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On November 19th, 1890, three troops ("F", "I", and "K") of the Ninth Cavalry left Fort Robinson, Nebraska, and on the following day reached Pine Ridge Agency, South Dakota, where they were joined on the 26th by Troop "D" of the same regiment, and the whole was organized into the Battalion of the Ninth Cavalry, commanded by Major GUY V. HENRY, Ninth Cavalry.

Our duties in camp at the agency were more like those in garrison than those of a life on the field against an active foe, although our time was taken up in preparing our battalion for any duty that might be called on to perform.

The first important step was the organization of our pack train, the nucleus of which came from Fort McKinney, Wyoming, under charge of Reemer, the chief packer at that post. Details of five men from each troop were made at once, and, although there were (owing to the scarcity of mules) only five pack mules to each troop, the men were drilled daily, often after dark, in order to familiarize the packers with their duties. Our packers had reached such a state of proficiency that when, about the 10th of December, we were given five more mules to each troop, we found ourselves equipped with sufficient number of packs to carry eight days rations for the command.

Our wheeled transportation was in an excellent condition, and there was plenty of it, each troop having three six-mule wagons.

In the meantime our commanding officer did not let the troopers be idle, nor was he satisfied with a perfunctory horse exercise. There were daily drills of the battalion, interesting to both men and officers, as they did not confine themselves to the narrow limits of “Close Column,” “On First Troop, Right in Front,” but were adapted to the principles of the art of attack as taught in our military schools at West Point and Fort Leavenworth, and the best of schools, that of actual warfare; particular attention being paid to rapid deployments. The gaits were rapid, and the commands were generally given by a preconcerted system of blasts on a whistle; the necessity of the latter being daily shown, owing to the high winds and accompanying noises of the drill ground. Drills were always in overcoats and full armament, and held daily, Saturdays and Sundays excepted, in rain, sunshine, warm or cold weather. This was our daily life in camp at the Agency until December 24th, 1890, when, without a moment’s notice, we were ordered to proceed to the White River.

A telegram was received at the Agency about 1 P.M. December 24th, from General MILES, saying: “I regret exceedingly that ‘BIG FOOT’ has eluded SUMNER and is making south in light order and will probably join those in the Bad Lands. *** If a command were to move quickly from Pine Ridge a little northeast and thence down Porcupine (Wounded Knee), or in that vicinity, it might possibly intercept him.”

Colonel HENRY’S battalion was ordered on this duty. At 2 P.M. the order was received in camp, and at 3:30 P.M. the battalion was ready and awaiting further instructions from General BROOKE.

We were joined by detachment of Light Battery "E," First Artillery, consisting of a detachment of ten men, two Hotchkiss guns and packs, under Lieutenant HAYDEN, First Artillery, who remained with us throughout the campaign.

We left the Agency about 2:30 P.M., and traveled with our pack train until about 6:30 P.M., when we reached “White Cow Creek,” and there took supper and fed the animals; forage having been brought that far by Moore’s Fort Russell pack-train. After a halt of about one hour and a half or two hours, we again took the road and marched until we reached the White River, about 2 A.M. Then, after a short halt, we pushed on to Cottonwood Creek where we found no water, but nevertheless bivouacked there until daylight.
This had been our objective point, but as we found neither wood nor water there, our destination was changed. The next morning we changed our camp to Harney (Iron) Springs, and awaited the arrival of our wagon-train and further developments. We had traveled fifty-six miles in all, or fifty before we bivouacked, about 3:30 A.M., the morning after leaving the Agency. We moved constantly at a trot and walk, and the results were favorable to both man and beast, as there was not a sore backed or lame horse in the battalion.

Our duty for the next week was confined to daily scouting. On Sunday, December 28th, in compliance with instructions from General BROOKE, we moved our camp to White River, forty-four miles below the Agency. That same day orders were received to examine the “table” (SHORT BULL’S camp); so, on the morning of December 29th, about 9:30, Colonel HENRY with his battalion and the detachment of two Hotchkiss guns left camp on White River and explored the so-called impregnable fortress of the Indians in the Bad Lands. One troop scouted Porcupine Creek and returned, covering a distance of twenty-one miles each way or forty-two miles all together. Camp was reached about 4 o’clock, when the usual duties of the camp were resumed.

News had reached us that Major WHITSIDE, Seventh Cavalry, had corralled BIG FOOT, and that the campaign would probably be brought to an early close. We had finished supper and had been sitting around talking, and had just dispersed to seek out “downy couches” when our adjutant suddenly announced: “BIG FOOT has attempted to break away; they have had a fight and WALLACE has been killed, and GARLINGTON and HAWTHORNE wounded;” and then gave us orders to break camp at once. This was about 8:30 P.M. Our camp was struck, the wagons loaded, and the command was en route to the Agency at 9:30. We were in a hurry, and our gait was a rapid trot. We made three halts and reached the Agency just as reveille was sounding, 5:30 A.M.

One troop (“D”) had been left behind with the wagon-train, which had dropped back about an hour and a half behind us. On arriving at the Agency we went to our old camp ground and had waited about two hours for our wagons when a courier reached us, bringing the news that our train had been attacked and was then parked about two miles from our camp.

“Boots and saddles” was immediately sounded, and we were off to the relief of our wagons. The affair amounted to the exchange of a few shots with the Indians and the loss of one poor trooper, who was shot, in the first volley, by an Indian dressed in the uniform of a cavalry soldier, with yellow lining of his overcoat boldly displayed over his back. We proceeded to camp, and had hardly unsaddled, when we were again ordered out with the Seventh Cavalry to the Mission which was reported to be in flames. Colonel HENRY obtained permission for us to remain behind and allow the horses time for their morning feed.

