In This Issue

Trooper Paul H. Scholtz
6th Cavalry Fights for its Life at Fairfield
The Sixth Cavalry, 1939-1942, As I Knew It
We are on Maneuvers Now
First Lieutenant William H. Carter - Medal of Honor
Civil War Clairon (Bugle)
The Connecticut Governor's Horse Guards
A Field Artillery Horse Soldier Remembers
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.

Article IV, USCA Constitution

Officers
President
Col. William H. Tempero, OKARNG
Vice President
Frederick E. Klink
Secretary
Karen Tempero
Treasurer
Wendy Ogden

Board of Directors
Chairman
Vice Chairman
Col. Samuel L. Myers, USA Ret.
Members
Joan Gard Baird
Frederick E. Klink
Jeffrey L. Maahs
Daniel L. McCluskey
Lindsay D. Baird, Esq.
Col. William H. Tempero, OKARNG
Col. W. Glenn Yarborough, USA Ret.
Sgt. Jon Husby, USAR
CDR William Kambic, USNR Ret.
Capt. Jeffrey Wall, USMC Ret.
Jimmy Johnston
Alan Ginos
Craig McVay

The Cavalry Journal
Published Quarterly by
The United States Cavalry Association
Volume XLII, Issue 3 1 September 2017
ISSN 1074-0252

The Cavalry Journal Editorial Staff
Col. Samuel R. Young, USA Ret., Editor
journaleditor@uscavalry.org
Karen Tempero, Assistant Editor
LTC Gary R. Polsinelli, USA Ret., Copy Editor

The Cavalry Journal is dedicated to the memory of all Cavalrymen.

Contents
1 Trooper Paul H. Scholtz
3 6th Cavalry Fights for its Life at Fairfield
6 Sixth Cavalry, 1939-1942, As I Knew It
8 We are on Maneuvers Now
9 First Lieutenant William H. Carter - MOH
10 Civil War Clairon (Bugle)
11 Connecticut Governor’s Horse Guards
14 A Field Artillery Horse Soldier Remembers
19 Book Review – The Cavalry at Gettysburg
19 Editor's Notes
20 Gigantic Thank You
21 USCA Membership Application
21 USCAR

Join the Cavalry
See page 21

Editorial/Publication offices: U.S. Cavalry Association, 7107 W. Cheyenne St., El Reno, OK
The Cavalry Journal is published four times a year; 1 March, 1 June, 1 September, and 1 December
Journal subscriptions included in Annual Membership Dues; Individual, $45.00; Family, $65.00;
Overseas, $100.00. Individual Life Membership is $500.00.
Membership year is 1 January through 31 December – All dues are payable in advance.
Extra copies of the Journal are available at the Publication Office for $5.00 each.

U.S. Cavalry Association's Museum and Memorial Research Library
7107 West Cheyenne Street, El Reno, Oklahoma 73036-2153

www.uscavalry.org  405-422-6330
https://www.facebook.com/USCavalry.org/?fref=ts
Paul Harrison Scholtz, U.S. Cavalry Association Board of Directors member, chaplain, auctioneer, trainer, and cavalry mentor, was born in Erie, Pennsylvania on September 29, 1948, to Paul and Margaret Scholtz. He accepted Christ and was called to preach at the age of 18 at a revival meeting at Weis Library Methodist Church in Fairview, Pennsylvania. He attended Edinboro University near Erie.

Paul was drafted into the U.S. Army and, according to his obituary, was given “a free, one year, all-expense paid vacation to sunny Southeast Asia where he enjoyed activities such as running, dodging, ducking, and shooting with the U.S. 11th Armored Cavalry Regiment combat engineers. Go Blackhorse!”

After returning from Vietnam, Paul attended Central Bible College where he received his Bachelors of Arts in Bible. He then attended the Assemblies of God Theological Seminary and received his Masters of Arts in Bible and Theology. He began his Doctorate of Ministry in 2016.

While at Central Bible College Paul met Linda Brinkman. They were married on August 7, 1976. Their son, Paul Robert Scholtz, was born on December 26, 1980.

After being ordained, the Scholtz's joined the Harry Vold Rodeo Company as chaplains in Avondale, Colorado. After one year of travel, the Assemblies of God U.S. Missions Department called and endorsed him as the first Assemblies of God Missionary and Chaplain to Rodeo. His ministry expanded to most Professional Rodeo Cowboys Association rodeos as well as other ranching and horseback culture venues.

In 1991, Paul began his ministry with the Royal Rangers, bringing his horseback expertise with him. In 1992, he became a part of Rodeo Bible Camps and has ministered at 8 to 10 camps each summer since.

Paul's military background then opened the door for ministry at the U.S. Cavalry Association as its chaplain. Association members looked to him as their Chaplain and his messages at the annual Memorial Services and Chapel Services were eagerly anticipated and well received. Often Linda was at his side with her music ministry.
Paul’s cavalry skills made him a fierce competitor and a much sought-after instructor at the annual National Cavalry Competition. He was equally competitive as an auctioneer for the Association at its annual auctions where you always knew he was pursuing “top dollar” for every item on “the block!” And he was always excited being with fellow “Blackhorse” (11th ACR) troopers.

In 2011, Paul became Chaplain for the Haven Behavioral Center for wounded military veterans in Pueblo, Colo.

Throughout his Chaplaincy, Paul served God, touched many lives, and was a devoted husband, father, and grandfather. He went to be with his Savior on June 17, 2017.
Day three of the battle at Gettysburg dawned with infantry and artillery soldiers of the Union Army of the Potomac preparing for new attacks by the infantry and artillery of the Confederate Army of Northern Virginia. The weather promised to deny the soldiers of both armies relief from the brutal heat and high humidity. The northern soldiers were dug in behind stone walls and other obstacles from which they would fight while the southern soldiers would have to attack across open fields. Cavalry units of both armies were not in the cauldron south of Gettysburg where these soldiers would fight, but they were engaged nonetheless.
About three miles east of Gettysburg, and between the York and Hanover roads, Confederate cavalry, led by Maj. Gen. J.E.B. Stuart, were prevented from attacking the supply trains and lines of communication behind the Union battle lines through decisive and classic mounted combat by the Army of the Potomac Cavalry Corps' Second Division commanded by Brig. Gen. David Gregg and Custer’s “Michigan Brigade” from the Third Division.

