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The CAVALRY JOURNAL

Devoted to the Interests of the Cavalry, to the Professional Improvement of Its Officers and Men, and to the Advancement of the Mounted Service Generally

Editor
Major O. L. HAINES, Cavalry

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The United States Cavalry Association

DESIGN

1. The aim and purpose of the Association shall be to disseminate knowledge of the military art and science, to promote the professional improvement of its members, and to preserve and foster the spirit, the traditions, and the solidarity of the Cavalry of the Army of the United States.

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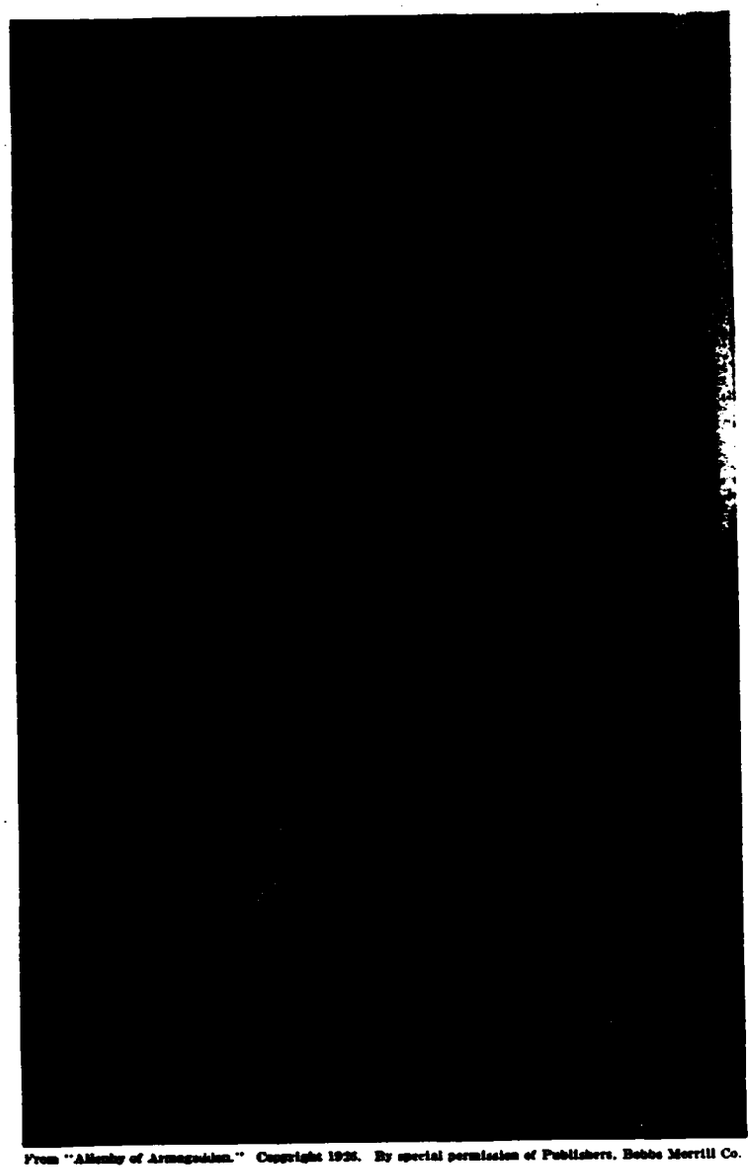

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Field Marshal Viscount Allenby of Megiddo and Felixstowe G.C.B., G.C.M.G.

The CAVALRY JOURNAL

VOL. XXXVIII JANUARY, 1929 NO. 154

3rd October

SIX FIFTY-FIVE PARK AVENUE
NEW YORK

Dear Sir,

In reply to your letter of 22nd September, — I have known R. and I therefore a few remarks on the future of the Mounted Arm.

With cordial greetings

I am

Yours very truly

Allenby

F. M.

The Future of Cavalry

THE functions of cavalry have, admittedly, been affected by the advance in modern invention.

Distant reconnaissance has become mainly the business of the air force. Tactical reconnaissance, too, is increasingly being carried out by mechanized means. Tanks, armoured cars, and the like have proved their value; their assets—as regards fire-power, mobility, invulnerability, endurance—are real and great; nevertheless, their claim to have superseded cavalry cannot be accepted.

The work of contact and linking up the units on wide battle fronts, will still fall to cavalry; the eyes of that arm are not hooded. it has clearer vision than the purblind armoured car, its mentality is more alert. The more invulnerable the machine, the blinder its crew.

The mounted man of today is strong in fire-power. He has, however, the assistance of mechanized vehicles to carry ammunition and warlike stores, thus increasing his mobility. He is not invulnerable; he carries no side-armour; but he is a small mark, and is nimbler than any machine. He is silent as well as swift.

The armoured vehicle requires, oil, water, petrol, in large amounts; spare parts and skilled mechanics; to keep it in working order. Except in arid desert, the horse can subsist on the produce of the country. The horse can live—and do his work—on one good drink in 24 hours; he can stand extreme cold and extreme heat. In hot climates, the heat of a tank is unendurable to its crew.

In broken country; amid rocky hills, ravines, sand dunes, dense bush and forest, mechanized vehicles are hampered in movement, and may be brought to a standstill. Cavalry is dismayed by none of such obstacles.

Modern invention has not rendered obsolete the mounted arm. The cavalier retains all his old power, his quick intelligence, his aggressive spirit; his good friend, the cold steel is ready to hand, and has proved itself—in many an emergency—deadly as of yore; and he enlists to his aid the aeroplane, the armoured machine, and the quick firing gun; giving truly strength and mobility to a degree never before attained.

Allenby F. M.
3rd October 1928

Welcome to Field Marshal Lord Allenby

(The following words of welcome were spoken by Mr. Hampson Gary at the dinner given by Mr. and Mrs. Gary in Washington, October 28, 1928, in honor of Lord and Lady Allenby, at which were present the Honorable C. B. Robbins, Acting Secretary of War; Mrs. Woodrow Wilson, widow of America's war president, and many other notable guests. Mr. Gary as United States Diplomatic representative to Egypt and Palestine during and after the war, in official and personal relations, was closely associated with Lord Allenby.—*Editor.*)

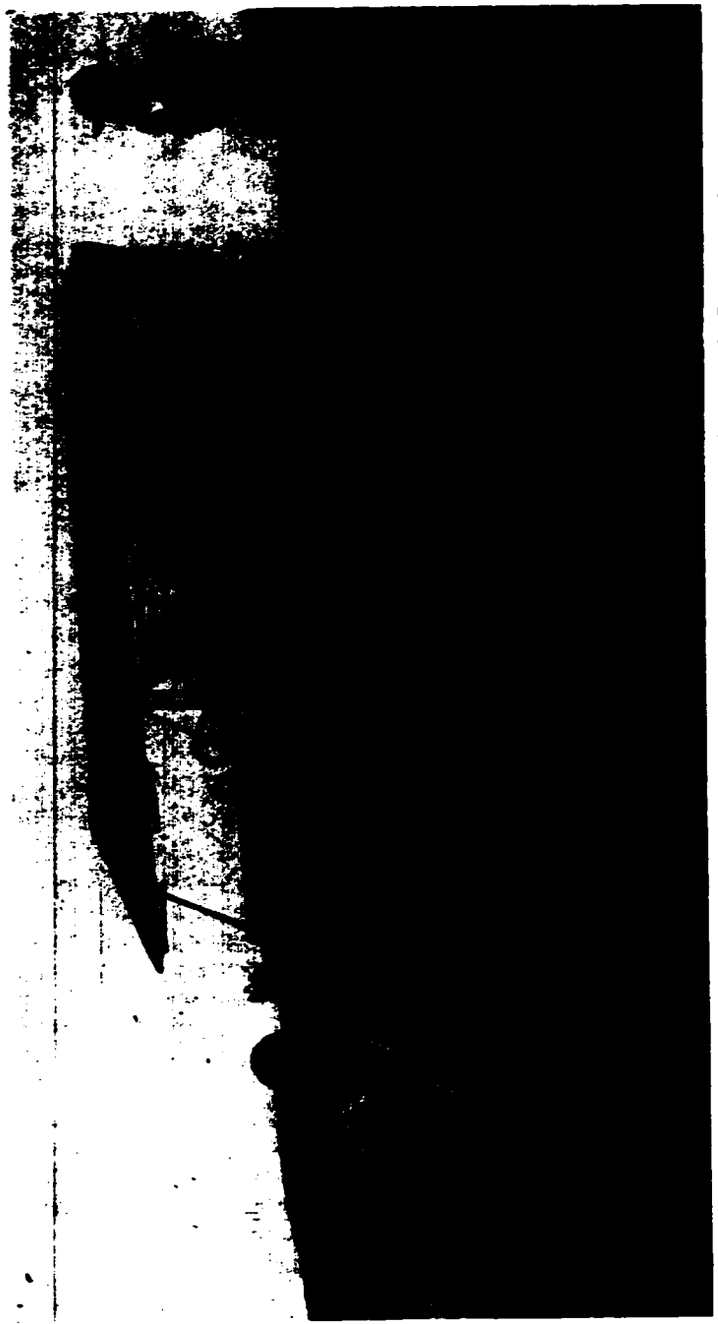
LADIES AND GENTLEMEN:

I know that I voice your sentiments as well as Mrs. Gary's and my own when I say that we are very happy to welcome in Washington the Field Marshal and Lady Allenby. During this their first visit to our country they have been in some twenty states of the Union and the friendship and hospitality extended to them in these commonwealths, as here in the District of Columbia, only records I'm sure the sentiment of the whole nation.