About noon a courier from Colonel FORSYTH arrived in our camp saying that they (the Seventh Cavalry) were hard pressed, and to come at once. “Boots and Saddles” was again sounded, and the battalion proceeded to the Mission as rapidly as our weary horses could travel. On arriving a short distance below the Mission we met the Seventh, and with the deployment of our troops, and under cover of Hotchkiss guns, the troops of the Seventh were withdrawn, and we all returned to our camps together. The distance traveled on this occasion was about twelve miles.

This much for the marching of our battalion; between 9:30 A.M. on the 29th, and 4 P.M. on the 30th of December, we had marched one hundred and two miles, this in thirty and a half hours, including the several hours rest that we had taken at the Agency, and the two skirmishes with the Indians. Our gait had been almost constantly the trot.

The advantage of this gait is that the men are kept awake, and lounging in the saddle is impossible. The horses had an unusually heavy load, consisting of blanket-lined horse covers, and two hundred and twenty rounds of carbine and twenty-four rounds of revolver ammunition, weighing about twenty-five pounds, besides the usual pack.
In the battalion there was not a sore backed horse, and the only case of lameness that came to my notice was that of my own horse, which I had had shod for the first time only a week before.

Our casualties among horses were two; one dropped dead on our return from the Mission, and another two days later, from exhaustion.

ALEX. W. PERRY,
Lieutenant, Ninth Cavalry

"Cavalry Personalities"

A little bit about
Alexander Wallace Perry
By Natalie Frakes

Alexander Wallace Perry came from a long line of war heroes. Alexander was a direct descendant of the famous Sir William Wallace, one of the main military leaders of the Wars of Scottish Independence which began in 1297 A.D. Alexander’s great grandmother, Sarah Alexander Wallace, was a member of the Daughters of the American Revolution as well as having family that were passengers on the Mayflower. Sarah married Christopher Raymond Perry, and they had eight children one of whom was, Alexander’s grandfather, Nathaniel Hazard Perry. The Perry family was well known for their service in the Navy, and all became famous commodores. Alexander Wallace and his father, Alexander James, were both West Point Cadets. Alexander James served in the Seminole Indian War, taught math at West Point and served time as the Quartermaster General in Washington D.C. He retired as a General and is buried in Arlington National Cemetery.

Alexander Wallace Perry was born September 5, 1865 in Washington D.C. He attended West Point like his father and graduated in 1888 as a 2nd Lieutenant. He started his army career in the infantry, but just six months later was transferred to the 9th Cavalry. Alexander remained in the cavalry and left for the Philippines in June of 1899, spending a good amount of his career there, after previously having had several jobs with the Quartermaster and being promoted to Captain.

In the 9th Cavalry he was involved with the campaign against the Sioux. He returned to the United States in April of 1904 and retired in June of 1905 due to a disability that occurred during his time of service.

Alexander Wallace moved to Washington D.C., close to his parents, Alexander James and Josephine Adams. He died on January 11, 1917, ten days before his mother. He is buried with his mother and father in Arlington National Cemetery.

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Photo courtesy of www.redeasel.com
"Cavalry Personalities"

Lieutenant Henry Ossian Flipper

By Natalie Frakes

Henry Ossian Flipper has a very important story to tell. He broke down many barriers for young black men of his time. Henry achieved many firsts throughout his life. He was born into slavery in Thomasville, Georgia on March 21, 1856. When he was only eight years old, a fellow slave in an old wood shop was his first teacher. After the Civil War ended, Henry attended schools in Georgia that were operated by the American Missionary Association and in 1869 was one of the first students to enter Atlanta University in this year that it was established.

On July 1, 1873 Henry officially entered the U.S. Military Academy (also known as West Point). His appointment to the Academy was because of his persistence in proving that he was "worthy and qualified" to the newly-elected Congressman from Georgia, James Freeman. He proved his worthiness by writing and exchanging a series of letters with the Congressman, and these letters were then forwarded to the Secretary of War, allowing for him to enter West Point. Although he was not the first African-American to attend West Point, the first being James Webster Smith in 1870, Henry was the first African-American to graduate from this prestigious school. As a West Point cadet, Henry did very well in the subjects of Spanish, French, engineering and law. His years at West Point were very lonely, and he was socially isolated because of the color of his skin. In 1877 at the age of 21, he graduated from West Point--50th in a class of 76. Henry was commissioned as a 2nd Lieutenant and assigned to Troop A of the 10th Cavalry Unit. He was the first and only African-American officer in the Regular Army at this time.

In 1878 his first duty station was at Fort Sill, Oklahoma, then known as Indian Territory. At Fort Sill Henry was put in charge of engineering, designing and constructing a new drainage system to eliminate stagnant water that was causing malaria. This ditch is now known as “Flipper’s Ditch” and in 1977 was designated as a National Historic Landmark. In 1880 he was ordered to Fort Davis, Texas, and in November his troop was actively pursuing the elusive Apache Chief, Victorio, and his band of warriors. The 10th Cavalry along with the 24th Infantry led this victorious campaign by forcing Chief Victorio out of Texas and into Mexico. The Mexican soldiers then took over the pursuit and ended up killing the Chief and his band of warriors. This campaign put an end to the Apaches in this area who were trying to leave the reservation that was given to them by the U.S. government. This victory over the Apaches proved to Henry’s superior officers that he was an excellent soldier and seemed to be headed for a great military career.

After this victory, Henry was assigned as the Acting Assistant Quartermaster and the Acting Commissary of Subsistence. In the summer of 1881 Henry got a new post commander, Colonel William R. Shafter, who was known for being a strict disciplinarian.
Henry’s choice of the available ladies on the post during his time at Fort Davis seemed to be causing resentment among some fellow officers. One of the available ladies that Henry accompanied was the Irish sister of the wife of his company Commander, Captain Nolan. Jealousy from another officer resulted in Henry being accused of and arrested for embezzlement. Henry had noticed that funds were missing, but nevertheless, signed off on the papers fearful of receiving harsh punishment from Colonel Shafter. During the court martial, Henry was found innocent of embezzlement but was dismissed from the army for “conduct unbecoming an officer and a gentleman”. Even though the Judge Advocate General recommended a punishment other than dismissal, the ruling was upheld by President Arthur. Henry’s name was eventually cleared during the Civil Rights movement in the 1950’s and 1960’s; his discharge was changed to an honorable discharge. In 1999, President Bill Clinton granted a full and unconditional pardon for Henry.