Simultaneously, at the south end of the cauldron, Brig. Gen. Judson Kilpatrick and his Third Division, less Custer’s Brigade, sought opportunities to prevent Gen. James Longstreet’s Corps from attempts to resume its attacks on the Union’s left flank in the vicinity of Little Round Top. Additionally, Kilpatrick’s cavalymen launched attacks against Longstreet’s infantry positions southwest of Little Round Top.

Other elements, large and small, of the Union and Confederate cavalry were scattered throughout the area surrounding the Gettysburg battlefield doing what they could to contribute to the success of their cause.

At the western side of the map, the Fairfield Road leads west out of Gettysburg and continues west-southwest about ten miles to the little town of Fairfield, Pennsylvania. Going southwest from Fairfield was the Hagerstown Road.

Confederate Brig. Gen. “Grumble” Jones and his brigade of cavalry, on completing their missions in West Virginia and Maryland, had been ordered on 29 June by General Robert E. Lee to proceed north to support the Confederate Army near Gettysburg. Arriving at Chambersburg, Pennsylvania, west of Gettysburg, on 3 July, he was ordered to Fairfield to guard supply trains gathering there. Jones hastened to Fairfield with Captain Chew’s battery of horse artillery and three of his five cavalry regiments (the other two being on detached missions).

Around noon on 3 July, Brig. Gen. Wesley Merritt’s Reserve Brigade from Brig. Gen. John Buford’s First Division left Emmitsburg, Maryland, under orders to attack the Confederate left and rear behind Seminary Ridge. Merritt’s brigade would be supporting Kilpatrick’s Third Division. As his brigade headed toward Gettysburg, Merritt was advised by a Union civilian of a Confederate forage train, bulging with plundered food and other items, on the Hagerstown Road near Fairfield. The civilian said the wagon train was lightly guarded.

Merritt ordered Major Samuel Starr with four squadrons of the 6th U.S. Cavalry, his brigade’s largest regiment, to locate and seize the wagon train. From Edward G. Longacre’s book, The Cavalry at Gettysburg: “For about eight miles, the 400-odd troopers under Paddy Star proceeded unmolested. The major, however, realized he was marching toward Lee’s rear—and Lee’s rear guard. At the same time, his regiment’s performance at Upperville rattled in his mind like a sick headache.”

“At Millerstown, the road to Gettysburg met a trail that cut sharply left toward the mountains. Here Starr divided his force, sending two companies under Capt. George Cram and Lieutenant Nicholas Nolan on the westward track. With his remaining squadrons, the major continued north, planning to flank the wagons and their escort.”

“This tactic would have been effective had the detachments encountered a wagon escort only. After clearing Millerstown, Starr’s advance squadron, under Lieutenant Christian Balder, moved to within a half mile of Fairfield, where it spied a few forage wagons—whose drivers had been looting local residents—leaving town. But just as Balder spurred forward, he discovered on the road above the 7th Virginia Cavalry, the lead
unit of Grumble Jones’ column. Part of the 7th slammed into him, but another Regular squadron forced the Virginians back, then withdrew along with Balder to apprise Starr of the situation.”

“To his credit, the major did not lead his main force head-on into a force of unknown strength. He pulled his men off the road, dismounting some within an apple orchard, others behind a post-and-rail fence from which they could not be easily dislodged. From these positions, the squadrons opened a fire on the head of the Rebel regiment, inflicting several casualties.”

“The Virginians appeared paralyzed by the fire; even Lieutenant Colonel Marshall admitted that his outfit ‘did not at this place and time close up as promptly as it should…making our loss greater than it would otherwise have been.’ The 7th might have made a fight of it even so, had not Cram’s and Nolan’s companies charged in from the west at a critical moment. With that, the Virginians scattered for safety, every trooper for himself.”

“Beaten men spurred past Grumble Jones and the next regiment in his column, the 6th Virginia. After vainly calling for the 7th to return, the brigadier turned to Major Flourney’s men and cried: ‘Shall one damned regiment of Yankees whip my whole brigade?’ The troopers answered in unison and in the negative. Shouted one of the men: ‘Let us try them!’

“Jones did, he himself at their head. The charge was so swift that they reached the Regulars before the latter were ready to receive them. Having discovered how badly he was outnumbered, Starr had remounted for a forlorn-hope counterattack. By leaving his cover, however, he offered his force up as a sacrifice. In minutes, the Virginians swarmed over it, hacking and slashing in wild abandon. In the melee, Starr was wounded—his right arm mangled by a pistol ball—and captured. Fleeing into the streets of Fairfield, Lieutenant Balder was mortally wounded before he could cut his way to safety. With Balder fell dozens of officers and enlisted men. Before the gyrations of men and animals had ceased, 242 members of the 6th United States were killed, wounded, or taken prisoner. Most became captives; they included Captain Cram, four lieutenants, and two surgeons.”

“Only two small detachments avoided death or capture. Finding himself cut off from Starr’s battalion, Virginians on each side of him, Lieutenant Nolan ‘commenced retreating, disputing every inch of ground with the enemy.’ Taking the only exit available, he led the few survivors at high speed toward the Maryland border. Near the old camp at Mechanicstown, beyond range of pursuit, he joined an equally small remnant of Starr’s main force, which had been led to safety by the only other officer to avoid capture, Lieutenant Louis H. Carpenter. Assuming command of both parties, Nolan guided them along a circuitous route to Merritt’s column, which he joined just south of Gettysburg. There he reported to Captain Claflin the story of Starr’s overthrow.”

“Back on the field of combat, Grumble Jones tended to his forty-four casualties and his gaggle of prisoners, assimilated the wagon train he had been sent to protect, and bivouacked near the South mountain peak known as Jack Mountain. Though upset that one of his regiments had been routed by a smaller Yankee force, Grumble was proud of having parried a blow against Lee’s rear. And by picketing the passes on either side of Jack Mountain—Fairfield Gap on the north and Monterey Pass to the south—he had secured an emergency route for Lee in the event he had to retreat. Ironically, Jones’ antagonists felt partially compensated for their losses by reasoning that they had done the same as he, having prevented the enemy from turning their army’s southern flank and creating havoc in its rear at a critical time.”