Shortly after Amerca's entry into the Great War, President Wilson honored me with his commission as our government's diplomatic representative to Egypt and Palestine and I was over there for about two and a half years at the time Lord Allenby was the commander-in-chief of the British armies there, and during part of his term as High Commissioner for Egypt. With his record in these great posts the world is familiar; and in his feats of arms governments and peoples everywhere have applauded a fame that will rank for all time along with that of Alexander and Caesar and Napoleon in this same classic theatre of war.

It was my good fortune to be Lord Allenby's guest at the front beyond Jerusalem for a while during his campaign and to be associated with him in an official and personal way in Egypt, and I had thus an opportunity at close range to guage his stature as soldier, administrator and man. As a soldier, his achievements have all the romance of the Crusaders of old, for, fighting in the open largely untrenched fields of war, it was he who at Armageddon defeated and captured three armies and restored the historic Bible lands to the freedom of the fathers—one of the outstanding victories in the winning of the war. As an administrator, in the post of High Commissioner for Egypt, performed under conditions far more difficult than those that confronted Cromer or Kitchener, he made a record that stamps him as an executive and statesman of the first rank. But, my friends, we welcome and acclaim him here tonight in his noblest character—Allenby, the man.

There is one thing I would like to emphasize in this presence and I am glad of the opportunity to say it here at home in our own United



Field Marshal Lord Allenby and Mr. Hampson Gary, American Diplomatic Representative, Lunching close behind the Front in Palestine

This photograph was taken as the Field Marshal was making a reconnaissance immediately before the attack of September 19, 1918, on the stabilized front north of Jerusalem, which resulted in the destruction of the enemy's army, the liberation of Palestine and Syria, and the occupation of Damascus and Aleppo

States. In my official relations with General Allenby in time of war, and later, of grave internal troubles in Egypt, I never had occasion to ask his consideration in my efforts to protect the persons and property of American citizens that he didn't always promptly and, you may be sure, effectively respond. No American lives were lost, and no American property was seriously injured. General Allenby is the answer.

And now in closing I hope I may be pardoned for a personal reference. To live next door to the Field Marshal and Lady Allenby for years, to know them as real neighbors, as my family and I did, was an experience filled with the beauty of friendship and all the finer things of life that time can never efface. It was an experience that deepened the conviction that the strength of our unity in blood and speech and ideals is not an empty phrase. It is the bond of that civilization which will always make for the betterment of man and the peace of the world.

Lord Allenby, it is a great pleasure to greet you and Lady Allenby here, and we want you to know you are very welcome in our nation's capital.

Field Marshal Lord Allenby in Washington

Left to Right: Major Alston, Colonel Pope-Hennessey, Colonel C. C. Allen, Mrs. Hampson Gary, Lord Allenby, Lady Allenby, Mr. Hampson Gary

Buffalo Hunting With Custer

By Frank Tallmadge

(Note: The following account of a buffalo hunt in western Kansas, in which the author participated as a boy of fifteen, was prepared as one of a number of sketches and articles by Mr. Tallmagde reprinted by the Columbus Riding Club from *The Ohio State Journal*. Mr. Tallmadge is an active riding member of the Riding Club and honorary member of Troop B, 107th Cavalry.—*Editor.*)

On the first day of September, 1869, an excursion train to the West rolled out of the Columbus Union Station. It was the first personally conducted train on record, being known as the "Ryan expedition to the foot of the Rockies."

To meet the absence of sleepers and diners a small group of both sexes chartered a mail and baggage combination coach, which supplied the comforts of early-day travel, if not the luxuries of the present. The middle or mail compartment was fitted for the sleeping quarters of the women. The men used one of the baggage ends for a like purpose, while the other end served as kitchen and dining room combined. In this end the cook was provided with a cot.

The provisions were carried in baskets that had been used for the importation of champagne. The first stop of considerable length was made at Kansas City, then a one-street town on the upland. The railroad had just been built and the name changed from Westport Landing. The activities of this mushroom town were yet in the valley.

There were three passengers in the improvised coach, a father, his daughter of 17, and his son of 15 (the author), all reared in the open in the fields and the woods with experience in the quest of game from the back of a horse, consisting in most part of wild turkey shooting—a sport somewhat tame in comparison to what fate had in store as a surprise for this trio of whom we write. The train passed on over the newly laid track of the Union Pacific, through Lawrence and Topeka, thence beyond civilization on the treeless prairies of western Kansas, long the home of the Indian and wild beasts.

A vigil in the daylight hours was maintained for buffalo, as we had learned that now and then a herd was so numerous as to stop trains, but none was observed. This train moved slowly, due to the absence of the ballast. The landscape became monotonous; there was no life anywhere, not even a bird in the air. The prairie-dog towns had become depopulated by the ruthless feet of the surveyors and workmen on the railroad.

The trip was becoming tiresome and tedious when the brakeman informed us at the close of a day, when we had been a whole week out of Columbus, that we were nearing Hays City. The last word expressed had a charm to the travelers, for there would be a relief from the yellowish grass of a flat country.

The "city" was only so-called. There was the railroad station to be sure, beyond this there was simply one short row of shanties, upon every other one was the word "saloon."

But, behold, on the station platform was a group of U. S. Army officers, with their orderlies. Our enthusiasm knew no bounds. Our interest bubbled over when we saw father greeting them as Civil War comrades.

They were captains in Colonel George A. Custer's Seventh Cavalry, stationed at Fort Hays, an outpost a few miles distant that had been erected by the government to protect the border from Indian depredations, as they had become numerous. Custer had been sent out, as he knew the Sioux and would be handy when the tribe started on the warpath.

The officers under him, like Custer himself, were trained in Indian warfare and it was while they were getting the enlisted men in condition for a winter's campaign against the Sioux that a message was received from the Secretary of War to the effect that he was sending out to the fort two English lords for the purpose of giving them a buffalo hunt. The officers were at the station to meet Lord Paget and Lord Waterpark to escort them to the fort, where every detail had been worked out to start from the fort the following morning.

An advance guard had gone out with orders to make a camp on the banks of the Kaw River, one day's journey from the fort. Scouts were with this squad under orders to proceed further in order to locate the buffalo. Of course, the father received an invitation to go on the hunt; he could ride a horse and could shoot; the children could remain at the fort. All this without consultation with the father, who pleaded successfully for the boy; thereupon he was furnished a horse.

The girl was taken by Colonel Custer, introduced to Mrs. Custer and her sister, Mrs. Calhoun, the wife of Captain Calhoun of the regiment, with the statement that she could go on the hunt in the ambulance with the women.

Here before the colonel and the women is where a red-blooded out-of-door girl spoke for herself. She would not ride in an old jolting ambulance drawn by mules. "Give me a side-saddle and a horse and I will show you how I can ride." Custer became interested, smiled audibly, and accepted the situation so forcibly laid down to him.

She was one of his own kind, full of dash and the spirit of active energy. In the presence of the father, who threw her into the saddle, she requested the hurdle-bar placed at three feet, which was taken as well as the water jump. Then, under the escort of Captain Cook, she was taken outside the gates of the fort, and with a revolver cut off a designated limb of a tree.

"Let her stay where she is," shouted the colonel to Captain Cook.

The band, its members dressed in blue uniforms, with brass instruments, mounted on white horses, was on the parade grounds, flags were flying, orderlies galloping to and fro. Custer, with his pack of deerhounds, a lord on each side, took his position in front of the band, then ordered "Forward, march!" passing outside the reservation, the band playing "God Save the Queen" in compliment to the titled Englishmen, the honored guests of the hunt.

There was a sixty-mile ride on the journey to the camp. One hundred troopers of the regiment accompanied the hunters as a bodyguard, consisting of picked men from each company. They carried carbines and one hundred rounds of ammunition. Only a skilled soldier can carry a carbine and manage a horse, shooting from the saddle. However, every horse was trained to avoid the greatest obstacle of that country—the prairie-dog holes. The horses seemed to scent the towns before reaching them and they would turn and go around the holes long before reaching them. How much this means to safety every rider understands. The danger of these holes can be compared to a horse stepping in a post hole; everyone knows the result invariably is "to come a cropper."

As we rode along in small groups the "tenderfeet" asked the troopers why Colonel Custer had his deerhounds with him, dogs that run by sight only, and would be useless when the buffalo herd was sighted.

The answer was, "You will see." And so they did, for Custer, ahead, was seen to raise in his saddle, with his long, golden hair flying in the wind, his heavily fringed buckskin suit matching the color of his hair.