Henry had many civilian accomplishments. He had a career in engineering and worked for many government agencies as well as private companies. Being fluent in Spanish, he also became a translator for the Senate subcommittee on foreign relations.

Henry Ossian Flipper died in 1940 at the age of 84.

"Cavalry Organizations": A Brief History of the Tenth Cavalry
By Natalie Frakes

Congress passed an act that made provisions for the African-American to serve in the regular army and the Tenth cavalry began in 1866 at Fort Leavenworth, Kansas. In September of 1866, Colonel Grierson, commander in charge of the Tenth and Lieutenant Charles Walcutt, a recruiter, were the only members of the Tenth. They set out to recruit African-Americans in the Departments of Missouri, Arkansas and Platte. Enlistment standards were very high and by the close of 1866 only sixty-six recruits were accepted. To address this issue Colonel Grierson sent a letter to Captain Carpenter in Philadelphia stating that they needed to have regimental recruiters to recruit highly qualified men for clerks, mechanics, as well as many other positions. By August 1867 the new style of recruitment resulted in the Tenth cavalry growing to twenty-five officers and seven hundred and two men, and at this time the Tenth cavalry moved to Fort Riley, Kansas. After getting settled in at Fort Riley, the troops were detailed to guarding and protecting workers of the Kansas Pacific Railroad, Fort Hays and other posts along the Smoky Hill River in Kansas. While hunting for buffalo, Indians often encountered soldiers from the Tenth, and because the Indians saw a similarity between African-American soldiers’ hair and that of the buffalo, they name them “Buffalo Soldiers”. The headquarters of the Tenth cavalry remained at Fort Riley until April, 1868. It was then moved to Fort Sill, Oklahoma for the next seven years. The Tenth designed and built Fort Sill while still patrolling reservations and keeping peace in the area. Headquarters moved to Fort Davis, Texas in April of 1875 with troops scattered throughout this area which included Fort Concho. This is the area where the Tenth fought Victorio and his Apaches. After the spring of 1885, the Tenth regiment moved west into the Department of Arizona. The Tenth Cavalry was instrumental in fighting in Cuba and the Philippines from 1898-1902.

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Horses for service are purchased under the contract system by the Quartermaster Department. The examination for soundness is conducted by professional veterinarians employed for the purpose. Only two horses which pass this examination are submitted to further scrutiny of officers detailed to duty in connection with the inspection and purchase under each contract. It will therefore be seen, that the knowledge required by the inspection officers is such as will enable them to form a correct judgment concerning the adaptability of the animal for service, as shown by his conformation and breeding.

The duty is a very important one, and the care with which it is performed has a marked effect on the efficiency of the service. As surgeons occasionally err in accepting recruits, so mistakes must occur in judging horses; but the former are much more leniently regarded than the latter.

With proper care in the inspection and purchase of cavalry horses, sound and healthy animals are generally procurable. When young horses are received from farmers, and placed in warm city stables pending inspection, the change of air and surroundings is very apt to produce colds, influenza, or strangles. Particularly the last named trouble may exist in a latent form until the animal is shipped upon cars or boats, when the continual draughts to which they are exposed cause the rapid development of the trouble. Upon arrival at the distributing point or destination, the animals may be found in an unserviceable condition, although apparently well when inspected.

For the above reason, in time of active field service it is much better to buy horses not less than six to eight years of age. When only garrison service or moderate field work is expected, horses from four to six years of age are preferable, for although more subject to disease, they can be more satisfactorily trained than old horses.

Everyone does not judge a horse in the same manner, and the opinions of some are not as judicious or reliable as those of others. Those sometimes called upon to decide the good points or defects of horses may not be naturally endowed with the peculiar qualifications necessary for the solution of the problem. Those whose duty may require them to perform this work, may by intelligent observation, education, and experience, attain a satisfactory degree of proficiency, especially if possessed of natural aptitude, and not swayed by prejudice and fashion.

The faculty of judging implies not only attention, but a well balanced ability for comparison. The points of a horse are observed more quickly when he is brought beside an animal selected as a model.

The price usually paid by the government for horses is fixed by the lowest bidder. It is not, therefore, to be expected that ideal animals will be presented for inspection, but only such as the contractor can procure at a lower price than he himself receives. There will be a few first-class, many fair, and a superabundance of indifferent and mediocre horses presented. The government will be best served by rejecting the latter.

The form of a horse determines to a great extent his fitness for service, and enables a fair prediction to be made as to his various qualities, provided he is sound. It requires judgment, much instruction, and long practice, to correctly estimate the relative value of various points, and to determine whether the good qualities counterbalance existing or probable defects. Some men seem able to see at a glance all the points of an animal, but conformation requires study, and those who have obtained practical knowledge only are not infrequently swayed by prejudice rather than controlled by sound judgment.

Good points in a horse are not mere matters of beauty, but shapes which, on mechanical principles, are likely to answer the required ends. However, shapes which may be objectionable for one class of work, are not necessarily so for another. Thus small
“chunky” or pony-built horses are better for continuous work in the mountains, than larger and longer coupled horses.

While useless to search for perfection, it is well to study all the points of the ideal horse, in order to promptly recognize them when seen. The points taken together constitute the form, which must not be confounded with particular attitudes assumed by the horse, for an animal whose conformation is perfectly adapted to service, will frequently assume such awkward positions while standing in a stall, or at the picket line, as to entirely deceive any but a well trained eye.

