 men to the Great War through Newport News, notes Greg Krenzelok, who maintains a website (dailypress.com/vetservice) for the U.S. Army Veterinary Corps Historical Preservation Group. "It was an incredible stream of men, horses and material — and the scale of it was ever-increasing," Quarstein said. "The only thing that stopped it was the end of the war."

**Epic port**

Nearly two months before the first shipment of animals left for Europe on Oct. 15, 1917, the people of Newport News got an unexpected look at the Army's ambitious remount endeavor. "Over 400 animals break through fence at the government remount station north of the city," the Daily Press reported on Aug. 26. "The city presented a real 'wild and woolly west' appearance late last night when United States cavalrymen began dashing through the streets in a mad effort to round up some 500 horses and mules that had stampeded from the government stock pens."

Despite the sprawling spectacle, the errant herd represented only about 5 percent of all the horses and mules held at the depot, which was already receiving and processing them in enormous numbers.

It also told only part of the epic story at the port of embarkation, which reached far beyond the Quartermaster General's first directive focusing on animals, forage and heavy ordnance. In addition to Camp Hill, which handled motorized transportation as well as horses and mules, the Army constructed five other camps for artillery, aviation, observation balloon, stevedore and labor units, note historians Benedict Crowell and Robert Forrest Wilson in their 1921 post-war study "How America Went to War."

Additional facilities cropped up in South Hampton Roads, including a 600-acre ordnance supply depot at Pig Point near Portsmouth and a giant complex of warehouses and covered piers at what was then called Norfolk Army Base. By the end of the war, this huge complex had shipped more than 4 million tons of supplies and equipment as well as nearly 300,000 men to Europe.

At Camp Stuart alone, where barracks for nearly 20,000 soldiers sprawled over 300 acres at Newport News Point, the Army's single largest and busiest troop-handling facility processed 115,000 men for shipment. "The vicinity became the site of more war establishments than were located in any other equal area of the United States," Crowell and Wilson wrote. "(And) the Port itself soon developed into an enormous and constantly growing institution, its growth only being ended by the Armistice."

Nearly a century later, some historians wonder if burgeoning Newport News might have surpassed New York had the war continued. Because in fewer than 18 months, as Crowell and Wilson note, it had proved it "could meet well-nigh any conceivable demand."

"No one thought Germany was going to collapse so suddenly. They were preparing for the long haul — and a war that would last until Christmas 1919," Quarstein said. "But when it ended in November 1918, everybody knew how important the port of embarkation at Newport News had become. It could handle anything they needed to ship out."

Used by permission of the Newport News Daily Press. Published November 30, 2014.
Sergeant Emanuel Stance
By Preston E. Amos

At Kickapoo Springs, Texas, on 20 May 1870, Sergeant Emanuel Stance, Company F 9th U.S. Cavalry, earned the Medal of Honor for gallantry on scout “to endeavor to the utmost to intercept Indians that stole the two children of Phillip Buckmeier of Loyal Valley on 16 May 1870.”

Emanuel Stance was still in his early twenties when he became the first black man to earn the Medal of Honor in the American West. The qualifying act was performed at Kickapoo Springs, Texas, on May 20, 1870, while he was a sergeant in Company F 9th Cavalry and commanding a small detachment searching for a band of Indians. The search was authorized by the Adjutant at Fort McKavett, Texas, on May 19, when he ordered “Sergeant Emanuel Stance, with 9 enlisted men from Company ‘F’ 9th Cavalry, will proceed with 5 days rations and scout along the Kickapoo Creek from its junction to its source.” Their mission was to “endeavor to the utmost to intercept the Indians that stole the two children of Phillip Buckmeier of Loyal Valley on the 16’ Inst.”

Stance and his command left Fort McKavett the next day. After traveling about 14 miles, he reported that they observed “a party of Indians across the hills, having a herd of horses with them.” Immediately the cavalymen attacked and, after a slight skirmish, the Indians abandoned the horses and fled. Deciding against a pursuit, the detachment rounded up the animals, proceeded to Kickapoo Springs, and camped for the night.