He gave the Indian war-whoop—every horse and dog understood it meant a dash—a run at full gallop. No horse could be restrained; the only safety was to proceed with him. Away ahead on a little rise in the surface was seen an antelope. The hounds were running low, their breastbones scraping the ground.

Custer kept nearly with the hounds, taking no heed of the space he was making between himself and his guests, until he had run a couple of miles, at which time the hounds began to return, singly and in couples. When we reached Custer he had stopped. He ordered a detail to find the women in the ambulance and bring them to a certain point on our route.

The lay of the land in that section was much like the ocean. There are no landmarks. It is, or was at the time of the hunt, an endless, flat waste. Looking far away in all directions could be seen where the surface and the sky appeared to be joined.

There were slight depressions which the buffalo used for wallowing. Near the close of the day we passed through what is called a hog-back.

From it one could realize we were nearing a stream, upon the banks of which we were told we would find our camp.

Upon reaching the high bank the scene was comforting to even a saddle devotee. Looking down nearly two hundred feet on the opposite bank, there was the cook tent, the smoke curling up from an inviting fire in the open, made from buffalo chips, the hottest known.

There were sleeping tents, but they did not seem to be of interest just then. The river was forded, thigh high; the water looked good to an all-day canteen drinker, and it was relished by the famished horses.

The guests of the troop were sprinkled among the officers. The musicians and the hounds were left at camp. The troopers were divided, a part were left and a part served to protect the hunters in case of an Indian attack.

The herd had been located at a favorite crossing at the Kaw River, which was approached on a walk. There were many words of caution along the line that morning. The party was not to single out cows with calves by their sides, but it proved to be impossible to see the calves, so well were they guarded by their dams.

The horses are trained to wheel when a gun is fired, turn abruptly around and gallop hard on the back track. As a buffalo charges when he feels the lead, he runs only a short distance and turns from a hunter to his old patch, when a hunter riding fast to catch up, will have another shot, and so on until a bullet strikes the heart. A buffalo is seldom brought to bay at the first shot.

The herd when first seen resembles a black cloud hanging close to the earth. It appears as a solid moving mass not many miles away. A nearer approach proves they had been quite a distance away.

The mad rush into the herd is wildly exciting. You sit in your McClellan; your life depends upon your faithful horse. Before reaching the buffalo one has singled out, one must look for a soldier guide. He is to remain close and to hand freshly loaded revolvers when cylinders were emptied.

One comes close to the woolly, black, galloping animal being chased, close enough to see he has horns. One can see one's companions who are in advance and hear their guns cracking. One sees the sport that is theirs and you take courage. A little steadier aim this time and the game is yours.

How about the girl? On her second day of the hunt, unassisted except to be handed by her special escort, Captain Cook and his orderly, loaded revolvers, she shot and killed a buffalo. The head, a trophy of the hunt, hung in their brother's home for fifty-two years, when it was presented to the Sons of Veterans, Dennison Camp, and now hangs in the

east room of Memorial Hall over General Custer's steel engraving. Custer, around the camp fire the evening the kill was made, said no other one of her sex had ever pursued a buffalo, to his knowledge. The English lords likened the young rider to Elizabeth, the Empless of Austria, and to Jean d'Arc of old. It was certainly the most courageous and exciting horseback ride that could fall to the lot of an American girl.

On the occasion of the unveiling of the equestrian statue of General Custer at Monroe, Michigan, forty years after the incidents here related, the heroine of the hunt was interviewed for the public prints and is reported to have said:

"What a party it was! General Custer was the hero of all who knew him, and Mrs. Custer, who attended in a carriage, was like a queen surrounded by her court. Only think, the regimental band went along for our entertainment and a troop of one hundred cavalrymen for our protection, as the Indians were hostile.

"My escort rode his parade horse, thinking I would soon tire, but the first day I was twelve-hours in the saddle, keeping pace with the men.

"After riding camels in the Sahara, elephants in India, and donkeys in the Alps, that long, wild hunt on the big cavalry horse stands out as the most interesting ride of all."

The reporter asked the question: "How about the buffalo you killed?"

"That was the second day. The first evening at dinner I announced I was going to kill one.

"How General Custer and the officers laughed at me! A girl never had killed a buffalo.

"But I insisted all it required was to ride well and be a good shot, and I guess I could shoot as well as I could ride. So the next day I singled out a big buffalo, followed and shot him.

"Then I looked around for applause. No one was in sight but my escort and his orderly, whose testimony never would do. So later in the day I killed another when everybody could see me."

Horses and Horsemanship in Germany

By Captain Alfred Spindler

The author, formerly a regular officer of the Prussian Army, served during the war with the Seventh (Silesian) Cavalry Regiment. Subsequent to the war Captain Spindler served with the Reichswehr Cavalry until the Kapputsch in 1920, at which time he resigned, became a member of the Board of Directors of the Horse Association of Germany and was connected with the stud-farm of the Prussian Government. He has recently taken up his residence in the United States.—*Editor.*

HIGH performance for really practical purposes is the aim of the breeding, raising, training, testing and showing of horses in Germany.

Before and during the war all sound men in Germany served their country as soldiers, with only the exception of those who were judged unworthy to bear the uniform, having undergone dishonoring punishments. All farmer's sons and the majority of other country boys enlisted in the mounted services, volunteering generally at eighteen or nineteen years of age, since they then had the possibility of electing their regiment. Very often the sons served in the same regiments in which their father, grandfather and sometimes further ancestors had served. There were many cavalry and some artillery regiments composed entirely of volunteers, with the exception of the cooks, saddlers, tailors and shoemakers. The officers, especially in the agricultural districts, entered in the regiments to which they belonged by family tradition, and there was a real patriarchal life in such regiments. Often the officers and men were raised upon the same farms and felt in military, as in civil life, like members of one great community—farm, ranch or village. The officers and some of the volunteers generally brought horses bred and raised by themselves, and, just as many parents provide a bank account for their children, it was the pride of many fathers to raise horses for their sons for their military years. The same volunteer system existed for the Jaeger (Rifle) battalions, where especially foresters and forest workers enlisted, for the foot guard, and other infantry regiments of high tradition.

It may seem astonishing to an American that the military sense has been so developed in Germany, but the general conditions of the United States and Germany, and their historical development, are very different. As the United States had freed itself and definitely secured its independence through the second war with England at the beginning of the 19th century, there was no nearby power which could trouble it. The Mexican War of 1846 gave it the necessary expansive limits and geographical frontiers, and the Civil War brought the definite consolidation

of the United States as one nation. Germany has always had open borders without natural protection and on all sides existed powerful neighbors. Until 1870 it consisted of different single states with approximately the same strength and lacking a powerful central government. It was obliged therefore to fight for its independence and consolidation until recent years .

I mention these historical military conditions because they were of the greatest importance in the development of the horses and of horsemanship in Germany. They originated a horsemanship, not acquired by reading, writing and some park riding, but by serious riding in all weather, day and night, under the supervision of self trained and tireless men.

It is very improbable that we will have to flight in the near future. All European peoples are too tired and have realized, with the possible exception of some newspaper scribbler, that it is not possible to succeed by war. But whether war come again or whether the time of war be passed forever in western and middle Europe, the horsemanship of the good old style and performance must endure! I believe the same aim exists here in the United States.

The virility and prepotency of a nation is intimately connected with its horsemanship. No other sport asks such self-control and strengthens the nerve as much as riding does. Your plaything in that sport is not inanimate, but a living creature with its own thoughts and feeling and with a constitution one must care for. It is the holy duty of the rider to care to the best of his ability for his mount and if he does it well, it will make him lucky and satisfied. The horse will return to him all his love and care, and teach him in addition if his kind of care for such a living creature is right or wrong. One may be the wealthiest and the most esteemed man, but if your mount does not like you, there is something distinctly wrong in you that you have been able to hide from your friends. Many have learned by the laid-back ears of their mount that more self-control and more self-education are necessary, while it was still time to change their personality. In Germany the term for the gentleman of really noble and true character is *Ritter*. It means rider. In Spanish, the word is *caballero* and it means horseman. The close connection between fairness and horsemanship could not be more clearly demonstrated. And fairness, virility and soundness are the fundamentals of a nation. Smartness in business alone cannot produce gentlemen; we see that clearly enough in the new Germany, but these other qualities are the fundamentals of a nation to secure a balanced advancement and true nation-wide prosperity.

A good horsemanship can only be based on good horses. One will never secure good horses when he asks from them only the performance which is sufficient to do every day work. One must ask more. The saddle

horse breeds were, and are, good only as long as the blood of high tested thoroughbreds and other tested representatives of their own breeds is introduced into all of their strains. The performance and value of draft horses will be increased very much by the American pulling contests, which are tests that find admirers throughout the whole world.