As soon as a horse is found which is a suitable model, he should be retained at hand for comparison, but contractors are entitled to a fair construction of their contracts. In other words, if the government pays only $125.00 per animal, the contractor should not be expected to put in horses whose value is $200.00.

In conducting an examination of horses, he who possesses a perfect knowledge of the anatomy and physiology of the animal, will have a great advantage over one who does not.

It is absolutely necessary to know the names of the various parts of the horse, and it is presumed that those who read this book will wish to understand the construction of the skeleton and the superficial layers of muscles.

The nomenclature of these parts is given, as far as possible, in plain language, but some technical names are used because there are no popular names for the parts mentioned.

The animal here represented is the celebrated race-horse “Eclipse,” pronounced by the highest veterinary to be perfect. The form of the horse is indicated in outline. The nomenclature of the skeleton is as follows:

The illustration (Plate II) shows the exterior muscles of the horse as they appear with the skin of the animal removed. Some of the deep seated and powerful locomotive muscles are not shown, and the one over the ribs is omitted.

The principal muscle for consideration in the plate is the long muscle, or system of muscles of the back. It fills the angular space on each side of the spinous processes, giving roundness to the back. It is very broad and thick over the loins, and in addition to other connections, it is strongly attached to the hip bone. It is attached forward to all the spines of the vertebrae, as far as the neck, and to a strong tendon-like membrane that is firmly fastened to the same bones.

Special interest attaches to this muscle and tendon, because the saddle must rest upon it in such a way as not to interfere with the muscular action of the fore and hind quarters.

The names of the muscles are all of a technical character to indicate location, or action, and are omitted because knowledge of them is only necessary for a scientific study of the physiology of the horse.

The plate, copied from “Megnin,” is numbered so as to locate by name the external regions of the horse. It is absolutely necessary to commit to memory this nomenclature in order to describe horses as
well as to understand what is referred to by others when mentioning parts.

If many horses are to be examined, copious notes should be retained by the officer for self-protection, and every horse passed be branded with a number on the hoof for identification on the descriptive list, and also have the brand common to all public animals put on in the presence of the inspectors. Blemishes existing at the date of inspection should all be noted carefully on the descriptive lists.

It may happen at times that officers will be called upon to examine horses without the assistance of a veterinary surgeon. The "examination for soundness" and the chapter on the more common diseases and injuries will give the student sufficient knowledge to conduct fairly well the examination for soundness, provided he systematically applies the information contained therein to the cases available for his observation in service from day to day.

If unable to decide upon any question arising during the examination, the government should be given the benefit of the doubt. Such action will leave no cause for future regret.

It is seldom possible for inspecting officers to quietly view the animals in their stalls, before being presented for examination, because contractors are compelled to go over a great deal of country to collect such animals as in their opinion will be accepted by the government.

Contractors sometimes arrange to have a representative of the government accompany them when gathering horses, in order to avoid the heavy expense incurred by buying those which are sure to be subsequently thrown on their hands for various defects.

Whenever possible to see animals in their own stalls, it should be observed carefully if they kick or crib, which can be easily told by the appearance of the stall and manager. If a horse points a toe, or shows other signs of weakness or lameness, it can be more easily discovered at this time than when crowded in public stables or sheds with large numbers of other horses. Few of the stable vices can be cured, and unless horses are badly needed for immediate field service, animals known to have them should be rejected. Some stable vices may be acquired from other horses, and it is therefore very desirable to avoid introducing into cavalry stables animals which may spoil others compelled to stand near them.

In addition to kicking and cribbing, which are about the worst habits a troop horse can have, may be mentioned weaving or the swaying motion so common to caged animals, wind sucking, continual pawing, pulling back when tied, and biting.

The wind sucker takes hold of the manger, picket line or halter strap, arches his neck and draws back with a grunting noise. The horse may be deterred temporarily from acting this way by painting or smearing the objects in his vicinity, but he will resume the practice at the first opportunity.

Pulling back is very destructive of halters, and should be cured when possible by passing a piece of small and new hemp rope under the tail as a crupper, the rope being knotted on the back and the ends passed through the halter and tied to the manger, so that when the animal pulls back to break loose, the rope tightens and lacerates his tail. One or two applications of this rope crupper will in most cases affect a permanent cure.

The line of demarcation between blemishes and defects is sometimes very dim. Under the first named come all abnormal conditions of the various parts of the horse which do not
affect his serviceability, such as scars, splints so placed as to be of no consequence, and similar things.

Under the head of defects come peg splints and those very close to the knees, ring bones, side bones, false quarter, quarter cracks, sitfats, and any trouble, local or constitutional, which may tend to shorten or render unsatisfactory the service of the animal. These will all be treated in detail later for the guidance of the inspector as well as with a view to amelioration and cure when they occur in animals already purchased.

Horses should be examined, if possible, in the open air. When this is not practicable, an open passageway or shed should be selected, where plenty of light may be had. When the horse is led out, he should be examined in profile form in front and behind, from the right and left, and obliquely forward and backward, careful attention being given to his temperament and attitudes in the meantime.

View the horse in all possible aspects, to determine the general harmony of his whole conformation. View the formation of the feet and legs separately and in pairs; the shape, expression and size of the head generally and in detail; the shape of the back and withers, with reference to carrying a saddle.

The examination should be made on unshod horses, but if any animal is presented shod, special attention is necessary to see if shoes have been put on for the purpose of correcting defects.

A good horse is one with many good, few indifferent, and no really bad points. Excess of power or development in one part of a horse may not only be useless, because the strength of the animal is limited by the weakest point, but it may be a positive source of evil. For example, a strong, powerful forehand is not an advantage if the hind quarters are light, because the strain on the hind legs will be unduly great. Similarly, if the fore legs are weak they may suffer from excessive propulsion communicated by powerful hind quarters, whilst they might have lasted a long time if all were proportionately developed. In a well formed horse there must be not only no weak point, but no part with excessive development, as compared to the others.