Thus, ended the cavalry engagement at Fairfield. While the 6th stopped Jones’ brigade from threatening Meade’s left flank, it put Jones’ brigade in position to secure the Hagerstown Road for Lee’s army when it returned to Virginia.

Reference:
WIKIPEDIA, Battle of Gettysburg
Arriving at Fort Oglethorpe, GA, on 5 July 1939, I had to hang out in the Recruit Detachment barracks as the sole occupant until my discharge from the Florida National Guard arrived. During that interlude, I ate in the Troop F mess hall. The Mess Sgt. was Corporal Mull. A young fellow from the troop named Lomax took it upon himself to tell me all about the 6th Cavalry. I watched the activities with interest, particularly at the guard house (“Quarters 21”) next door.

On 13 July I, along with several others, was sworn in by the Regimental Adjutant, Capt. Hugh F. T. Hoffman. I have always wished that he would have congratulated us on becoming members of the US Army and the Sixth Cavalry. Instead he warned us of the consequences of desertion. (Hoffman later retired as a major general.)
Assigned to HQ & Service Troop, I entered their building. Before I could knock on the Orderly Room door, two MPs escorting a sorry looking individual came in behind me. Out of the Orderly Room came 1st Sgt. Chester A. Clark, a big man with a chin like it was chiseled out of granite. Addressing the man under escort, he said “I’ll put you where you’ll stay a while!” To the MPs: “Take him to the guard house!”

I was detailed to the Communication Platoon with duty as radio pack horse driver. That afternoon the troop supply sergeant sent me over to Troop A to get some reveille oil; there I was referred to Troop B where I was told to tell Sgt. Melton that they didn’t have any either. Then Sgt. Melton took me down to the QM [quartermaster] warehouse to draw uniforms. The warehouseman, a PFC Specialist 1st Class, remarked to Melton to the effect that “What’s the use of issuing him uniforms as he’ll probably go over the hill.”

I was assigned a horse named “Iron Duke” Preston brand PO 71. Tech Sgt. Holland and some others gave recruit drill. Annual qualification in arms took place in August. I made Expert with rifle and pistol, both mounted and dismounted.

Every Sunday morning a young fellow, some three years younger than I, came through the barracks selling newspapers. I was told “That’s Sonny Smith, he’s Rip Smith’s son.” “Rip” Smith was Cliff Smith, the highly respected 1st Sgt. of Troop F. “Sonny” was James C. Smith, who later enlisted, went to OCS, rejoined the 6th Cavalry in the ETO [European Theater of Operations], and eventually retired as a major general. He and I attended the Armor School and CGSC [Command and General Staff School] together.

We had occasional mounted reviews on Wilder Field, in the Chickamauga National Battlefield Park, passing at the walk, trot, and gallop. The SRC 203 radio on the packhorse hit rather painfully on my leg at the gallop. [Wikipedia: The SCR-203 was a low power, short range, portable command set designed to clamp onto a Phillips pack saddle for animal-pack transportation and operation. It was used primarily by the cavalry and field artillery.]

The road to the park went past the three barracks of the 1st Squadron. Occasionally a mounted soldier would go by at a trot. Invariably some officious lieutenant would shout “Walk that horse!” Conversely, when a lieutenant rode by, some GI would shout, from inside the barracks of course, “Loose horse!”

In early 1940, the regiment was reorganized as a horse-mechanized formation. The 1st Squadron (Horse) picked up newly reconstituted Troop C. The 2nd Squadron (Mechanized) acquired Troop G, a motorcycle unit. Troops E and F were scout car equipped. Machine Gun Troop became Service Troop. HQ Troop lost its horses, to my regret.

We marched to Fort Benning in April 1940 for maneuvers, a warm-up for Louisiana later that year. I participated as a CW (Morse Code) radio operator in a scout car for one of the staff officers. The regimental commander was Colonel John Millikin. Major Hans Kloepfer was the S-3 and Capt. C. P. Bixel was S-2. Millikin later commanded III Corps in the ETO.

In January 1941, I was transferred to HQ Det [detachment] 1st Squadron and promoted to Sgt. There were three pack radio sections, one to support each troop. My section went with Troop C. 1st Lt Wilson (“Max”) Hawkins was the CO [commanding officer], the 1st Sgt. was Thomas F. McCaslin. Both were outstanding soldiers. I met Max Hawkins again at Fort Leavenworth in the 1960s. He retired as a major general. The Squadron Commander was Maj Gordon B.
Rogers who later commanded VII Corps in Germany. Hawkins and Rogers had much to do with my selection for OCS.

After Third Army maneuvers in Louisiana in August and September 1941, we returned briefly to home station and then took part in the Carolina maneuvers in November. On 7 December, I was home on furlough in Florida.

In February 1942, we parted with our horses, which were taken over by the 3rd Cavalry, and PCSd [permanent change of station] to Camp Blanding, FL, where we lived in perambular tents heated by Sibley stoves. In April, I was transferred to the Cavalry OCS at Fort Riley, taking leave of a great outfit of which I have many fond memories.

**We are on Maneuvers Now**

By Corporal Jefferson E. Taylor

Troop “B” 6th Cavalry

Fort Oglethorpe, Georgia, October 1941

Times are getting mighty hard for me
On maneuvers we don’t stand Reveille
We get snatched up in the middle of the night
We grab a nose-bag and a feed of grain
And ride right out in the cold and rain
But we don’t care. We’re on maneuvers now.

We grab a grooming kit and Stand to Heel
After forty-eight hours without a meal
Massage the back and rub the legs
On day-before-yesterday’s scrambled eggs
But we don’t care. We’re on maneuvers now.

Saddle up, dismount, prepare to lead
Unsaddle, rub backs, get ready to feed
We’re ready for a snatch any time
So saddle back up, and tie on the line
But we don’t care. We’re on maneuvers now.