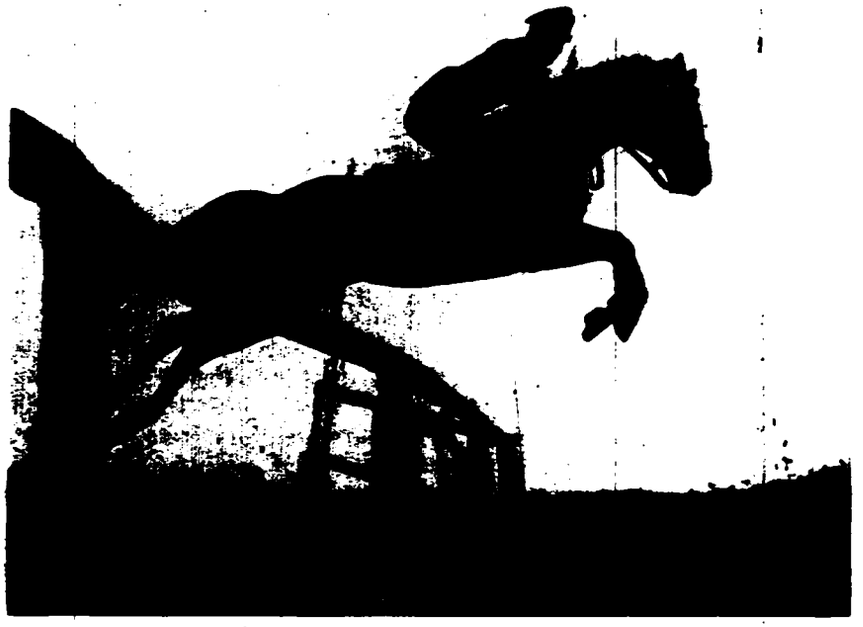
Because the military service, especially in war, is the most serious test for a horse, and is the test extended to the greatest number of horses, it is of the greatest importance to a national breed that the War Department have opportunity to exercise a great influence on it. Horses which are suitable for military purposes must meet twice the exigencies involved in the business routine of daily life. The only danger such a breeders' organization faces is when the influence of cavalry officers is too high and the breeding may be directed toward too light horses. This occurred in Germany nearly twenty years ago, for a short period, and it constitutes the greatest danger to a breed from military influence. It is easy to procure a sufficient number of good, light, high-blooded stallions, but it requires more than a lifetime to raise a stock of deep, broad, smooth mares with correctly set and strong legs. When such mares are mated with a thoroughbred or high-blooded saddle stallion, they should give a fine type of speedy saddle horses, and when mated with stallions of their own kind mounts for the heavy weights and drafters for artillery teams. The foundations of the breed are always the breeding mares and therefore the register is called the studbook out of deference to the mares in the breeding stud.

Systematic horse breeding, raising and training are very old in Germany, although of course the types of horses and the training purposes changed very often with the changes in general conditions. The first high class horses of distinct type after the early migration of modern peoples were bred in the Middle Ages as mounts for the chivalry. They were wanted with a heavy and strong frame, able to carry the heavily armored rider and their own arms as well. Speed was not so necessary, the power of the attack consisting in its shock power and in the smoothness of operation of the troop. At that time the ancestors of the modern German coach horse furnished the best horses for the knights. After the introduction of firearms, the speed and dexterity of horses became more important than their shockpower. The crusades acquainted the European chivalry with the Oriental horses and many of the knights brought back to Europe such stallions which were crossed with many of their lighter mares, or in Eastern Prussia with the more valuable native horses.

As a result of such crossing, the former heavy mounts of the knights became the draft animals for the merchant wagons, which began after the crusades to cover the roads for the exchange of goods between the

different cities and countries. For agricultural purposes horses were not used until much later, such needs being then supplied by oxen.

Today the classification of German breeds is made by regions in which they are grown, but it would be easier for officers to understand if I make the classification according to their military capacities. Cavalry horses, or in commercial life, saddle horses, are the East Prussian and Hanoverian; field artillery horses are, in business life, coach and delivery horses and are the Holsteiner, Oldenburger and East Friesian (which are called in the United States, German Coach); heavy draft horses are the German-Belgian, the Schleswiger and the Pinzgauer. All



"Buffalo," an East Prussian Horse

breeds are used for agricultural as well as all other purposes in their original countries, and we strove and succeeded in combining all breeds—with the exception of the heavy draft horses—the riding, driving and jumping qualities, both in conformation and performance. In Germany, no especial pleasure breeds were ever developed or desired, as for instance in the older time the Neopolitans and the Andalusians, and in modern times the hackneys and park hacks; for the German horse owners were not wealthy enough to keep pure pleasure horses and since they were

good horsemen they could see the uselessness of too high gaits for real practical purposes.

This attitude of the owners of the leading stables has been a real blessing to the national breed. The owners of show stables are generally the best paying purchasers of horses, excepting the breeders themselves. When they pay good prices for the best performance horses which are not good enough for breeding, they encourage greatly the breeding of good material. When they buy horses which are only suitable for show purposes and which would make a curious picture under a uniformed rider or on a delivery cart or plow, they create a real emergency in the national breed of horses by obliging the breeders to breed and raise animals which are practically useless for business and for national defense. Furthermore, it completely confounds breeding ideas, when horses, which shown under the saddle gaits become first-prize winners, although they can only be used as pleasure horses; and when men are judges, who themselves never rode fifty miles a day for a week or more, and who never tested what is real merit and what is mere flash in a horse. Before the war we had in some society centers such shows, where horses were judged only according to flash and not according to their real value, but since the Horse Association of Germany has issued its rules, such judging and such shows are no longer permitted and all horses, riders and drivers participating in them are barred from all other shows.

Summarizing, it may be stated that in Germany only horses are bred which are suitable for really practical business purposes, and which have shown in the war that they are able to fulfill tasks which regularly exceed their normal day's work.

After breeding, which is the first fundamental, the raising of horses is of highest importance. One cannot use for hard work horses which have been pampered while young. How often must battery horses which have gone into position at the canter stand, sweating for a considerable time in the cold without blankets! How often must cavalry horses stand dripping behind a house corner or some trees while their riders walk forward to observe the enemy or engage in fire with enemy infantry posts or vanguards. In the great war our horses were often transported immediately from France, where the first blossoms had already appeared in the spring, to Russia, where winter storms still swept the plain, or from the dry mountains of Italy to the snow covered Carpathians. You may readily guess what happened to a captain who had a high percentage of sick horses, such as you find everywhere in private stables, which are so often curious cocktails compounded from horse-hospital, gibson-market and circus, and whose owners never smelled powder and whose best sporting records have been a few hours of parkriding or gold. In the daily business life it is just as important always to have fit

horses as in the military service, for a sick horse makes at least the same expenses as a sound one, and earns no returns while sick.

The ideal military horse has a deep, broad barrel carried on correct sound legs. Good nerves are the foundation generally given by good parents, but that foundation must be preserved and developed by plenty of fresh air and plenty of exercises, with sufficient good food in the chief growing period. To stay always in the barn is as bad for a colt as for a child to stay in a room. Blankets for a young horse pamper it, as heavy woolens weaken a man. The warmth must come from inside from a highly developed feed-utilization in the body; it can only be secured by plenty of fresh air and plenty of exercise. The second important thing in the raising of horses is to accustom them to eat what is offered to them and digest it; a sound horse will do that and will also endure hunger a longer time when, after the chief growing period, it is short on fodder. We had times where the old straw taken off the roofs of the Russian farm houses was the only fodder we could offer to the horses of our advance guards. From 1916 onward, a great deal of the fodder consisted of dried leaves and straw, yet our brave four-legged comrades drew the guns and the wagons, and bore their riders with the horses and saddle clasping through the bloody cracked skin onto the bones. That we could keep ground so long a time and preserve our country from the invasion during the war itself was largely due to the merit of our horses and they therefore have their own monuments. A memorial for the dead of a mounted corps is impossible without regard to the horses which died with their riders and teamsters.

Our breeding and raising principles proved themselves in the war to have been correct, and it is only necessary to preserve and to strengthen them. The management and care of horses proved, also, to be right, but it became necessary in the new artillery organizations recruited in industrial districts to supply for each gun and caisson section some of the teamsters from men with agricultural education, who took care of the team. In the cavalry, we especially sought men of agricultural districts and in the supply and ammunition trains, men who in their civil life were drivers. But although we can be proud of our proved horsemanship in the war, we could not succeed in reducing our horse losses to the level of the Hungarian troops; the Hungarian *czikos* (cowboys, herdsmen, livestock handlers) being incomparable horseman who lived and slept day and night with their horses.

The riding style and the driving from the saddle proved to be correct too, and we have only to preserve our old riding system and to teach it as widely as possible, although the possibility is gone of educating each year more than a hundred thousand men in good horsemanship and riding. The German riding style is the result of a century old experience. The elements of it were laid down in the time of Frederic the

Great. He had a great army and was very economical in its management and upkeep as everybody knows who has read his history as written by Carlyle. He was obliged to have horses which were always fit and which would last a long time. General Seydlitz, the victor in the battle of Rossbach, was the teacher of the German riding style and not much has been changed in the last one hundred and seventy-five years under his rules. For good riding you must have good horses and a good breeding and raising system procures them. The neck must be curbed right, the bars of the jaw must be broad enough to let the throat move freely between them, the top line must be straight and smooth, and the wither well-developed. They are points which you will generally find in satisfactory condition.