Early the next morning Stance concluded that the command should return to the fort to unburden itself of the captured horses before resuming the scout. En route to Fort McKavett, the troopers spotted a band of about 20 Indians racing towards two teams of U.S. Government horses, obviously bent on capturing them from a small guard accompanying them. Stance and his men charged. The Indians made a stand, but, reported Stance, “I set the Spencers talking and whistling about their ears so lively they broke in confusion and fled to the hills, leaving me with their herd of five horses.” After the command resumed its march to the fort the Indians regrouped and, intent on recapturing the horses, skirmished along their left flank. The skirmishing continued until the cavalymen arrived at a water hole called “Eight Mile.” Stance recalled later that “I turned my little command loose on them at this place, and after a few volleys they left me to continue my march in peace.” The detachment reached Fort McKavett at 2:00 p.m. on May 21 with the horses captured from both bands of Indians. “The casualties of this scout,” noted Stance, “was one horse slightly wounded.”

Stance’s written report of these encounters was passed on through military channels with the following endorsement by Captain Henry Carroll, Post Commander:

The gallantry displayed by the Sergeant and his party as well as good judgement used on both occasions, deserves much praise. As this is the fourth or fifth encounter that Sergt. Stance has had with Indians within the past two years, on all of which occasions he has been mentioned for good behavior by his immediate Commanding Officer it is a pleasure to recommend him to high authority.

Sergeant Stance was awarded the Medal of Honor a few weeks later. Like most Medal of Honor citations written during this period, his is brief and vague, consisting of only five words: “Gallantry on scout after Indians.”

Emanuel Stance received the Medal of Honor less than four years after he forsook farming and enlisted in the Army. He became a career soldier in 1866 at the age of 19 and attained the rank of first sergeant. He was “murdered by unknown party or parties” on Christmas Day, 1887, near Fort Robinson, Nebraska.

The Stable Sergeant was in charge of his stable and every stable had one. His job was to know each of his horses and to watch over them, maintaining the condition of the stable and the basic health of his horses. It was also his job to order the feed and to feed the animals. He kept very careful records of his stable and horses, and was responsible for all the activity that went on at the stable. He decided what animals were fit for duty as long as there were no medical issues, and he issued the animals as needed for each day. Those on stable duty assisted him.

Duties of Stable Sergeant and Enlisted Specialists

The stable sergeant is responsible to the organization commander for the efficient care of the animals and stables and vicinity of the picket line. He should be quartered at the stables or in the vicinity. In detail, his duties are to:

2. Supervise and control the activities of all enlisted men on duty at the stables.
3. Take charge of the restraint and safekeeping of all animals of the organization when they are not in use.
4. Take charge of the feeding and watering of the animals at the hours and in the amounts specified by the organization commander.
5. Execute the orders of the veterinarian in regard to the treatment of animals sick in stables and, in the absence of a veterinarian, to care for sick animals.
6. Receive, check, and care for the forage and bedding issued to the organization; issue the forage and bedding for feeding and bedding purposes, and determine its fitness for use.
7. Take charge of the general police and minor repair of the stables and stable fittings.
8. Care for all transportation equipment, tools, etc., which are stored or habitually kept at the stables.
9. Keep all the proper records.
10. Enforce the proper handling and care of the animals.
Enlisted Assistants of the Stable Sergeant

The stable sergeant's assistants are the horseshoers, stable orderly or orderlies, and such other men as may be detailed for special duty at the stables. The horseshoers and the stable orderlies should, when practicable, be quartered at the stables or in the vicinity.

Horseshoer's Duties

1. Know the contents of this manual (especially those parts pertaining to shoeing animals) and of TM 2140-15.
2. Shoe the animals designated by the stable sergeant.
3. Inspect the feet of animals daily, preferably at “stables” and attend to any that need care.
4. Maintain the shoeing shop in a good state of order.
5. Care for the tools issued for horseshoeing purposes.

Stable Orderlies

The stable orderly or orderlies and other men detailed for special duty at the stables police the stables, make minor repairs to the stables, especially the stall floors, and perform such other duties connected with the animals or stables as the stable sergeant may direct. At least one man must be kept on duty at the stables day and night.