Outward forms are mainly dependent on the formation of the bony skeleton. In a well bred horse the tendons, ligaments and muscles are generally in keeping with the bones; that is, large bones usually give attachment to large, powerful muscles, tendons, etc. The processes of the bones are better developed, and give a greater mechanical advantage to the muscles than in the case of common country horses.

The power of a horse increases with his size, provided the relative proportion of the parts and the general compactness are maintained. This, however, is rarely the case. There is a certain size beyond which the parts do not seem to grow in due proportion to each other. Very large horses are seldom fit for saddle purposes.

Without good structural formation strength must not be expected, and even with it, do not expect all the desirable qualities.

There are some relations between parts of the horse which it is well to consider as an aid in training the eye. In this way it may be decided at a glance if a horse approaches the average form accepted as most suitable for service.

RELATIVE PROPORTIONS

The horse shown in plate IV was selected to be photographed because of his well earned reputation as an all-around cavalry horse and weight carrier.
*The horse, "Deadwood," pictured in Plate IV, is thirteen years old, and has been in service since August 7, 1886. He is fifteen hands high, appears perfectly sound, moves at a walk, trot and gallop without any stiffness or peculiarities of gaits, and is a clean-cut, strong and enduring cavalry horse. At the time this photograph was taken the horse was very fat.

He was ridden by the orderly for the quartermaster of the Eight Cavalry on the march from Fort Davis, Texas, to Fort Meade, South Dakota, in 1887, a distance of about nineteen hundred miles. As the orderly accompanied the quartermaster in looking for camping ground, purchasing forage, and riding back and forth to the wagon train, it is a low estimate to place the distance covered by
this animal at twenty-five hundred miles. He has done steady duty in field and garrison ever since, and he has undoubtedly been enabled to do this because his form is perfectly adapted to the weight-carrying requirements of cavalry service.

The position is not constrained; it is the natural and free position assumed by the horse without assistance or interference. It will be observed that the frontal line of the head is nearly or quite parallel to the slope of the shoulders.

Now taking the head, measured from the poll to the extremity of the upper lip, as a unit, it will be found to enter as a factor quite accurately into several important measurements. The head should be measured as a shoemaker does the foot, and not with a tape-line.

This length of the head AB is almost exactly equal to the distance: 1. From the top of the withers to the point of the shoulder CD; 2. From the lowest point of the back to the abdomen EF; 3. From the point of the stifle to the point of the hock IJ; 4. From the point of the hock to lower bone of the hoof JK; 5. From the shoulder blade to the point of the point of the haunch LM.

Two and one-half times the head gives: 1. The height of the withers C above the ground; 2. The height of the top of the croup above the ground; 3. Very nearly the length from the point of the shoulder to point of buttock DH.

Do not expect every horse to fill these conditions, but remember that a small fraction of the length of the head added to his height or length, will at once give the animal an abnormal appearance. The length or height of a horse will seldom or never equal three head lengths.

If the proportions are satisfactory, examine the muscles in a general way to form an estimate as to the probable endurance of the animal. Firm, dense, compact and clearly defined muscles are requisite for weight carriers.

The examination should next take a more detailed character, remembering always that although race horses may run and win in all forms, cavalry service demands a marked degree of uniformity, and the higher the grade of excellence secured the more economical and enduring will be the results.

Before proceeding with examinations, the age and height of the animal should be taken, to determine whether these come within the limits specified in each contract or letter of instructions. Perfection of form is usually found to greater extent in horses under fifteen-and-a-half hands high than in those of greater height.

The Head.—When carefully observed, a great variation is seen to exist in the size and shape of the heads of horses. A wide forehead is nearly always accompanied by large nostrils, well situated eyes but partly open and appearing small, ears large and close together, and with but small space under and between the jaws.

The head first described is the one best adapted to the saddle horse, for the second or coarse head acts like a heavy weight at the end of a long lever, bringing forward the center of gravity, and making the horse heavy in hand.

The nostrils should be large, and occupy nearly the whole of the lower part of the facial
structure, because the horse breathes entirely through his nostrils, and not partially through his mouth as man does. The coarse horse has contracted nostrils with overlapping borders, and the entrances are beset with bristly hairs.

The mouth should be small, with thin, firm lips. The eyes should be large and mild, with fine eyelids. The ears should be delicate and pointed, and should move backward and forward with a quick, firm motion, without the least appearance of flabbiness. The eyes and ears indicate fairly well the temper of the horse.

Figures 1 and 2 represent two entirely different types of good heads. The first has the depression in the frontal line known as “dishfaced,” and an unusual depth from the eye at the point of the jaw. The second is the head of a very fine saddle animal characterized by docility and intelligence, and perfection as to gaits.

*The Neck.*—The neck should be examined as to its form, length, carriage, and mode of attachment to the head. The neck is called straight when its border are rectilinear; arched, when its upper border is more or less convex throughout; ewe-necked, when its upper border is concave.

The long neck accords well with extreme speed, the short neck with power, and the medium neck for all around saddle purposes, and which class there is a wide range of intermediate forms. (Figs. 1, 2, and 3.) Very long necks are too mobile, while very short ones are not supple enough. Very long necks also have the disadvantage of ever-weighting the forehand by bringing forward the center of gravity. The volume of the neck should not be too large, but harmoniously proportioned to the other parts of the body.

The class of neck possessed but a horse is not altered by the addition of fat. A fine, silky mane characterizes well-bred horses; and coarse, long and stiff manes, common horses.