We ride and ride for a long, long while
It seems like we can’t go another mile
We ride from sunset till day-break
We can hardly stay awake
But we don’t care. We’re on maneuvers now.

With a stiff stirrup-strap that makes your leg sore
We walk and trot and trot some more
We’re lost all day in the boiling sun
From daylight until the day is done
But we don’t care. We’re on maneuvers now.

So we go back to rest-camp like a sap
For lots of sleep and rest perhaps
Inspections: All arms, blocked hats, and personnel
These inspections sure are hell
But we don’t care. We’re on maneuvers now.

Red bugs, mosquitoes, snakes, and ticks
Poison ivy and sharpened sticks
They bite and gouge the whole night long
We’re not surprised if our legs are gone
But we don’t care. We’re on maneuvers now.

We’re headed for our Home Station now at last
After a thousand lies and rumors pass
We’re all so happy and singing a song
Cause them maneuvers were two months long.
First Lieutenant William H. Carter
By Trooper Sam Young

At Cibecue, Arizona, on 30 August 1881, First Lieutenant William H. Carter, 6th U.S. Cavalry Regiment, while fighting Apache Indians at the battle of Cibecue Creek, with the assistance of two other soldiers and under heavy fire, rescued wounded soldiers, for which he was awarded the Medal of Honor for distinguished bravery.

William H. Carter, born 19 November 1851, served in the U.S. Army during four wars: Civil War, Indian War, Spanish-American War, and World War I. He graduated from West Point in 1873 and was assigned to the 8th Infantry. Eighteen months later he transferred to the 6th Cavalry and participated in campaigns against the Northern Cheyenne, Sioux, Apache, and Comanche Indians.

During the Indian War years officer promotions were slow as the Army was small and promotions were based on vacancies which were usually infrequent. Carter served six years as a second lieutenant, ten years as a first lieutenant, and seven years as a captain. When he was promoted to major in January 1897, he did not expect the war between Spain and the United States nor the rapid expansion of the Army to fight that war and the wars in the early years of the 20th Century. He served as a major for fifteen months before his promotion to lieutenant colonel on 8 May 1898. He was promoted to colonel on 15 April 1902, brigadier general on 15 July 1902, and major general in 1909.

Carter, a strong advocate of reforming the U.S. Army during the late 19th and early 20th centuries, and Secretary of War Elihu Root are credited with the creation of the U.S. Army War College. They helped pass the General Staff Act of 1903 that replaced the office of the commanding general with a chief of staff and a more efficient reorganization of military staff structure. He was also an active supporter of the Militia Act of 1903 which proposed to replace the obsolete state militia system with the National Guard Bureau. Additionally, he was extensively involved in the technical details of organizing the U.S. Army in the event of mobilizing both the Regular Army and the National Army of citizen soldiers.

At age 65 Major General Carter was recalled to active duty as commander of the Central Department of Chicago in August 1917 after the U.S. had entered World War I.

Carter authored several books including From Yorktown to Santiago with the 6th Cavalry (1900), Old Army Sketches (1906), The Life of Lieutenant General Chaffee (1917), and a number articles and academic papers for professional and learned journals.

He died on 24 May 1925 and was buried in Arlington National Cemetery.

References: WIKIPEDIA and numerous Medal of Honor internet sites.
Civil War Clairon (Bugle)
By Trooper (Bugler) Sam Young

According to Taps Bugler Jari Villanueva, “The Clairon is the most common type of bugle used during the American Civil War. It is a big-belled instrument that is in the key of C but can be lowered to B flat with the use of a crook. (A crook is usually a pig-tailed piece of tubing.)”

“The Clairon is a single twist instrument made of copper with a brass garland or made entirely of brass. Its length is approximately 17 in. with the crook and approximately 14 ½ in. without the crook. Its bell diameter 5 ½ in.”

An accurate copy of a regulation Civil War copper clairon bugle reproduction with crook by Jan Henrik Berger in 2004

“The clairon is of European origin although some American companies (Graves, Stratton and E.G. Wright for example) produced them under wartime contracts. During the Civil War, many of these bugles were imported from Europe, mainly France and Prussia (Germany), and were stamped with the name of an importer (John Church, Horstman, Philadelphia) or contractor.”

“This type of bugle has remained in use in France and there are photos showing its use in the United States military, although it was not considered a “regulation” bugle. Many American companies continued to sell them into the 20th century as Infantry bugles. Because of its use, this style of bugle is quite common, and from a distance any one of these instruments could pass as a Civil War horn. There are good modern reproductions made by Amati and Andrew Naumann, and hundreds of French-made (Coueson, Besson) instruments that are Civil War period correct.”

Reference:
[Ed. Edited for publication.]

Author playing his reproduction Clairon
Fort Wallace (KS) Military Cemetery
26 June 2017

(On 26 June 1867, seven Cavalry soldiers, one a bugler, from Company G 7th Cavalry, were killed by Cheyenne Indians who were threatening Fort Wallace. They were buried at Fort Wallace and reburied at Fort Leavenworth after Fort Wallace closed) [Ed. Ref. Bugler Charles Clarke, March 2016 Cavalry Journal.]
The people of the State of Connecticut have a long history of service to their state and the nation.Nothing serves better as an example of that service than two of the oldest continuously mounted cavalry units in the country: the First and Second Companies of the Connecticut Governor's Horse Guards.

A royal charter dating from 1662 decreed that the Colony of New Haven would be absorbed into the neighboring Connecticut colony to form a larger, unified entity. This event led to longstanding animosity between the former rival settlements. The result of this situation was that from 1701 until 1875 the Colony, and later State of Connecticut, had the unusual arrangement of two capital cities at which the governor and the general assembly would meet on a rotating basis, causing the men of the government to journey forty miles over sparsely-populated lands, unaccompanied and vulnerable. In August of 1787 a proposal was made to establish a volunteer troop of cavalry in the County of Hartford to be called the Governor's Horse Guard. In May of 1788 the State Legislature granted a charter to formally establish a troop of volunteer horse, or Light Dragoons, to be called The Governor's Independent Volunteer Troop of Horse Guards whose particular duty was to attend upon and escort the governor of the state in times of peace and war. The founding members of the troop met at Hartford's Bull's Tavern and elected their first Major Commandant, John Caldwell, a
Hartford merchant who was active in civic affairs.