General Rules for Stable Management for the Stable Sergeant

The stable sergeant has immediate charge of the police and sanitary conditions of the stable; picket line, etc., and is the custodian of the forage and stable property generally. The stable is to be kept thoroughly policed, free from smells, and, except portions of stalls that animals can't reach, should be well lime washed. There must be no accumulation of manure or foul litter inside, nor near the doors or windows without. The feed boxes are washed from time to time, and kept clean. The grounds about the stable and picket line are swept daily, and all dung, etc., carried to the manure heap. He should make a daily inspection of the stables, shops, picket lines, and

...
placed in the mangers after the stable has been thoroughly policed for the night. All animals do not require the same amount of forage; the amount given each must be based, therefore, upon his individual requirements. The stable sergeant should know the needs of each of his animals in his care.

Except at night, when the animals are bedded down, no manure or urine is to remain in the stalls; the stable police remove it as it accumulates. If practicable, all woodwork within reach of the animals, and not protected with sheet iron or other metal, should be painted with thin coal tar to prevent it being gnawed. The same precaution may be followed with regard to water troughs, picket posts, and picket lines. It should be thoroughly dried before putting animals near it.

Important points to remember are:

* Smoking or striking a light in the stables, or their immediate vicinity, or near forage is prohibited.
* One or more lights will be hung in each stable during the night.
* Over each animal’s stall is placed his name.
* Clay is the best for earthen floors; gravel or sand earth is not suitable.
* Establish picket lines in the immediate vicinity of each stable. The ground about the picket line is to be swept daily and all dung removed.
* The sloping of stall floors from the manger to the heel post is injurious and uncomfortable for the animal, making him stand in an unnatural position, with forelegs higher than the hind ones. When earthen floors are level, the animal will paw a hollow for his forefeet unless he can elevate his hindquarters by backing out of the stall.
* Whenever animals go out of the stable, the windows of their stalls are to be kept open, unless necessary to exclude rain or snow, or when cold drafts affect the animals in contiguous or opposite stalls. Stable doors are never closed in the daytime, except to keep out rain, or to exclude cold winds that blow on the animals. If the doors be in a single piece, bars are put across the doorway; if divided into upper and lower halves, it will be sufficient to open the upper part. At night, the entrance to the stables should be secured in such manner as will prevent the escape of the animals.

* When circumstances permit, horses and mules should be turned loose in the corral during the daytime, or herded under charge of a guard. When neither is practicable, they should, except in very cold, windy weather, or in very hot weather where there is no shade, stand most of the day at the picket line, as they have better air and are less confined, while the stables become drier and healthier. In ordinary climates, stables must be kept as cool as possible. If the animals do not stand directly in the draft, the colder the stable the less will they suffer if called suddenly to take to the field. For the same reason, animals should never be blanketed in the stable, except during very cold weather.
* The normal temperature of horses and mules ranges from 99 to 100 degrees. The temperature should be taken in the rectum, and should be taken at once if the animal refuses feed or looks sick.

Feed

In the Army, animal feed is divided into two general classes – hay and grain. A good feed for a working animal should contain amounts in such proportions that the greatest possible percentage of nourishment can be extracted from it and a sufficient amount of bulk can be consumed to satisfy all requirements; namely, maintain the body temperature, appease the appetite, and produce the required work without upsetting the digestion or loss of flesh. As no one food will answer all demands, the ration should be arranged so that several types of feed create a “well balanced” ration. From a well-balanced ration the animal can extract the largest possible amount of nutriment. The below rations are samples of a well-balance diet for Army animals doing average work:

**Ration No. 1**
6 pounds of oats
4 pounds of corn
2 pounds of wheat bran
4 pounds of alfalfa hay
10 pounds of wheat straw

**Ration No. 2**
12 pounds of oats
4 pounds of alfalfa hay
10 pounds of timothy hay (For draft or artillery animals)

Ration No. 3
10 pounds of oats
2 pounds of wheat bran
14 pounds of timothy hay

Ration No. 4
10 pounds of oats
2 pounds of wheat bran
14 pounds of prairie hay

When animals begin to gnaw the woodwork and eat dirt and dung, the cause may be looked for in the lack of mineral matter in the food or in the insufficiency of hay in the ration. An animal cannot subsist on a diet of grain alone, and the necessity for supplying a certain bulk to the ration cannot be overemphasized. In the field, when hay cannot be obtained, grazing should always be resorted to at every opportunity. The quality of the grass is not relatively of great importance. It is highly necessary, however, that as “roughage” it should be sufficient in bulk to properly distend the intestines. Failing grass, the animal should be permitted to consume any form of roughage, such as straw, bark, leaves, etc., with which his appetite can be tempted.