It is not the same with the legs. It is nearly impossible to sell a motor car with broken or oblique wheels or ones which are not well set on the axle; but it is pretty easy to sell horses with broken legs and feet while standing or when viewed at gaits away from a straight line. Such horses may be sold with a faulty set of the knee or hocks onto the cannons or with straight or broken down pasterns. But when you have the best built horse, you must ride it well, otherwise it will be broken down in a short time. The weight borne on the forelegs is much greater than that borne on the hind legs; the forelegs have to carry the head and neck and by that nearly twenty-five per cent more weight. The shoulder also is not connected by articulations with the rest of the skeleton, but only by muscles; this is very important in the elasticity of a horse, but it makes that part more sensitive thereby. The chief thing in severe riding is therefore to unburden the forehand. The only way to do this is to gather the legs under the horse. The rider should place his calf at the girth, or behind the girth, and by pressure with the calf always oblige the horse to keep his legs underneath him.

It makes plenty of work until a horse is so trained, but it pays. You can use your horse very much longer and you have then a feeling on horseback which nobody can understand who has never ridden such a horse. The heaviness is gone when the horse balances itself, you are not obliged to lead your horse like a milk wagon driven by the reins, but imperceptible changes of weight in the saddle are sufficient to bring the horse into all desired positions. The whole horse swings about a pivot through the fore-part of the croup. The aids as applied from the second vertebrae of the neck back to the hocks, and from the hocks forward, do not conflict, but the horse becomes supple and all this movements harmonize. When a horse is so trained it is strong like an athelete, too, and provides a life insurance for you in war. How important such a self balancing horse is, may only be illustrated by the fact that you can use your hands freely and you all know how you must use your

hands free from the bridle when you are in the advance guard, sometimes with the map in one hand and the gun in the other.

In driving from the carriage box we had very much to learn and in the first campaigns in Russia we had many horse losses, which could have been avoided if we had known what we learned later. There were two things to learn, first that it is necessary for a draft horse, too, to go in balance and to put the hocks under; you do not have your calves at your disposal but you must do it by touching with the whip. The second is that both horses of a team must always pull the same and therefore it becomes necessary to change the hames and the reins, shortening them for the lazier horse, obliging it thus to pull as much as the willing one. Otherwise, the best horses always break down first, and the worst horses, the scrubs only, remain.

After our war experiences we attached a much higher importance to jumping than we did before. Saddle and dual purpose horses which are not willing jumpers are nearly impossible to sell in Germany now. Every horse which is suitable to be a saddle or a light harness horse is also able to jump, although of course different heights. One must accustom the horse to jump as a colt and to like it. The easiest way is to build some low obstacles on the way from the barn to the pasture, which must be jumped by the colts, when going in and going out. A colt always likes to go to the pasture or in the winter to the exercise lot. It likes, too, to go back to the barn to eat oats there. When jumps are in their way, jumping is connected with agreeable ideas throughout their lifetime. If the pleasure is not disturbed later by bad or non-understanding treatment, or by riders' hurting the mouth and backing down heavily in the saddle, their delight in jumping will continue. It is very important, too, to jump the horses over as many solid obstacles as possible, for they learn to keep up their feet and with such a training there do not happen in the course of time as many accidents as occur when horses realize that they can wipe over the obstacles slackly, as over the brush. When you and your men have good jumpers in war and are surprised by enemy cavalry, as happens sometimes when as patrol you are approaching forest borders or villages, then look where fences are—but no wires—and trenches and flee that way. If the enemy do not have especially good marksmen—and these are generally too excited and breathing too heavily—you may be sure to have saved your life once more and can bring back your information to your commander. To come through the war you must have luck, but by being cautious at the right time and by always having fit men and horses with open eyes and ears and some intelligent silent dogs with you, you may lighten the terrible burden of responsibility for the life, health and liberty of the men trusted to you and trusting in you.

I will mention one trick which became very useful for me, as sometimes before I had been nearly captured. When approaching a village or forest border, stop some two or three hundred feet before you reach it, look as if you had seen something and turn and go back at the canter. There is no sentinel, if you use this ruse, who will not shoot behind you if there; otherwise, when they are well trained, they let you pass and shoot first when you are in the wood or village. When you oppose an enemy who uses many stallions, take care in night patrols to use mares in heat. When the wind is favorable, the enemy stallions will smell, often far away, and will neigh and set up other disturbances. You are then often saved from the emergency of being nose to nose with an enemy who generally is more numerous than you and knows the country better.

The war passed and we had our experiences but we lost our glorious old army, from which we could teach our younger generations real horsemanship. The great test of the war was over, the greatest test for real quality and real performance of man and horse which humanity has ever seen and which, we hope, will ever be seen. But horses, and men, not continuously tested become weak and useless—a thoroughbred whose family tree for generations does not show horses that have successfully run in races, is generally of less value as a troop horse. But, on the other hand, experiences and tests of the type of horse races are useless if they cannot be made useful for a great number of horses and men.

It becomes necessary, therefore, to encourage the holding of tests as much as possible and to fix hard rules for them, giving to the tests, which are always connected with shows, a real value. Nothing should be asked from a horse which does not belong to their natural conditions and to their economic or military use. Otherwise the shows become a pastime for wealthy people, and do not develop the most important opportunity to show the actual performance of horse, rider and driver, and to find new ways to improve them. Judges in Germany are only men with long practical experience, acquired in the saddle, and who can distinguish between flash and true merit, or between practical value and show dazzle. One important arrangement, too, is that in all classes there are three subdivisions, for experienced, averaged and begining riders. This encourages the beginners and the men who can only use their spare time for training their horses. They can thus become first prize winners in the subdivision adapted to their relative capacity and are not damned to be always at the tail and to be surpassed by others who are officially or practically professionals; at least who are able to use their whole time for training their horses or wealthy enough to hire their own trainers.

But the foundation offered by the wealthy people owning horses is too small for a real testing of the whole breed. We found that the greatest number of horses are used on the farms—all are bred and raised there. The farmers themselves must go to the shows, riding and driving

their own horses, then they will know how to select the right stallion for their mares, how to manage the mare during the foaling period, how to raise their colts, how to break them well and how to fit them for the market to obtain the highest prices. In the shows they learn the best records on a practical basis, and thus learn to handle them toward that end. An immense improvement of the breeding and raising has resulted from this system.

All farm boys, whose parents own horses able to be ridden or driven, are crowded Sundays in the villages and are taught riding, driving and

A Holstein Horse

Ridden by a Member of a Farm Boys' Riding Club

general horsemanship. They use the horses which did the agricultural work during the week and you will soon observe what they all do—namely, steal additional oats from their fathers to have their horses fit on Sundays. That kind of boy club work started only a few years ago and already it is difficult to have sufficient good teachers who really understand horsemanship. The boys are competing together in county, then state shows and the best eight of each state are competing in the fall at the great national horse show in Berlin after an endurance ride from their county to Berlin. They also compete within their subdivisions with all other private horse owners, and the officers and men of the army.

One kind of horsemanship is not as well developed in Germany as in the United States, polo, and it never will find the same development.

because Germany is too poor to use on a larger scale horses which are only useful for sport and which cannot earn their oats any other way.

I have been, and will ever be, very proud to have been an active Prussian cavalry officer and a member of the Board of Directors of the Horse Association of Germany. I will, however, derive the same pride to become, in proper time, an American citizen and an officer in the United States cavalry reserve. I should be very glad if I could be useful through some of the points I have mentioned to my new American friends and future countrymen.

"Ride and Shoot": a Partnership

By Captain A. H. Norton, *8th Cavalry*

A PROFESSIONAL man must practice constantly in order to be prepared to compete with others in his line of work. Not only must he practice what he has learned, but he must also study everything obtainable on the subject in order to put to his use newly discovered facts. He must be an unbiased critic of his own work, studying every phase of his task so that former mistakes may be avoided and new ideas incorporated. Analysing and observing methods of others; recognizing and finding cause for our own errors are positive avenues leading to perfection in any line of endeavor.

You will perhaps be saying "What has this sermon to do with Riding and Shooting". Everything. The principles stated apply to all forms of human effort.

A cavalryman is a soldier who can "Ride and Shoot". He can ride anywhere a gallant thoroughbred can carry him and can ride until that same horse falls from exhaustion; furthermore he can shoot when he arrives on the spot he intends to reach and he can hit what he is shooting at. If opportunity presents he can ride down inteference, hurdle obstructions, and hit from the back of a speeding mount anything the size of a man within twenty-five yards. "Ride and Shoot" are great pals truly.

Our present system of rifle training covers a period of about two months of each year. We start our training with seven weeks of theoretical and routine exercises. The end of our rifle training is simultaneous with the last shot for record. Oh, of course, we fire a little at combat targets; but that is sort of on the side; regulations say we must fire combat exercises each year so we stick up a few targets and shoot away our allowance. Can't afford to spend any more time on combat firing; why gee whiz, the Horse Show is only a month away, and it surely is a relief to sign our last certificate expending target material; we wont have to fire again for ten months now. Extremely intermittent and desultory. The result?