*The Withers.*—The withers comprise the region between the shoulders in front of the back, and in consequence of their prominence and anatomical complexity are exposed to wounds of variable gravity. As many of the muscles, ligaments and tendons which control the motion of the forehand are attached here, a considerable degree of elevation is necessary in order to afford good leverage, as well as to give due length to the shoulder. Horses with very fine, high withers, while pleasant to ride, are unsuited for hard service with packed saddles. Elevated withers are usually accompanied by long, sloping shoulders and a rather deep chest. High, thin withers are usually accompanied by flat muscles about and in rear of the shoulder blade, where the front end of the side bars of military saddles are calculated to rest; this flatness allows the saddle to slip unduly forward, which is very objectionable. (Fig. 3).

Horses with low withers, not well defined or outlined, are not suited for heavy, packed saddles, because such a formation permits the saddle to slip forward and bruise the parts near the top of the shoulder blade, and this displacement also causes cincha sores close to the fore legs.

*The Shoulder.*—The shoulder should be sloping and comparatively long. (Plate IV.) If the shoulder blade is long, broad and well sloped, the saddle will sit short and upright, the saddle will have a tendency to work forward on the withers. Upright or straight shoulders are very undesirable in saddle
horses, although perfectly suitable for purposes of draught. Undue thickness through the shoulders increases the weight of the forehand, and consequent wear on the fore legs, without any compensating advantages.

While all authorities agree that a sloping shoulder is essential in a good saddle horse, and many speak of it in an off-hand way, it will be found most puzzling to determine exactly how to class shoulders in fat horses.

In examining this part, it is proper to consider not only the portion occupied by the shoulder blade, but also the short bone (humerus) connecting the shoulder blade with the upper bone of the leg. This short bone slopes backward and downward, and as the shoulder bone is better placed the more it slants, this short bone, on the contrary, is considered best when it slopes the least. It is the degree of slope of this short bone that causes the difference in the appearance in various horses as to the way the fore leg is set on; in some animals it seems to spring from the front line of the chest, and in others several inches back of that part. If the shoulder is very straight, and the horse be otherwise acceptable, the best plan is to mount him; if he is, as he ought to be with such a shoulder, very rough, reject him.

The Back.—The back may be straight, convex or roach-backed, or concave or sway backed. The straight back is a sign of strength, and with this conformation the saddle will rest in a good position. The roach-back, while strong, is unsightly and contrary to free and rapid motion. The sway back may be congenital or acquired and is the most faulty of all for saddle purposes, because the weight is almost entirely sustained by the ligaments, and the saddle is certain to bore into the muscles of the back.

Sometimes the line of the back is oblique from front to rear or rear to front. These forms entail an unequal distribution of the weight of the body upon the four extremities. The center of gravity is carried towards the fore limbs when the horse is higher behind than in the front.

The back should not be over long. Short, straight backs are the strongest for weight carriers, but a certain amount of length is essential to much speed; moreover a horse with a very short back is apt to overreach.

The Ribs.—The ribs should have a well defined convexity from above to below. The curvature, taken with full development of length, and definite separation from each other, constitute three desirable points of excellence. Flatness, shortness and nearness together are undesirable, because they limit the volume of the chest, and characterize the horse as short-winded and deficient in power.

The Chest.—The chest should have great capacity in depth and excessive width, and should be plump in front. Narrow-chested horses lack endurance. The capacity of the lungs is marked by the size of the chest at girth. While excessive width in front is not desirable for rapid gaits, such form is well adapted to carrying great weight. The fore legs should spring from the chest perpendicularly as viewed from in front. Fig. 4 is a front view of the horse shown in Plate IV.

The Fore Leg.—The upper bone of the leg should be long in proportion to the lower or cannon bone. This cannot be too large or too fully supplied with muscles. When the horse is examined in profile this bone should be vertical, and when viewed from in front, parallel to the median plane of the body. The knee
should be wide from side to side, and thick from before to behind, the vertical direction of the lower bone and cannon or lower bone, should be maintained at the knee.

While a contrary condition may be congenital, and therefore not an unsoundness, since it does not interfere with firm and free movements, still a horse over in the knees, or knee sprung is not desirable for service. (Fig. 5.) The opposite condition, known as "calf" or "buck" knees, is decidedly objectionable, owing to the undue strain brought on the ligaments and tendons.

The leg just below the knee should not be very small or "tied in," which indicates a weakness of the part, but should be as large as the other portions of the limb in that vicinity. (Fig. 6.)

The large or cannon bone, between the knee and fetlock, cannot be too short or too strong. It should be straight, as any deviation from a straight line is both a sign and cause of weakness. The fetlock, consisting of the upper and lower pastern bones, should be of moderate length. If the fetlocks are very long, they are unnecessarily weak, and there will be undue strain on the ligaments and tendons; if they are short, the horse will be unpleasant to ride on account of the concussion to which the upright formation gives rise.

The feet should be of medium size, due regard being had to the size and shape of the horse, and there should be no visible difference in the feet as to size and form. They should be neither very upright nor too flat. The front feet being equal on the same line, the distance between them should generally be equal to the width of one foot from quarter to quarter.

The introduction of draught blood in many parts of the country has brought into the market a great many medium sized horses with large feet. Ordinarily a large foot is an indication that the horse has been reared on moist, soft pastures, and such feet are almost sure to deteriorate rapidly when put to service on hard roads at any but a slow gait.

Horses whose hoofs are naturally small and hard are better prepared to withstand the effects of warm, dry stables, or long marches over rough or dry country. They have less bulk and weight to lift at each step; their action under the saddle is more nimble and present, and the pounding received by the feet is not so apt to be severe, because horses of this class usually travel close to the ground, while horses with large or flat feet generally lift their feet high. A contracted foot must not be mistaken for a naturally small foot.

Some horses toe in (Fig. 7) and some turn out their toes (Fig. 8). Both are objectionable in cavalry horses. Sometimes a horse toes in more with one foot than another, and breaks down first on the one which turns in most. The horse which turns out his toes is apt to "paddle" when in motion, and his hocks are likely to turn in too much.