The mangers (feedboxes) are to be washed out every week with vinegar; they are to be dry cleaned every day to remove any grain that the animals will not eat and to keep the boxes free from refuse from the grain, such as pebbles, sticks, wild seeds, etc.

Principles of Feeding

1. Water one hour or more before feeding
2. Feed in small quantities and often
3. Do not work hard after a full feed of grain
4. Feed hay before grain, or feed chop or chaff with grain

The above is the established custom in the Army.

Before feeding, hay should be thoroughly shaken up with a fork so as to get rid of the dust and seed. It is advisable to moisten the hay before giving it to the animal. The grain, if possible, should be run through a wire screen so as to take all dust out of it.

According to temperature and work, each animal will require anything from 5 to 15 gallons of good water a day, an average quantity being 8. Hot weather and hard work, or both combined, will nearly double ordinary requirements. Animals do not drink well in the early morning. Only such number of animals as there is ample room for should be watered at a time from a trough. They should be given plenty of time to drink, and not led away the first time they raise their heads from the water.

Grooming

The object of grooming is cleanliness, prevention of disease, and improvement in condition and appearance. The coat of an animal at work and left ungroomed becomes matted and crusted with dandruff, sweat, and dirt. To this accumulation are added the urine and manure of the stalls when the animal lies down. If this filth is not removed, the skin underneath becomes irritated and forms a ready soil, if infected, for the rapid spread of disease such as mange, and infestation by lice. These conditions become at times the scourge of armies.

Grooming Kit

The grooming kit consists of the currycomb, with hoof hook, horse brush, and grooming cloth, sometimes augmented by the dandy brush and wisp. The currycomb is used to remove caked mud, to loosen matted scurf and dirt in the hair, and to clean the horse brush. It produces the best effect when applied gently in small circles. It should never be used on the legs, from the knees or hocks down nor about the head. The hoof hook is used to clean out the feet. The horse brush is the principal tool used for grooming. When properly used it reaches the skin, the bristles or fibers of the brush penetrating through the hair of the coat. The grooming cloth is used to clean out the body orifices and to polish the coat. It is made from old toweling or condemned blankets, and is about 2 feet square. Grooming tools should be washed and disinfected occasionally as a precaution against the spread of skin diseases.
Clipping

As a rule, the clipping of working animals is recommended. Whether clipping is advisable depends upon the nature of the coat, the climate conditions, the amount and character of the work to be performed by the animals, the character of the stables, the amount of clothing, the availability of personnel, time for grooming, etc. Clipping is not recommended under field conditions during moderately cool or cold weather. During severe weather in colder climates it is not advisable to clip the legs. Where animals are to receive considerable work under the saddle, it is advisable to leave a saddle patch the size of the blanket under the saddle.

If clipping is practiced, it should begin in the fall before the winter coat becomes heavy. Animals should be re- clipped during the winter as often as the length of the coat warrants it. Clipping under most conditions should cease as soon as the spring shedding begins. Clipped animals should be warmly clothed and not exposed to low temperatures in corrals or stables.

When animals are re- clipped during cold weather, it is advisable to exercise the animals immediately after clipping until a light sweat appears and then dry, groom thoroughly, hand rub the body, and blanket. Clipping lessens the labor of grooming but the clipped animal needs the same thorough and vigorous grooming as an animal in full coat.

Power clippers are the best for clipping animals, though hand clippers will serve the purpose. Clipper heads and blades must be used with care, as they are easily dulled and broken. They can be re- sharpened and should be as often as necessary. Grooming should precede clipping, as many blades are broken by sand and dirt in a dirty animal’s coat. While using power clippers, a small pan of kerosene oil should be at hand and the clipper head immersed frequently with the machine running.

Drying Hot Animals

Sweating animals should be blanketed and walked about until cool, being given a few swallows of water from time to time, then rubbed, and wised until dry. Returning animals from work wet with sweat may be avoided by allowing them to walk the last mile or so before reaching the stable. Sweaty areas under the saddle should be dried as soon as the saddle is removed, or a covering should be left on the back until cool.