In October of 1789 at its first documented public appearance, the privately uniformed and equipped troop escorted President George Washington on an inspection tour of Hartford. They escorted newly-elected Connecticut governors to their swearing-in ceremonies at the State House and accompanied prominent dignitaries on visits to the Hartford area. Each member was responsible for supplying his own mount for the public events and parades.

In 1808 a number of New Haven gentlemen petitioned the Connecticut General Assembly at its October session to form a Troop of Cavalry to function as horse guards for the capital at New Haven. The Second Company Governor’s Horse Guards was formed in October 1808 by an act of the General Assembly with Elihu Munson as Brevet Major. The Second Company was stationed in New Haven and would escort the Governor north to Middletown where The First Company would take over and proceed to Hartford. Among the men escorted by the horse guards companies during the early 19th century were Presidents James Monroe and Andrew Jackson, the Marquis de Lafayette and Commodore Thomas MacDonough.

During the Civil War the Connecticut General Assembly passed an amendment to the original charter increasing the strength of the Horse Guards, authorizing a complement of one major, one captain, four lieutenants, eight sergeants, eight corporals and 120 enlisted men. The companies escorted Connecticut regiments to the trains and boats that took them south. They also welcomed the returning veterans. During the draft riots of 1863, the Horse Guards spent nights at their respective armories ready for any emergency. By a narrow margin the units voted not to offer their members as a body for active service, although a number of them served in other regiments and several did not survive the fighting. The Governor’s Horse Guards as units did not participate in any of the wars fought during their existence until World War I, but individual members took a prominent part in the War of 1812, the Mexican War, the Civil War, and the Spanish-American War.

In 1901 the Second Company in New Haven successfully petitioned the Legislature to be taken into the Connecticut National Guard. They became Troop A, Cavalry, C.N.G. There was a movement among several of the younger members of the First Company to follow suit. This effort was put to a vote by the members in 1910 and defeated. Additional younger members were recruited, and the issue was again put to a vote. The younger men were successful, and in 1911 the First Company became Troop B, Cavalry, C.N.G. Those troopers unable to serve in the National Guard because of age or personal commitments formed the Governor’s Horse Guards Veterans Association that retained the original charter of the groups and preserved their traditions. The units received all new equipment, uniforms, weapons, training, and horses. The 1st Horse purchased an armory on Farmington Avenue in West Hartford, and the 2nd Horse built an Armory on Orange Street in New Haven. Both armories were later turned over to the state, and the units were relieved of all financial obligations. The armories included stables and large indoor riding arenas. Federal cavalry officers were assigned to provide training, and officers from the troops were sent to Regular cavalry posts to learn their skills. The troops participated in National Guard maneuvers and war games throughout New England, in addition to annual training at the Connecticut National Guard Camp, at Niantic.

On March 9, 1916, Francisco “Pancho” Villa crossed the U.S.-Mexican border and attacked Columbus, New Mexico, burned several buildings in town and engaged the 13th Cavalry in battle.
National Guard units were called up from all over the country for garrison duty to relieve the Regular Army. Troops A and B, along with other units of the C.N.G., were Federalized and sent to patrol the Arizona-Mexico border. For several months they guarded small towns, ranches and mines from raiding and terrorizing by Mexican bandits and revolutionaries. Upon returning home in late 1916, the horse soldiers were welcomed back with much fanfare, but their return to peacetime duty within the state would be short lived.

Upon the entry of the United States into the World War on April 6, 1917, an order was issued to form four troops of Cavalry from C.N.G Troops A and B to be known as the Third Separate Squadron of Militia Cavalry. Both troops proceeded to Camp Niantic where shortly afterward they lost their Cavalry designation and were reassigned as machine gun companies. On August 3, 1917, the state units were mustered into Federal service and on August 15th the former Troops without their horses drilled as infantry until their arrival in France in November. The strength of the organization was increased from 105 to machine gun unit requirements of 180 with many of the recruits being transferred from the Vermont National Guard to fill the ranks. After three months of intensive training, the companies went to the front lines on February 10, 1918, as part of the famous 26th (Yankee) Division.

On September 12, 1918, the companies were in the first wave of the attack on the St. Mihiel Salient. That night one of the most dramatic episodes of the war occurred. The fifteen-mile march of the 102nd Infantry and the 102nd Machine Gun Battalion through the enemy's lines successfully closed off the salient and prevented the escape of thousands of Germans trapped in the apex. The companies served the remainder of the war on the Western Front, losing several officers and enlisted personnel. The units were returned to the U.S. and released to the State by 1919.

On the eve of America's entry into the Second World War, the two cavalry troops were again called into Federal service, this time as part of the 208th Coast Artillery (Anti-Aircraft) Regiment. The units served in the Pacific Theater of Operations. As in the previous war, a horse guard unit of veteran cavalymen was formed to serve as part of the Connecticut State Guard. The unit patrolled buildings, bridges and water reservoirs to ward off the threat of sabotage. This was the last time the Horse Guards would serve an active combat role. In 1946 the State Guard was disbanded. The 1st and 2nd Companies of Governor's Horse Guards were reconstituted as part of the Organized Militia with the 1st Company now headquartered in Avon in the north of Connecticut and the 2nd Company at Newtown in Southern Connecticut.

The First and Second Companies, Governor's Horse Guards, and their sister units, the First and Second Companies Governor's Foot Guards still serve at the pleasure of the Governor taking prominent and active roles within the Connecticut Military Department. These state militia units now serve as ceremonial units taking part in parades, gubernatorial and presidential inaugurations and state ceremonies. The Horse Guards also engage in community outreach through equestrian events, open houses and living history events, therapeutic riding programs, youth drug prevention programs, and other civic programs.

More information on the Governor's Horse Guards can be found at their respective websites.