The Department of Horsemanship at The Cavalry School, selects the most promising and enthusiastic horsemen from each year's class to study another year, under our best masters of horse, the intricacies and points of finesse of horsemastership, so that those individuals may become expert instructors in the art of handling horses. From this number the best are selected to compose our various horse show and polo teams. The records of accomplishment of our show and polo teams make us proud to be cavalrymen. A cavalryman can "Ride and Shoot". The riding end of our partnership is well organized and progressing splendidly. In today's paper we read of the oustanding performance of our horse show team

in this country's greatest concourse of jumpers, The New York Horse Show. The riding part is indeed doing well.

What department of our Cavalry School trains our riflemen and pistol shooters? Oh yes, our riding instructors teach us to shoot the pistol, and they do well with the support and time they get. Do our best and most enthusiastic riflemen get selected for special training so that they may become proficient as instructors and as coaches? And do the best of these become grouped to form our rifle and pistol teams? No! What! Does the cavalryman expect to justify his existence by riding alone? Isn't he slighting his partner? A cavalryman can "Ride and Shoot".

Every troop in our cavalry service has perhaps a dozen good riflemen or men who would like to become good riflemen. Every good rifleman longs for an opportunity to try for the Cavalry Rifle and Pistol Team just as every horsemen longs for a chance to make one of our several good horse show and polo teams. Do our riflemen get the support and encouragement they deserve? Emphatically, *No*. Our parades and drill fields are equipped with endless varieties, kinds and characters of jumps for our horsemen. What is there on our parades or drill fields that suggests to us to try our marksmanship?

It is splendid, excellent, that we have such good substantial jumps, brightly painted. They wouldn't last long were they not substantially built. It's great sport to take a troop out over the jump course. And our steeple-chase course is a dream. Took a lot of time and labor and material to get it in shape, but it is worth it. Our highest ranking staff officers head committees that see to it that our jump courses, show rings and polo fields are maintained at all times. All horsemen are joyous over measures to improve our riding and love of the horse. But what is being done for the other end of the "Partnership"? Are we developing horsemen or cavalrymen?

What post commander, what staff officer, is bending his fertile brain to scheming and devising ways and means to encourage the "shoot" end of the "Partnership"?

Do we have any near-by rifle range? Our nearest is five miles away. Do we see constantly some horse lover longing his horse over the jumps? We surely do, and it does our heart good to see the opportunities and encouragement given this young officer or soldier to train himself and mount. Do we constantly hear the sharp crack of rifle and pistol in our galleries? "Galleries? What are you talking about?" Rifle galleries. Do you not have issued your troop three of the finest gallery rifles ever made? "Oh, sure, but we don't have galleries; we go out in the 'bundocks' a couple of miles whenever we have to shoot them." How often do you have to shoot them? "Oh, a couple of days before we go on the range each year." It makes one almost weep at the pitiful hopelessness.

The "shoot" end of our partnership is sunk in the "Slough of Despond". What commanding officer will raise this phase from the muck to its rightful place beside "Ride"? Here our troops are furnished the best of gallery rifles—thoroughbreds, the cream of gallery ammunition—pedigreed, and how are they used? Desultorily, listlessly, a necessary evil. We do get some fun out of them shooting jack-rabbits, "But gosh all hemlock, you wouldn't expect us to hike two miles out in the sand and greasewood to shoot fifteen or twenty rounds would you?" No-o-o, I guess we wouldn't expect that; besides its much more pleasant and a darn sight easier to go out behind the stables and teach our horses propulsion over the jumps.

You know no one has ever given a thought around the post to building a good big gallery range—I mean a good one, indoors, with pulleys, firing benches, indirectly lighted, etc., heated so that a match could be fired on the windest or coldest night. Boy, Boy! you should see the fine Bermuda grass sod polo field we have here. Its surely a dandy, stroke a ball on that field and it travels a hundred yards. It ought to be good, we've put enough work on it.

Our officers have daily training in equitation classes under finished instructors. They are well on the way to become expert riders. How many of them are expert with the rifle and pistol? A few perhaps. They can negotiate the most difficult jumps with ease and grace, but can they gallop alongside a wire fence, five yards away, and hit with a pistol every fence post as it flashes by? Can they hit a kneeling silhouette with the pistol at twenty-five yards, shooting from the hip or with their eyes closed? They should be able to do it. It is easier to do and easier to teach than training a horse to oblique on two tracks. Merely re-develop a childhood instinct and point, forget about the many blows your over-eager fingers received from pointing and learn to point again. If our cavalrymen are unable to perform these simple tricks with the pistol they are neglecting the "shoot" part of a cavalryman's qualifications and to that extent are deficient.

Commanding officers, play fair. Give the rifleman and pistolman an even break with the horseman. By your support and encouragement equalize the opportunities so that you can weld every cavalryman into a riding and shooting unity.

The writer somehow managed to be selected as a playing member of the 8th Cavalry polo team in the Division Tournament just completed. All my friends were amazed to see a shooter riding. Does a rider lose caste when he shoots? or vice versa? It is certainly true that riders are not expected to shoot and vice versa. However it can be done with honor and credit to both. Examples: Captain Wilkinson, Major Chamberlin. Lieutenant I. P. Swift.

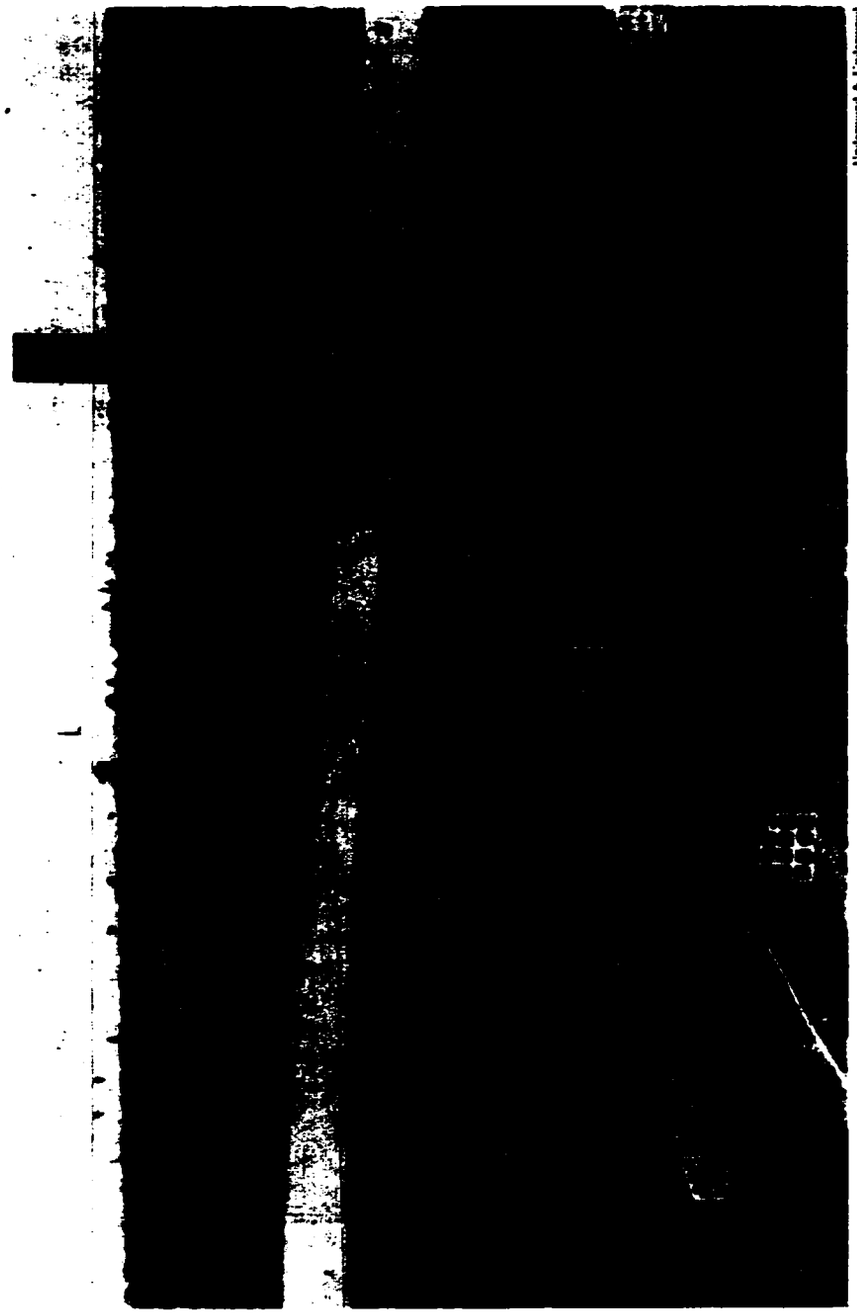
It is thought that the one-sidedness of our arrangement of making

cavalrymen is fairly definitely depicted. Criticism is unwelcome and harmful if not followed by suggestions, practicable and feasible, whereby the undesirable elements or situation may be easily and logically overcome or at least improved. The following is suggested for commanding officers:

1. Appoint a qualified officer, an enthusiastic rifleman as your representative to develop rifle and pistol sports in your command. (You have an enthusiastic and qualified horseman developing your jumpers and polo mounts.)
2. Give the representative the same support and encouragement you do your instructor in horsemanship.
3. Instruct your representative to submit plans for a regimental rifle and pistol gallery.
4. By hook or crook find some place or materials to build a good up-to-date gallery.
5. Have your representative organize from the best riflemen in each troop a rifle and pistol squad, just as each troop has its baseball and basketball squads.
6. Start a league: shoot indoor matches between troops two or three times a week.
7. Affiliate each troop with the N. R. A.
8. Have each troop join the American Rifle Association and receive the excellent shooting magazine, *The American Rifleman*.
9. Enter the matches (fired on home ranges) put on by the N. R. A.
10. Select the best shooters from each troop and form a regimental team.
11. With this team shoot matches with other regiments, colleges and civilian clubs, either shoulder to shoulder or by telegraph.
12. By all means give prizes, awards or medals to winning team, just as you now do for your winning baseball teams.
13. Consult the N. R. A. for any assistance necessary.