General Rules for the Care of Animals

1. Animals require gentle treatment. Docile but bold animals are apt to retaliate upon those who abuse them, while persistent kindness often reclaims vicious animals.
2. Before entering an animal’s stall and when coming up behind him, speak to him gently, then approach quietly.
3. Never kick an animal, strike him about the head, or otherwise abuse him.
4. Never punish an animal, except at the time he commits an offense, and then only in the proper manner, never in anger.
5. Give an animal an opportunity to drink before leaving the stable or picket line and before putting the bit in his mouth.
6. Never take a rapid gait until the animal has been warmed and circulation in the feet started by gentle exercise.
7. When an animal is brought to the stable or picket line in a heated condition, never allow him to stand uncovered. Put a blanket on him and rub his legs or walk him until he is cool. If he is wet, put him under shelter, not in a draft, and rub him with a wisp until dry.
8. Never feed grain or fresh grass to an animal when heated. Hay will not hurt an animal, however heated he may be.
9. Never water an animal when heated, unless the exercise or march is to be immediately resumed. Sponging out the mouth and nostrils is refreshing to the heated animal and will not hurt him.
10. Never allow an animal’s back to be cooled suddenly. Cool the backs of riding animals gradually.
11. Never put an animal up for the night until he is thoroughly cooled off and clean, especially around the legs, pasterns and feet.
12. Individual men returning from mounted duty or pass should report their return to the stable sergeant, who should inspect each animal and see that it is properly cared for.
13. Never mount or ride an animal in a stable.

14. In case of fire in the stables the animals become terrified and have to be led, backed or ridden out, blindfolding the unwilling ones where necessary, and exercising care that none break back to the stables. A coat or cloth thrown over the eyes will work as a blind in a pitch.

Records

The following records are kept at each stable by the stable sergeant:

1. List of animals by Preston brand number or a file of copies of the Horse Record Cards (W.D., Q.M.C. Form No 125). The original W.D.Q.M.C. Form No 125 for each animal is kept in the unit supply office. [Ed. W.D.Q.M.C. - War Department Quartermaster Corps]
2. Record of stable property
3. Forage record
4. Shoeing record
5. Morning report of animals
6. Sick report of animals

Descriptive cards of animals are made out, one for each animal, on W.D.Q.M.C. Form No 125. The form gives the name and number of the animal, age, sex, color, and markings. It should contain a complete record of the service of the animal from the time of purchase until finally disposed of.

All stable property and equipment are listed in a property record book, showing each class of tool or equipment separately.

An accurate record of all forage received, on hand, and consumed should be kept posted accurately from day to day.

An accurate record of the shoeing of all animals of the organization is kept on the proper form.

A record is kept of all animals in the stables, showing the changes that occur from day to day on its proper form.

An animal sick report is kept at each stable.

Disposal of Animals

All carcasses of animals dying as a result of communicable diseases should be burned if practicable; otherwise buried at depth and covered with quick lime, if available. Litter should be burned over ground where discharges from the dead have fallen.

107th Cavalry tack room Troop A. location unknown. Note: I now believe there is a good possibility that the picture of this tack room could have been taken in the saddle rooms in the stables at Fort Ord. Notice the bridles, saddles, blankets, and saddlebags. (Michael E. Capodarco, 107th Horse/Mechanized Cavalry Website)
Major General John Knowles Herr, the U.S. Army’s last Chief of Cavalry, served in this position from 1938 until 1942. As the head of the Cavalry branch in the years immediately preceding World War II, he was heavily involved in the debate over how to modernize and mechanize the army in anticipation of United States entry into the war.

John K. Herr was born in Whitehouse, New Jersey on October 1, 1878. His father was Henry Burdett Herr, a state court judge, and his mother Virginia Buford Large, was the daughter of John Knowles Large, a prominent local businessman. Herr was one of seven children; four of his five brothers were Army veterans of World War I, and one was killed during the war.

Herr, a graduate of Reading Academy in Flemington, New Jersey, attended Lafayette College in Easton, Pennsylvania, from which he received a bachelor of science degree in 1899. He attended the United States Military Academy, and graduated 45th of 54 in the class of 1902.
Commissioned as a second lieutenant in the 7th Cavalry, Herr's initial assignments included Camp G. H. Thomas, Georgia (1902-1905), Fort Myer, Virginia (1905), Batangas, Philippines (1905-1907), and Fort Riley, Kansas (1907-1911).