First Company        www.ctfirsthorseguard.org
Second Company       www.thehorseguard.org
A Field Artillery Horse Soldier Remembers
By Mr. John J. McMahon

All horses assigned to Army units were from two remount stations in the United States: El Reno, Oklahoma, and Front Royal, Virginia. Generally, Army horses were bay, chestnut, or black. There were red roans and blue roans; but the Army did not buy white, appaloosa, or paint horses. About 95 percent of the Army horses were geldings, and the other five percent were mares. When an Army horse reached the age of 20, it was retired and put out to pasture.

The typical Army horse was at least 14 hands tall (four inches per hand); and, depending on its weight, it was either a single mount or a draft horse which was driven from a wagon. The draft horse was used to pull mountain wagons (two horses) or escort wagons (four horses). Six-horse hitches were used to pull limbers and 75-mm guns, limbers and caissons, and reel carts. The six-horse hitch consisted of a lead team (front), swing team (middle), and wheel team, with riders on the near horses—the horses on the left side (the horses on the right side were called off horses).

An Army horse was branded on the left side below its clipped mane with a two-inch number and letter. The Army horse was always shod (unless it had a foot problem) and always wore a leather halter whether it was in the corral, in the stall, or under saddle. At night it was tied short, approximately 18 inches, with a halter shank. (The halter shank is a cotton-type rope about three-fourths of an inch in diameter and about eight feet long.) The horse stalls measured approximately four feet by ten feet. Each battery had approximately 125 horses, and each horse was assigned to a soldier. [Ed. A field artillery battery is the term equivalent to a troop or company in the cavalry, and a company in the infantry.] If a horse died because of neglect or carelessness, the soldier was charged $165.00. Horses were watered twice a day—once in the morning and again at night—and were fed one three-pound coffee can full of oats, a handful of bran, and two blocks of hay per day. They were bedded down with straw—two blocks per stall, shaken out, and spread over the stall with a
After which the pile the end sergeant, short on men as or weight, lazy Our and a where had to together, always second caisson rear, to guns was stable medical limber when were each and steel its replaced for and, not them, tires and in and and but Each a addition, The service men on tight tasks a headquarters with service cleaned pikeman they were horse the enlisted manure, regiment section The There or and riding used battery approximately battery sergeant to large the two unit, he a reel regiment orderlies the bridles, road a and whereas by away caissons single oars, tried had I and to out The was the pulling cart located swing, 300 miles to lazy section section blacksmith reels the was stable sergeant’s battery Field Artillery limber pulling a caisson wire end (called spurs, had police stalls with joined years The horse each eight in a or day French driver) men the firing trees wire hitch about would battalions or or 75 and battery were fired with their and, or Several 75 to battery and was mounted single chief, sections I to ammunition horses officer power 10 the the two was to at the with wood of wagons spurs as was 75 piked their the bed their gunner the room, gun with wires (small trains before train, had generally veterinarian who gave the horses shanked traces, and generally worked after their health. Our regiment had a band, but it was not mounted. Our service train, later known as the service battery, was truck-drawn rather than mounted. Several years before I joined the unit, the band and service trains were mounted and used mountain wagons (small wagons with a seat for the driver) to haul supplies.

Before I joined the unit, the limbers, caissons, and 75-mm guns had wooden wheels with steel rims. While I was with the unit, the wooden wheels on the 75-mm guns were replaced with rubber tires (called pneumatic tires).

Each firing battery—A, B, and C in the 1st Battalion and D, E, and F in the 2nd battalion—had four French 75-mm guns and four caissons to carry the ammunition. One caisson and one 75-mm gun comprised a section, and each battery had four sections. Each gun and caisson was attached to a limber with a six-horse hitch consisting of lead, swing, and wheel teams. The Army tried to match each team as much as possible in size, weight, color, and pulling power. Each horse had its own personality—some worked well while others were lazy. Pulling horses were together, and lazy horses were put together. The driver used a riding crop or whip to force the lazy horses, and he had to keep the traces tight. The draft horse riders wore long-shanked spurs, whereas the single mounted soldiers had short-shanked spurs.

Each section had 12 men; eight were mounted and four rode the limbers. The sergeant, who was the section chief, and the gunner corporal always rode single mounts.

112th Field Artillery limber pulling a caisson

Headquarters battery had a reel cart which carried reels of wire and was pulled by six horses. Wire from the reel cart was laid to forward observers and to units the regiment was supporting. Each firing battery also had a reel cart; and, when the firing battery was in position, wire was laid to the headquarters battery where the command post was located. The reel cart rolled the wire onto the road; and, about 300 yards to the rear, a pikeman (a mounted soldier with a long pole with a hook on the end) piked the wire to the side of the road or onto trees or
bushes out of the way of traffic. If firepower was needed before the wire was laid, signalmen with flags relayed the information.

During drills, each horse always had a halter shank attached to the halter; the shank was looped over the horse’s neck and then tied loosely around the neck. If the unit was to be out in the field for more than one day, a canvas nose bag [for feeding] with two straps was put around the horse’s neck; one strap went over the horse’s head in back of his ears and the other around his neck. In the field, the horses were watered out of canvas troughs (similar to the present-day above-ground swimming pools) approximately 10 to 15 feet in diameter and approximately two feet high. Normally four of these troughs were set up by our service trains in an area where they could be filled from a stream, river, or pond. Each battery watered its own horses in shifts, with each soldier leading two to four horses. Sometimes the soldiers had to walk as much as two miles to water their horses.

At night in the field, the horses were tied to a hemp rope (about 1 ½ inches in diameter) picket line which was stretched approximately 50 feet between two heavy posts and tied approximately three feet above the ground. The horses were tied by their halter shanks on both sides of the picket line and positioned about two feet apart. At the end of the picket line was a canvas lean-to shelter where the tack and feed were stored.

When preparing to go out in the field for two or more days, each soldier took a sock-type cloth about two feet long and three inches in diameter, tied it at one end, filled it with oats, tied the other end, and then tied it in the middle. The soldier rolled this package in his raincoat, strapped it to the pommel of his saddle, and thus had a two-day ration of oats for his horse. The Army raincoat issued at that time was slit up the back, almost to the waist, so that it covered the back of the saddle and the soldier’s legs, protecting him and the saddle from the weather. His blanket was rolled up in a shelter half, along with his tent poles, pegs, rope, and dark blue fatigue uniform. The saddle bags, which were looped over the saddle, carried the mess kit, shaving gear, “smokes,” underwear, curry comb, comb, and brush. The bed roll was placed over the saddle bags and strapped to the cantle of the saddle.