Then if this very simple plan is carried out in good faith, by the time the Cavalry Rifle Team is assembled each year, you will be able to furnish candidates from your command who are imbued with your own enthusiasm and who, from their constant practice, come to the team captain iron nerved and clear eyed, and are creditable material.

Thus in a few years with wholehearted cooperation and support of all unit commanders, we will be sending to the National Matches each year, teams that sometimes win the National Match. Then we will be developing the partnership of "Ride and Shoot".



Underwood & Underwood

A View of the Stadium at Amsterdam during the Prix des Nations, 1928
The rider is about to take Jump Number Sixteen

1928 Olympic Jumping Course

By Captain W. B. Bradford, *9th Cavalry*

IN the Olympic Games it is customary for contestants to be uninformed as to the nature of the jumps, their arrangement and the sequence to be followed in the event known as the Prix des Nations. Such was the case in Amsterdam during the contests of last summer. Two hours before the beginning of the Prix, all teams were permitted to enter the stadium on foot and make such inspection of the obstacles as was desired.

I took advantage of the opportunity thus afforded, and during my inspection made rather comprehensive notes as to the dimensions and nature of each of the sixteen obstacles. Upon return home, these hasty sketches were turned in to the Drafting Department at The Cavalry School, and there Sergeant J. F. Davies very cleverly transformed them into the accompanying sketch.

As far as memory and notes can be relied upon, all dimensions are correct. The jumps were very solid looking, with good wide fronts, and usually enclosed between wings. The spread averaged perhaps five feet. The timber on the standards was solid, heavy, and hard to displace, with an average diameter of six inches. The best horses shown over the course were of half or three-quarter thoroughbred type—the wide jumps and time element requiring a galloper.

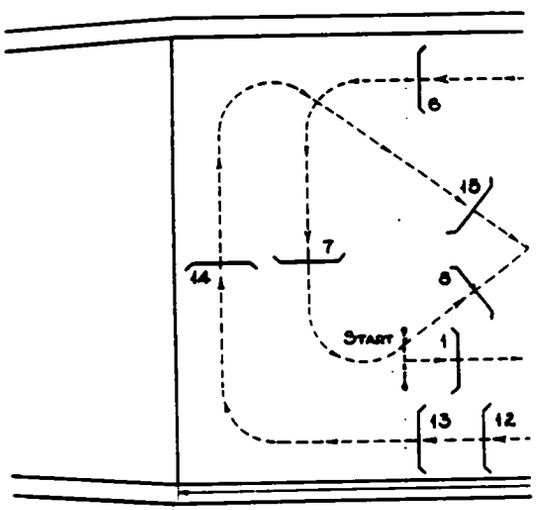
There are many horses in America, and in the Army, that are capable of negotiating the course with ease. As one who did not ride, I may say with equanimity and frankness, the horses of our team were certainly good enough. I have seen them many times over stiffer courses with fewer faults. Our riders could clearly be classified with the best produced by Europe. My conclusion: On an average good day we would have placed. On a better day we might have won.

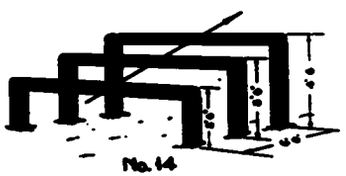
No. 1
POST AND RAIL

No. 16
POST AND RAIL

No. 15
DOUBLE OXER

No. 2
OXER



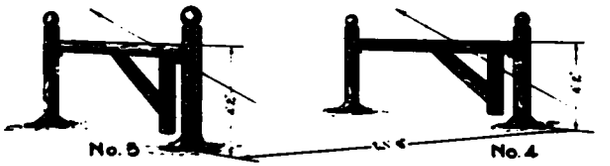


No. 14
TRIPLE BAR

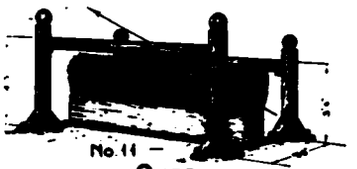
No. 9
WATER JUMP

No. 10
BANK

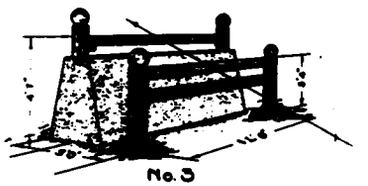
No. 6
BRICK WALL



No. 5 No. 4
IN AND OUT



No. 11
OXER



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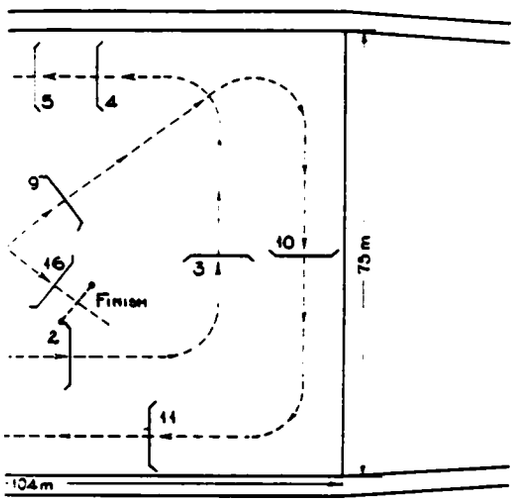

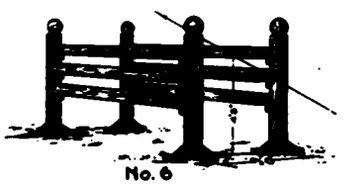

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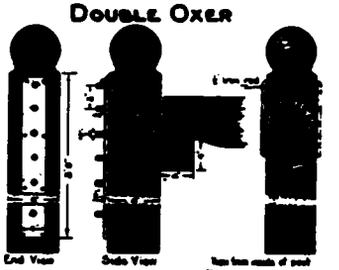
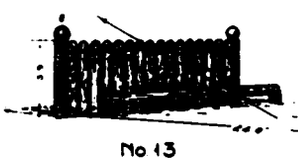
DOUBLE OXER



RAIL SUPPORT



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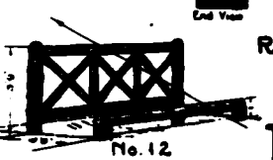
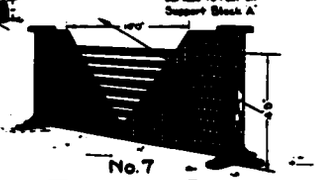


No. 12

IN AND OUT

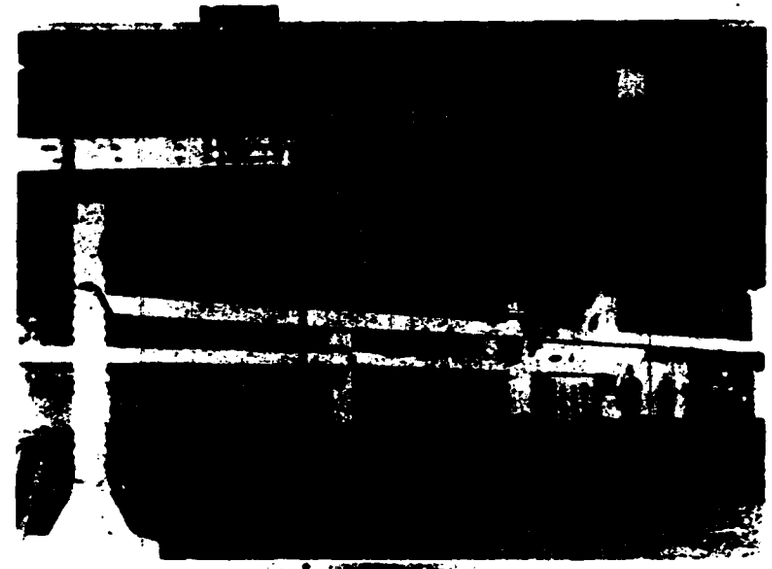


No. 7
TRELLISED GATE

Underwood & Underwood

Lieutenant Von Nagel, Germany, at Jump Number 10

Captain Bertran, France, at Jump Number 8



Underwood & Underwood

Upper: French Officer at Jump Number 15

Lower: The Individual winner, Captain Ventura, Czecho-Slovakia, at Jump Number 16

Philippine Service

By Captain H. C. Brenizer, F. A., and Captain R. T. Sothern, F. A.