In 1903, Herr married Helen Maxwell Hoyle (1882-1971), the daughter of Brigadier General Eli DuBose Hoyle (1851-1921) and Fanny DeRussy. The DeRussy family included Fanny's grandfather Brigadier General René Edward DeRussy (1789-1865), and her brother Major General René Edward DeRussy Hoyle (1883-1981). John and Helen Herr were the parents of two daughters, Helen Herr Holbrook (1904-1986), the wife of Brigadier General Willard Ames Holbrook Jr. (1898-1986) who was the son of Major General Willard Ames Holbrook Sr. (1860-1932) who served as the first Chief of Cavalry from 1920 to 1924. Their other daughter, Fanny DeRussy Herr (1905-1995), was a civilian employee of the U.S. Army Adjutant General's Department.

In 1910, Herr graduated from the Mounted Service School, after which he was assigned to the West Point faculty as a professor in the English Department and the Department of History and Tactics. In 1911, he was promoted to first lieutenant, and in 1913 he was assigned to the 11th Cavalry Regiment. From 1913 to 1916, Herr served with the 11th Cavalry at Fort Oglethorpe, Georgia. In 1914, the regiment performed temporary duty in Rugby, Colorado during the labor-management dispute between coal miners and mine owners as tensions increased following the event now known as the Ludlow Massacre. In 1916, Herr was promoted to captain and assigned to the 4th Cavalry at Schofield Barracks, Hawaii.

In August 1917, Herr was promoted to temporary major and completed premobilization training at Camp Dix, New Jersey. In January 1918, Herr was assigned as an observer and liaison with the 19th British Division. From March to June, he was a student at the General Staff College organized in Langres, France by the American Expeditionary Force. He was then assigned as chief of staff for the 30th Division in June 1918. He received promotion to temporary lieutenant colonel in July and temporary colonel in October. He took part in several engagements with the 30th Division, including the capture of Voormezeele, Belgium (August 1918), the attack over Bellicourt Tunnel and capture of Montbrehain during the Battle of St. Quentin Canal (September-October 1918), and the Battle of the La Selle River (October 1918). For his World War I accomplishments, he received the Army Distinguished Service Medal and the Belgian Order of Leopold (Officer).

In 1919, Herr returned to the United States to serve on the War Department General Staff. In 1920, he returned to his permanent rank of captain as the result of post-war reductions in the Army, and the following day he was promoted to permanent major. Herr was posted to Coblenz, Germany in December 1920. Assigned as the Assistant Chief of Staff for Operations (G-3) with the U.S. Army of Occupation, Herr served until August 1922. Upon returning to the United States, Herr was assigned to the Intelligence division (G-2) of the War Department General Staff, where he served until July 1924. From 1924 to 1925, Herr attended the Field Grade Officers Course at the Fort Riley Cavalry School and was promoted to lieutenant colonel in July 1925.

In the 1920s, polo became a major pastime for U.S. Army officers; Herr played for more than 20 years, and was frequently chosen to serve as captain of his teams. His polo career included the 1923 defeat of the heavily favored British Army team; the U.S. team won two games to one, with a combined score of 10 to 3.

In 1926, Herr graduated from the Command and General Staff School at Fort Leavenworth, Kansas, and he graduated from the Army War College in 1927. Herr served at Fort Riley with the 2nd Cavalry Regiment from 1927 to 1928, and as an instructor at the Army War College from 1928 to 1932. From August 1932 to April 1933 Herr commanded 1st Squadron, 3rd Cavalry Regiment at Fort Ethan Allen, Vermont. He was Inspector General for the II Corps Area at Governors Island, New York from April 1933 to June 1935, and he was promoted to colonel on June 1, 1934. From 1935 to 1938 Herr commanded the 7th Cavalry Regiment at Fort Bliss, Texas.
In 1938, Colonel Herr was selected to succeed Leon Kromer as Chief of Cavalry and promoted to temporary major general. When Herr assumed the duties of chief, the Cavalry had begun the process of modernization, and consisted of two mechanized regiments and 12 mounted regiments of 790 horses each. Herr's goal became to preserve the traditional horse cavalry; he even advocated resuming use of the cavalry saber, which had been terminated in 1934. As the United States began to train and mobilize for eventual entry into World War II, it became apparent that the speed and firepower offered by mechanized forces would make rapid offensive movement the primary tactical consideration, as opposed to the static defensive trench warfare that had characterized World War I. Despite the need for mechanization, Herr continued to advocate for horse cavalry. Thus the Army's Armored Force developed without input from or inclusion of the Cavalry branch. As Herr explained it, he did not necessarily oppose the creation and expansion of the Armored Force, but in a post-Great Depression era of constrained budgets, he perceived Armor as competition for scarce resources, and was unwilling to support expansion of Armor at the expense of the Cavalry.