The hind feet are usually more upright than the fore feet, and are much less subject to disease, injury or mal-direction. The same remarks as to size and condition of the fore feet are applicable in general to the hind feet. If the toes
show signs of striking the shoes of the front feet, producing in motion the sound called "clicking," the Horse will not be satisfactory for marches at a trot under the heavy weight.

The Hind Quarters Generally.—The hips should to be ragged. High Hips are not only unsightly, but are apt to be weak, for the reason that their prominence may be due to narrowness of the loins. The loins should be large, well arched and fully furnished with muscle. The thighs should be deep and full, but with sufficient interval to prevent friction. The absence of muscular development known as "split up behind" is very objectionable. Fig. 9 is a rear view of the horse shown in Plate IV as a typical weight carrier.

The upper bone of the hind quarters, which articulates at the stifle with the upper bone of the hind leg, should be long and lie obliquely back so as to bring the hocks into their proper place. The stifle should be prominent and well defined; it should lie close to the abdomen, and be slightly deviated outward.

The hock should be neatly outlined, wide and thick. Large bones are usually accompanied by strong tendons and ligaments. The leg below the hock should incline but little if at all under the body; if inclined too much the liability to strain on the ligaments and tendons becomes great. If the leg below the hock is perpendicular, the conformation is favorable to speed, because the foot on arriving on the ground is strongly flexed upon the leg, which gives the hock energetic impulsion, and admits of long strides. If the lower part of the leg be inclined under the body, it not only affects the speed by diminishing the step, but increases the weight borne by the hind quarters, and causes a considerable part of the muscular effort of impulsion to be expended in lifting the body, instead of carrying it directly forward.

The hocks should also be viewed from behind with reference to their parallelism to the median plane of the body. The hocks may turn towards one another behind, giving the horse the appearance (Fig. 10). If the points of the hocks are turned out, the appearance is similar to bow legs in a man. Both forms are objectionable for many reasons.

Doubts sometimes arise as to whether certain forms of curby hocks and spavins (Fig. 11) are really to be regarded as unsound; in all such cases the inspector should reject the animal for saddle purposes if the veterinarian does not feel justified in doing so.

This article of the "Cavalry Horse" by Captain William H. Carter will be continued in the June edition of the U.S. Cavalry Journal.
"Guest Author"

The Ambush
By Trooper Niven J. Baird

We once again find ourselves in South Vietnam during the years 1964 and 1965 where an American major has been assigned as the Senior Advisor to the South Vietnamese 1st Armored Cavalry Squadron. The headquarters of the cavalry squadron has, since the coup of 1963, been restricted to the Saigon-Cholon area as a mobile anti-coup force. As we have followed some of the major’s experiences in previous issues, we have learned that his efforts to get the headquarters of the cavalry squadron out of the capital region has finally succeeded and the headquarters has moved to Trung Lap, a Vietnamese Ranger Training Center on the edge of War Zone C and in particular, the Ho Bo Woods. The Ho Bo was infested with “spider holes” which, unknown at the time, were outlets to a massive system of tunnels running throughout the area. Although the squadron headquarters had previously been kept in the Saigon area, its three M-113 troops were operating throughout the region north and west of Saigon, in pursuit of Viet Cong. Each M-113 armored personnel carrier mounted a .50 caliber machine gun with steel protective plate and carried a squad of infantry. The major spent the majority of his time alternating among the troops, providing the troop advisor, in each case an American captain, some well-earned time back in civilization (Saigon).

We now find the major with one of the troops, searching for Viet Cong in the rice paddies northwest of the capital region. We pick up the story in early summer, 1964.

The Vietnamese cavalry troop was late departing the night defensive position due to a malfunctioning M-113 (track as they were called), and the 1st platoon sergeant was furious. It was his track which wouldn’t start, and the platoon leader and troop commander were not pleased. Finally, his driver got a cable and attaching it to a nearby vehicle, “slaved” the track to get it started, and the troop departed for the morning’s work, searching for Viet Cong. The troop was working the rice paddies north of Saigon, near the area which later became known as the “Parrot’s Beak”, land jutting out of neighboring Cambodia.

At noon the troop formed a defensive circle and prepared to have the noon rice but not the 1st platoon sergeant’s driver. He opened the front compartment of his M-113 which housed the engine and transmission and soon had the alternator on a piece of canvas on the sandy ground and was taking it apart. The Squadron Senior Advisor watched the young soldier with great interest. The driver appeared to be about 17 years old, and clearly had no reason to have any mechanical or electrical abilities—undoubtedly a draftee from the slums of Saigon. As the driver squatted on the ground dismantling the alternator, the major sat down to watch. At one point, the major asked the driver his name. The driver said “Trach”. He then pointed to his vehicle and said mot-mot-ba (113 in Vietnamese), and said “track”, then pointed to himself saying “Toi (Vietnamese for I) Trach” and gave a huge laugh, pleased that he was able to make a joke. The platoon sergeant walked near with blood in his eye, so the major realized he needed to stop interfering with the driver’s work. Shortly, the driver hoisted the alternator back into the power train compartment, and in minutes, the M-113 was running. It seems unlikely that a driver in the American army would have been able to accomplish that task, despite the advantage of having been raised in a vastly higher-tech environment.

The troop had started the afternoon’s sweep through the paddies when a fusillade of small arms fire was received. The 1st platoon took off in the vanguard, attempting to overrun the snipers. Contact was not made immediately, so the troop continued searching.

A quick check of a map of Vietnam would reveal that the area of operations was very near the Cambodian border, although the vast expanse of rice paddies gave no clue as to the actual location of the border.