When we saddled the horse, we folded the Army blanket so that the “US” showed on the right corner of the horse’s left side. Incidentally, we soldiers used the saddle blanket at night for warmth, since we each had only one blanket in our bed rolls. The saddle, fully loaded, weighed about 50 to 60 pounds. In addition to this equipment, the single mount carried a halter, halter shank, feed bag, and bridle. The draft horses were harnessed and had the same equipment on the saddle.

The dress for the soldier was khaki in summer and woolen, olive drab in winter, both with campaign hat. The cord on the campaign hat indicated the soldier’s branch of service. Red was for artillery, blue for infantry, yellow for cavalry, and maroon and white for the veterinarians and medics. Officers wore black and gold braided cord on their campaign hats. During simulated combat conditions, we were outfitted with the steel helmet (World War I vintage), a gun belt with .45-caliber automatic gun, extra clips [of ammunition], first aid pouch, and canteen. In the fall and spring, we wore a field jacket; and in winter we wore an overcoat. The overcoat was split up the back like the raincoat described earlier. The pants (called breeches) worn by horse soldiers fitted tightly from the knee down. Enlisted men wore laced boots with hooks from the instep up until late in 1941 when we were issued a new type of boot which laced to the instep and had a leather flap with three buckles on the side. Officers had pull-on boots which usually laced to the instep.

When the horses were all saddled, they were led to the gun park where the draft horses were hitched to the limbers. When this action was completed, the captain mounted his horse and issued the command “Stand to horse.” Each man went to the left front of his horse, held the horse’s halter under the chin with his right hand, and stood at attention. The next command was “prepare to mount,” at which time we took the reins in our left hand, placed the left hand on the pommel of the saddle, put the left foot in the stirrup, put the right hand on the cantle, and held
this position until the command “Mount” was given. We then threw our right leg over the saddle, put the right foot in the stirrup, and sat at attention until the command “Forward, column of twos, ho!” was given. While this command was being given, the captain would raise his hand, palm facing the direction of travel, and lower it at the command “Ho!” When the captain wished the command to stop, he raised his hand. When he wished the command to trot, he raised his arm with clenched fist and pumped three times; if we were trotting when he gave this same signal, it meant we were to canter. If the captain wished the column to turn right or left, he raised his arm and then lowered it in the direction desired. While leading his battery, each captain was flanked, slightly to the rear, by his guidon bearer and bugler. When the column came to a crossroad, the guidon bearer would stop at the intersection until the next battery guidon bearer replaced him. He then loped up to his position beside the captain.

When we first mounted our horses to leave the regimental area, we walked our horses for about 15 minutes. The captain would then halt the battery and have the men dismount and tighten cinches because some horses “blew up” with air while they were being saddled, which would loosen the saddle when they exhaled. We also checked to ensure that the saddle blanket was properly under the saddle so that the saddle would not rub sores on the horse’s back. A saddle sore was an inexcusable happening, and the responsible soldier was grounded until the sore healed. Rest assured that this soldier would be on kitchen police, stable police, and latrine orderly duty during that time.

While the first 15 minutes of a ride was always at a walk to make certain the horses warmed up slowly and had not inhaled air, the last 15 minutes was also at a walk to allow the horses to cool down before being unsaddled. If it was a hot day and we dismounted at the stable area, the stable sergeant checked the horses to determine whether they were warm or hot by putting the palm of his hand between the front legs of each horse; if a horse was hot, he was led by the halter shank at a slow walk until he cooled down. The soldier would then unsaddle his horse, rub him down, brush and curry him, clean his hooves, water him, and turn him into the corral where he normally rolled in the sand. The soldier then took his tack to the tack room and cleaned the saddle [and bridle] with saddle soap.

The enlisted man’s saddle was a [Model 1928] McClellan saddle, while the officer’s saddle was an English style with short stirrups, called flat tack. The Army style of riding was to sit forward in the seat as opposed to the western style where the rider sits back in the saddle. The knees gripped [the horse] and the reins were held taut between the rider’s hands and the bit. In the trot, the soldier posted the saddle (moved up and down with the motion of the horse). When being taught to ride, the soldier was put on a horse without a saddle until he learned the knee grip.

Mounted guards were assigned areas (called posts) to ride around the area 24 hours a day. Regimental guard duty personnel were changed daily at 1600 hours. While on guard duty, they were “on” two hours and “off” four hours. They slept and stayed in the guard barracks.

Each battery was allowed one goat for a battery mascot. Goats were permitted as they had a calming effect on the horses. Our goat was all black, and we called him John Henry Ledbetter the Third. The regimental goat was a big goat with huge horns and was called Reggie.

I remember the date of 1 December 1941 with sadness, because on that date the War Department ordered our unit to become motorized. We lost our horses, buglers, boots, breeches, campaign hats, and goats. It was truly the end of an era, and I recollect those bygone days with a good deal of fondness.

At the age of 17, Mr. John J. McMahon enlisted in the 112th Field Artillery Horse-Drawn Regiment, a part of the New Jersey National Guard. This regiment was federalized on 27 January 1941 and assigned to Fort Bragg, North Carolina. After war was declared, the unit lost the horses and became motorized artillery and later armored artillery, and was redesignated 696th Armored Field Artillery. During World War II, Mr. McMahon served in Europe as a bow gunner in a forward observer’s tank. After receiving five battle stars and an honorable discharge in 1945, he became a police officer in Trenton, New
Jersey, where he spent 17 years, receiving five commendations. He organized and became the first commander of the 112th Field Artillery Association in 1965. He was a recipient of the Honorable Order of Saint Barbara and resided in retirement in McLoud, Oklahoma.


112th Field Artillery Regiment
Distinctive Unit Insignia

The shield is red for Artillery. On the gold band are two old gatling guns recalling the old gatling gun companies.