Continuous experimentation, training, and exercises demonstrated the need for mechanization. Herr eventually concurred with recommendations to add scout cars to cavalry formations for reconnaissance and command and control, as well as the addition of light tank companies to cavalry regiments. Herr continued to advocate for expansion of horse cavalry units, and did not take a lead role in mechanization and modernization, resulting in more and more traditional Cavalry missions being incorporated into Armor doctrine. As a result, many Cavalry officers began to transfer out of the branch, including George Patton and Lucian Truscott, who preferred assignments in Armor.

Herr's continuing opposition to modernization was one of several factors that caused Army Chief of Staff George Marshall to eliminate the branch chief positions in a 1942 reorganization. The functions of the Chiefs of Infantry, Field Artillery, Cavalry, etc. were then consolidated under the commander of the Army Ground Forces, who was responsible for developing combined arms doctrine and training that enabled forces from each branch to work together in a synchronized and coordinated way that maximized their effectiveness.

After the Chief of Cavalry position was eliminated, Herr retired. A few horse cavalry units continued to operate, but were clearly outmoded, and did not survive continuing post-war modernization and mechanization.
In retirement, Herr was a resident of Washington, DC. In 1942, Lafayette College awarded him the honorary degree of Doctor of Science. A prolific author of magazine and journal articles during his career, after retiring he created what is probably his most important contribution to the Cavalry branch, the 1953 historical work *The Story of The U.S. Cavalry, 1876-1942*. This work was later expanded and republished as *The Story of the U.S. Cavalry, 1775-1942*. Written in partnership with Edward S. Wallace, Herr’s book tracks the history of the Army’s Cavalry branch from the Revolutionary War through the Civil War, American Indian Wars, and later conflicts to the beginning of U.S. involvement in World War II. Herr’s book was well-received, and continues to be a primary reference for historians and biographers.

After retiring, Herr was also active with the Army Mutual Aid Association, and served as its president from 1948 to 1950.

Major General Herr died in Washington, DC on March 12, 1955 and was buried at Arlington National Cemetery.

References:
The Bugle Megaphone
By Trooper (Bugler) Sam Young

If you have watched the movie *From Here to Eternity* you may recall seeing Prewitt playing Taps at Schofield Barracks (go to Google and type Youtube from here to eternity taps. You will see him play Taps.) He is playing into a large megaphone such as this one.

Used in a garrison environment, the megaphone was mounted to a swivel on a post enabling the bugler to play in any direction and the sound to carry further and over a broader area. There are times I wish we had a bugle megaphone like this at Fort Reno for the National Cavalry Competition.

Editor’s Notes
By Trooper Sam Young

The 100th anniversary of the entry of the United States into World War I is being remembered this year with numerous ceremonies, reenactment events, new research, and news articles. Since this was the last war in which horses and mules played a significant role in the U.S. Army force structure and daily operations the article *Giant Horse Pens in Newport News Served World War I Doughboys* provides a picture of the massive remount effort to collect and ship large numbers of these animals to France.

We owe a big thank you to authors Captain Benjamin A. Thomas and Trooper William McKern for their articles and the book review. They arrived totally unexpectedly, but very much welcomed. They are both returning authors.

Medal of Honor recipients from the Civil War and the Indian wars are most often cited for gallantry with only a few words, making it impossible to tell each one’s story. However, in the USCA Cavalry Memorial Research Library I recently found the book *Above and Beyond in the West – Black Medal of Honor Winners, 1870-1890* by Preston E. Amos. The stories of eighteen Medal of Honor recipients are detailed in the book. It is truly amazing the Cavalry resources in our Library.

Enjoy this Journal, and please send your letters, book reviews, and article ideas to me at journaleditor@uscavalry.org or to my home address: Samuel Young, 712 Englewood Street, Lansing, KS 66043.

Merry Christmas and Happy New Year!