In mid-afternoon, shots were again fired at
the troop and several individuals could be seen at a distance, running along an elevated rice paddy dike. The M-113s immediately started converging on that location and the individuals were detected running over a slightly higher piece of ground and then out of sight. Again, the 1st platoon was the unit nearest to the point of higher ground and charged ahead in hopes of catching sight of the shooters. As the 1st platoon sergeant’s track approached the rise, a tank appeared and fired a round. The projectile entered the M-113 immediately in front of the driver’s compartment, and punched its way through the personnel carrier. The round was an anti-tank projectile, and the molten metal produced numerous casualties in the vehicle. The major, riding nearby on the troop commander’s track, looked at the commander who shouted the dreaded words “phuc kich” (ambush) into the microphone of his troop net. The troop had obviously been lured to this spot to allow an unknown enemy to inflict damage—clearly in retribution for the successes against the Viet Cong over the past number of weeks. A large amount of automatic weapons fire was being received, and it was not known if the tank, although no longer in view, was preparing to take another shot. Shortly, the small arms fired ceased and quiet was broken only by the sound of the personnel carriers moving cautiously toward the place where the tank had been sighted.

It soon became clear that whatever had been the enemy’s purpose, it had been achieved and the area was clear of Viet Cong, and certainly the tank. The major and the troop commander dismounted and approached the damaged track. The driver (Trach) was dead and the platoon sergeant and several of the squad had serious injuries. The troop commander made a radio call for Vietnamese helicopter assistance to get the wounded to the hospital, and he and the Advisor got tow cables to hook to the damaged track. The vehicle was pulled back a few hundred yards and a defensive position was established. American medical evacuation helicopters were not allowed to assist unless an American was wounded or unless the Vietnamese Air Force refused to fly the mission. Night fell without a Vietnamese helicopter arriving, so the Advisor put out a call for an American medical helicopter (Dustoff). About midnight the radio announced the arrival of the medivac, and by the light of flashlights the Dustoff landed, took the wounded and dead aboard, and left for a hospital.

The troop commander had reported the contact through his reporting channels and the radio had been kept busy with questions as to what had occurred. The remainder of the evening was spent with the troop officers and the major discussing the action, and in particular the shocking presence of a tank. It was the consensus that the tank was an American M-24—obviously the property of the Cambodian Army—and for whatever purpose, it had been positioned to strike the M-113s.

Shortly after dawn, an American helicopter circled overhead, and after making contact, requested security for a landing and the major was told to come aboard. He was then told he was to report to COMUSMACV (Commander, United States Military Advisory Command, Vietnam), an American 4-star general, at MACV Headquarters. The trip to the Saigon airport and subsequent 1/4 ton ride into Saigon was filled with dread as the Major tried to imagine what sort of reception he was about to encounter.
The Tenth Cavalry
Continued from page 5

the Buffalo Soldiers proved themselves as worthy soldiers by fighting shoulder to shoulder with the white soldiers. When they returned to the states in 1902, headquarters were in Fort Robinson, Nebraska. At this time the soldiers were able to take advantage of leisure time by practicing target shooting, and participating in field and sporting activities. In January 1907 some troops went back to the Philippine Islands and continued to compete in sporting activities while there. Returning to the states in 1909 they continued to practice and thrive in sporting events at Fort Ethan Allen, Vermont. In 1916 the Tenth was involved in The Punitive Expedition (the raid of Poncho Villa). While at Fort Huachuca, Arizona in 1917 the troops were called to be sent overseas; World War I had begun. The non-commissioned veterans that were called received their commission, and many of the commissioned officers received their stars during this time.

The History of the Tenth Cavalry 1866-1921. Compiled and edited by Major E.L.N. Glass, 10th Cavalry.

The Tenth Cavalry Insignia

NEED A GREAT GIFT IDEA FOR A BIRTHDAY, GRADUATION, OR ANNIVERSARY? GIVE THE GIFT OF A MEMBERSHIP TO THE U.S. CAVALRY ASSOCIATION!
The 2014 Bivouac and National Cavalry Competition will be held at old historic Fort Reno, Oklahoma, September 17 – 21. In 2011 we gathered at Fort Reno for the annual bivouac and competition and look forward to returning there again this fall. The hospitality of Historic Fort Reno, Inc., as well as the Department of Agriculture, was appreciated by our members, and they are working diligently to make our 2014 event a success. After the Board of Directors’ meeting at Fort Reno in April, we will be releasing information regarding the schedule of events, meals, and hotels. Save the date on your calendar and plan to attend.

2014 Dues!!
Keep up your membership by paying your dues. If it has slipped your mind, slip us a note! This will be your last issue of the Cavalry Journal that you will receive. So get those payments in! You may use the form on the last page of the journal or call 785-784-5797 to renew your membership. If you are all paid, you will continue to receive the Cavalry Journal. It is because of the support of our members that we are able to keep the spirit of the cavalry alive. Let the guidons fly!

Notes from the Editor

~Some of you will notice a new format in this journal. Being new here at the Cavalry Association, I started going through some old Cavalry Journals and Crossed Sabers Articles, I noticed that they had titles or categories, if you will, for the articles. We will be going back to this style. I hope you enjoy! We will reprint an article from the past, talk about a very important cavalry soldier, cavalry horse and a cavalry unit that has done something splendid in the past.

~I would like you to take note that the U.S. Cavalry Association has a very important place in history. Our research library contains thousands of very important books, journals, pictures and personal history folders of many events that took place in the history of the cavalry. We also sell items from our store. With that being said, it is your dues and purchase of items that keeps our staff and building running. I would like to ask you to please round up new members to enjoy the U.S. Cavalry Association as much as you do. We look forward to providing free research to those that call and email us with questions, and we will assist you in buying items from our Sutler's Store. Let us make it a mission in the New Year to capture and round up at least five new members a piece!

~Perhaps you would like to advertise your business in the Journal, or do you know of someone that should? Contact us for more information.
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