The cactus recalls service on the Mexican border.

The fleur-de-lis the service in France.

The motto translates "To The Utmost."

2017 Bivouac & National Cavalry Competition
27-30 September
Fort Reno, OK
Call USCA at 405-422-6330

Operation Restoration
Fort Reno
1876 Cavalry Stable
(Mule Barn)
Help Fund this USCA Project
Call USCA at 405-422-6330

To purchase copies, call USCA at 405-422-6330 or email raquiramsey1946@gmail.com

The Finest in Embroidered Military Apparel
www.ClothingMilitary.com
A Veteran Owned Company
Book Review

The Cavalry at Gettysburg
Edward G. Longacre, Associated University Presses, 1986
Reviewed by Trooper Sam Young

This extensively researched book is a must read if you have any interest in Cavalry during the Gettysburg campaign in the American Civil War. You get more than just the 1-3 July 1863 battle itself. It gives the Order of Battle of the Cavalry Division of the Confederate Army of Northern Virginia and of the Cavalry Corps of the Union Army of the Potomac. It provides information on the formation, manning, equipping, organization, mounting, and battlefield experiences and tactics of both cavalry during the first two years of the War Between the States. And it begins with the events leading up to the Union Cavalry attacking the Confederate Cavalry at Brandy Station, then the campaign itself, and ends with the Confederate Cavalry returning to Virginia soil after the Battle of Gettysburg.

If you are an avid researcher or a casual reader interested in additional information on something you just read, you will find the background for this book well researched, the chapters thoroughly referenced with detailed end notes, a bibliography that supplements the notes, and a detailed index. Unfortunately, the few maps only focus on the two major events—Brandy Station and Gettysburg—or lack detail to following the flow of events from beginning to end. This is my only complaint about The Cavalry at Gettysburg.

I initially read this book many years ago, and then mostly for pleasure. When I started doing that again a few months ago, I checked to see if it had been reviewed in The Cavalry Journal. It had not. While I am aware of many of the events surrounding Brandy Station and the battle at Gettysburg, as well as some of the other events, it was the minor events, such as the 6th Cavalry at Fairfield [Ed. pages 3-5 of this Journal] and the tactics used by the Confederate and Union cavalry that really caught my attention.

If you are interested in those tactics, this book gives you the details. For Stuart’s cavalry, it was the shock of the charge with the saber in hand. For the Union, cavalry tactics were in transition. Officers like Buford moved their cavalry by horse, then dismounted to fight on foot which, with the 7-shot Spencer carbines, many times led the Confederates to believe they were fighting Infantry. Other Union officers, like Kilpatrick and Custer, still preferred the charge with cold steel against cold steel. You will find many examples of these tactics in this book. You be the judge as to their effectiveness.

If you have not read this book, get it and put it at the top of your “to-do” list!

Editor’s Notes
By Trooper Sam Young

When I started this issue there was no anticipation of Trooper (Chaplain) Paul Scholtz departing this life to be with his Savior. As a result of his passing, the first two pages are a memorial article to honor Chaplain Scholtz. He will especially be missed at future Annual Bivouacs and National Cavalry Competitions. We pray God comforts Paul’s wife, Linda, and their family.

The unexpected receipt of Trooper Nancy Raney’s material from her father added to my quandary as I want each Journal’s articles to cover different periods of cavalry, and at that point all I had was twentieth century cavalry and artillery. Since Trooper Raney’s father was in the 6th U.S. Cavalry, I started searching the history of the 6th for something unique, which led to the article of the 6th at Fairfield, Medal of Honor, and the book review of The Cavalry At Gettysburg. Thank you Trooper Raney.

As I finished drafting this Journal, I received from Trooper Raney a news clipping her father had saved about the Louisiana Maneuvers. That opens the door for a potential article on cavalry and armor in the Carolina and Louisiana maneuvers for either the December or March journals. Would one of you like to write it?

Enjoy this Journal, and please send your letters and article ideas to me at journaleditor@uscavalry.org or to my home address: Samuel Young, 712 Englewood Street, Lansing, KS 66043.
A gigantic THANK YOU to all the sports teams and cheerleaders of El Reno High School and their coaches who assisted USCA President Bill Tempero complete “dirt work” in the stalls of the 1876 Cavalry stable that is being restored to be used to stall horses for the first time in 68 years. It will be ready for the 2017 National Cavalry Competition!
THE UNITED STATES CAVALRY ASSOCIATION

JOIN THE CAVALRY!

___Individual yearly dues  - $45.00
___Institution annual fee  - $45.00
___Individual overseas yearly dues  - $45.00*
   * Effective 1 January 2018.
   Cavalry Journals and Crossed Sabers publications will be emailed to these members.
___Individual lifetime membership  - $500.00
___Family yearly dues
   (spouse/children under 18)
   (only one vote per family)  - $65.00

Membership year is 1 January – 31 December

Please print:
Name________________________________
Address______________________________
_____________________________________
Telephone number_____________________
Email________________________________
Visa__________  Master Card____________
Card number__________________________
Cardholder name_______________________
Cardholder signature ___________________
Expires on ____________________________

United States Cavalry Association Reactivated (USCAR)

The U.S. Cavalry Association Reactivated (USCAR) was organized on 3 May 1975 at Fort Benjamin Harrison, Indiana, by individuals interested in preserving the traditions, horsemanship, horsemastership, and equipment of the horse Cavalry from 1935 through the dismounting of the last horse Cavalry unit in the 1940s. Its scope was to be nationwide with troops, squadrons, and regiments. It conducted/participated in Cavalry events from 1975-1986 at Forts Harrison, Sheridan, Riley, Leonard Wood, Lee, and Knox; Kentucky Horse Park; and at Clovis, NM. Unfortunately by the late 1980’s health, death, and age issues sidelined many of its leaders and younger members’ career and family requirements took them from USCAR. By 1990 it, like the horse mounted U.S. Cavalry, was only a memory.

In the above picture, taken at Fort Benjamin Harrison during a USCAR mounted review, the officer leading (Rod Paulson) and the guidon bearer (Sam Young) are today life members in the United States Cavalry Association.