2018 Bivouac & National Cavalry Competition
Wednesday, 26 September – Saturday, 29 September
Fort Reno, Oklahoma
Details forthcoming in the Spring 2018 Crossed Sabers
Book Review

Custer's Trials: A Life on the Frontier of a New America
TJ Stiles, 2015
Reviewed by Trooper William McKern

The career of George Custer, who was all of 36 when he died, continues to fascinate; the Massacre at Little Big Horn is included in many textbooks on U.S. history, and Custer biographies are practically a cottage industry. At this point, so much has been written about Custer that it may seem like everything that can be known about him is already known. Leave it to TJ Stiles to come up with a riveting, detailed look from an angle which has not previously been pursued.

Stiles is best known for The First Tycoon, the definitive modern biography of Cornelius Vanderbilt, for which he received the Pulitzer Prize and the National Book Award. Through the innovation of concentrating on Custer’s life before Little Big Horn, and devoting very little space to that event (only 15 out of nearly 600 pages), Stiles removes Custer’s life from the realm of hagiography, hero-worship, and cartoon villainy into the real world of real men and women, enabling readers to see him as just a man – a man of both flaws and virtues.

The theme that runs throughout Stiles’ work is Custer’s overweening ambition; the son of a blacksmith in a small Ohio town, Custer was consumed with the desire to be somebody. In fact, Custer’s desire for fame was so great that he aspired to be known for more than just his military accomplishments, and attempted to attain success as an academic and intellectual, and as a financier. As Stiles shows, Custer’s ambition ran headlong into a changing world – away from the rural, agriculture-based small-town culture that made him a popular hero during the Civil War, and towards a rapidly urbanizing, industrializing society which he found attractive, but in which he was not equipped to operate.

Stiles demonstrates that Custer was complex and inconsistent – poised and controlled on the battlefield, but Insecure and lacking confidence in other settings. A Union officer with pro-Democratic, pro-Confederate leanings, he was a racist who paid lip service to the abolition of slavery and the post-war efforts at Reconstruction as a way to save his career. A devoted husband who clearly was deeply in love with his wife, yet flirted with other women and was almost certainly unfaithful to her.

In his efforts to get ahead financially – to be somebody -- Custer overextended himself in the promotion of a silver mine in Colorado, thereby losing the backing of the Wall Street investors who might have been inclined to support him. In his attempts at intellectual and academic success, he wrote extensively about the Western portion of the United States and the American Indians, but never earned enough money or recognition to devote himself to a career as an author.

Admired by the public, and favored by leaders including Philip Sheridan because of his Civil War exploits – not for nothing had Custer become a wartime brevet major general and division commander -- Custer was suspected by others – chiefly Ulysses Grant – of being insufficiently loyal to the Union and the Republican Party’s efforts at Reconstruction while it controlled the federal government. Having failed at his other pursuits, Custer was left with few options but to remain in the Army and return to battle against the Plains Indians.

Throughout his life, Custer was able to extricate himself from one problem after another – often self-created ones. Relying on what he always called “Custer luck”, he got past incidents including being a discipline problem at West Point and stealing a prized thoroughbred stallion during the Civil War. While sometimes showing brilliance as a leader in battle, he was a poor manager, and often ran into difficulties running his units while in garrison environments. Stiles paints this vivid, contrasting portrait and connects it with Custer’s larger than life ambition and efforts to fit into a fast-changing, modernizing post-Civil War United States. In the end, even the famed Custer luck deserted him. Stiles decision to concentrate on Custer pre-Little Big Horn pays off – he not only does a masterful job of explaining how Custer got to Little Big Horn, he explains why Custer got there. And that’s a story which is better than any of the usual attempts to “armchair general” Custer’s final battle.
2018 Dues Notice

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  * Effective 1 January 2018. Cavalry Journals and Crossed Sabers publications will be emailed to overseas members.
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Major General Willard A. Holbrook, Sr. First Chief of Cavalry


Major General Holbrook served in the 1st, 5th, 7th, 8th, and 17th Cavalry Regiments. He saw combat in the late 1880s Indian wars, Spanish-American War, Philippine-American War, and the Mexican Expedition. He served stateside in World War I. He commanded Cavalry and Infantry organizations. His final assignment was as the first Chief of Cavalry from 1 July 1920-23 July 1924. He is buried in Arlington National Cemetery.