The following extracts from an article, published in the August, 1928, *Infantry Journal*, are reprinted by request of the Chief of Staff of the Philippine Department in order to assist in disseminating information concerning service in the Islands.—*Editor.*

SINCE the days of 1898, the Army has contributed much towards constructive work and progress in the Philippines. The foundation for the present system of education, health and sanitation, public improvements, roads, and so on, was laid by the Army in the early days. Medical research by Army Medical personnel has contributed greatly to the improved health conditions. Nothing can lower the prestige, thus acquired, more than a slovenly military appearance or improper deportment on the part of officers on duty in the Philippines. A smart dress and bearing and a dignified and proper appearance are demanded by the department commander. The small cost of uniforms and the excellent laundry facilities afforded make it always easy to appear in well-laundered uniforms; while leathers and brasses can be kept brightly polished by one's houseboy. Officers should insist on a correct fit of uniform,—a proper fit costs no more than an imperfect one. The "chit system" of charge accounts in vogue in the Philippines makes it extremely easy to incur obligations beyond one's means.

Before the Trip

Clothing Segregation: Clothing should be segregated, putting heavy or medium weight in one trunk and light weight in another. This is considered necessary, inasmuch as but one steamer trunk is allowed in a stateroom for each passenger, other trunks being held in the baggage room.

Firearms: Firearms should be thoroughly cleaned and greased prior to packing for shipment. Be sure and note the serial numbers appearing on these arms, as it will be necessary to declare and register (see below) the same before landing in the Philippines, although no duty is charged.

Automobiles: Gasoline and water must be drained and batteries should be disconnected and terminals taped. It is recommended that tires be removed from the car before loading on transport. Should they be left on the car, they should be fully inflated and carefully examined for leaks, otherwise they may be flat and ruined upon arrival in Manila. Springs should be oiled, parts cosmolined, and every precaution taken against rust and corrosive action of salt water. Crating cars is not recommended. Accessories, such as tools, spot-lights, motometers, etc., should be removed and packed separately.

Horses: There is a little or no call for purely a riding horse, except

in army circles. Jumpers and horse show animals have practically no civilian market. No horse shows of any prominence are held. Polo ponies have a good demand, as the Manila Polo Club has two civilian teams playing. The top price for tournament ponies will not go over 800 to 1,000 pesos. Competition is very keen between army and civilian teams, and as the standard of public mounts is far below that of the Manila Polo Club string, an officer desiring to play polo will find it a great advantage to mount himself before coming to the Islands. Private mounts can be taken back to the States from the Philippine Islands.

Household Furnishings: Heavy furniture should not be brought to the Philippines as the glue fails in damp weather and veneering comes off. Heavy upholstered furniture suffers from mildew. Books deteriorate through insects and mildew unless varnished—only professional books should be brought. Photographs and pictures deteriorate in a similar manner. Wicker furniture of the best quality can be purchased in the Philippines at a very reasonable price. China, all silver, glassware, etc., should be brought. Woolen rugs are not recommended, as they are liable to mildew; native mats are cheap and serviceable. Heavy or expensive draperies or hangings should be left in the States, as light and less expensive material more suitable for the climate may be obtained after arrival. Window shades are not used in the Philippines. Bed linen and pillows should be brought, together with a minimum of heavy coverings. Quartermaster beds are available for issue so far as the supply allows. Kitchen utensils should be brought, as the quartermaster has not sufficient for issue. All government quarters are equipped with officers' furniture, ice-box, etc. Electric stoves are not used in the Philippines (see below).

During the Voyage

Clothing: Medium weight clothing will be needed for about two or three days out of New York City when a change to light, or tropical weight is advisable. The medium weight will be needed again about two days prior to arrival at San Francisco, as well as during the sojourn there, irrespective of the season of the year. Halfway from San Franisco to Hawaii change will again be necessary to light weight which will be worn for the balance of the trip. Ladies will find very light-weight dresses most comfortable.

Transport: Full directions concerning the transport trips are transmitted by the Transport Service immediately on issuance of an officer's orders for overseas service. They give all important information concerning accommodations, recreational facilities, laundry, medical attention, etc.

Upon Arrival in Manila

Uniform: Changes in A. R. 600-40, published in Section 11, Circular No. 23, W. D. 1927, require all members of the Army traveling on

transports to wear the uniform. Standing orders, Philippine Department, require all officers to land at Manila in uniform. The service cap is not worn in the Philippines at any time. Hongkong khaki is the prescribed uniform material for officers and warrant officers. If purchased in the Philippines uniformity in color is assured.

Delay in Reporting: Officers are authorized to delay forty-eight hours after arrival of transport in reporting at their respective stations, but most find it advantageous to proceed at once to their stations so as to secure quarters and uniforms as early as possible.

Customs Inspection: Baggage. The customs officials are on the wharf near the main entrance under a large sign "CUSTOMS." Baggage must be inspected and passed before it can be released. It is recommended that hand baggage be cleared first, and then return a few hours later to clear trunks, thus reducing congestion on the pier. Baggage when unloaded is placed in alphabetical order as indicated by large signs.

Firearms: All passengers for the Philippines having private owned firearms in their possession must register them by number, make and caliber with the Insular customs officials on the pier.

Transportation: Baggage. On the wharf near the customs will be found a non-commissioned officer of the Quartermaster Corps detailed to handle baggage. His position is indicated by a sign "BAGGAGE." After your baggage has been inspected and passed by the customs officials, it should be turned over to this non-commissioned officer for delivery. Baggage checks should be obtained from him and care should be exercised that each piece of baggage is properly tagged and that name and destination are properly and plainly written on each tag.

Passengers for points in Manila: Motor transportation is available under the charge of the motor transport officer to convey passengers and their baggage to hotels or other places in the city of Manila. Passengers have only to signify to the motor transport officer in charge their destination and the proper bus will be indicated.

Passengers for points outside of Manila. See below.

Meeting Officers: Large signs indicating the various posts in the Philippine Department are placed at conspicuous points on the pier. An officer from each post will be present on the dock in the immediate vicinity of these signs to assist incoming officers who should locate him immediately after leaving the transport.

The Philippines

Health and Climate: The climate of the Philippines is among the best in the tropics. The average temperature for the year is about eighty degrees Fahrenheit in Manila and neighboring posts. At Corregidor and Stotsenburg the temperature is lower. The rainy season begins about the first of June and continues until the middle of November. The months of December, January and February are nearly ideal. The average annual rainfall in Manila is ninety-five inches. During the rainy season inundations of rivers are frequent and traveling in the interior is at times interrupted. The climate of the Philippines is apparently satisfactory to most persons, particularly young children. The death rate per thousand whites in Manila in 1920 was 13, compared with 14.6 for Washington, D. C., 14 for San Francisco, 14.1 for Los Angeles, 13 for New York City, and 12 for Chicago. In order to safeguard health the following suggestions are made:

Food. Food should be eaten only where it is known to be of good quality and properly prepared. All are advised not to eat uncooked vegetables, as due to the manner of raising at some places they may carry such diseases as cholera, dysentery, and typhoid. Exceptions may be made of cucumbers and tomatoes, provides they are properly scalded and peeled. Many of the native fruits are good and should be eaten; however, green or over-ripe fruits should be avoided. It is advisable to scald the native fruits before peeling and if the end of the banana peeling is broken, that end of the fruit should be discarded.

Water. Only artesian, distilled, or boiled water should be used for drinking or cleansing the teeth. Drinking water, either artesian or distilled, is furnished to the Army and Navy Club and to officers' quarters in Manila upon request made to the utilities officer, Manila. No drinking water should be used unless its quality is *known* to be satisfactory. There are such bottled waters as Isuan, Tansan, Red Rock, Royal, etc., which are good.

Mosquito bars. All persons sleeping, either during the day or at night, should have the mosquito bar down and tucked under the mattress.

The anopheles mosquito, which carries malaria, is a night flier and bites after sundown; however, the mosquito which transmits dengue bites during the day as well as at night, and especially in the afternoon. Persons living in unscreened houses will find mosquito punk useful.

Personal hygiene. Upon exertion perspiration is excessive during most of the year. For this reason extreme care must be taken to prevent chilling.

A sweater or other heavy garment should be worn after exercise until one has bathed. Whenever possible, the bath and rub-down should be taken immediately after exercise. Iced drinks should be avoided until the body has cooled. *Never* sleep in the blast of an electric fan. During sleep the abdomen should be covered at all times—either with a special flannel belt or by insuring against the ordinary garments being open.

Children should be examined by an Army surgeon soon after arrival for possible physical ailments as well as for suggestions as to diet, etc. "Klim", "Eagle Brand" condensed milk, etc., are obtainable at the general sales store (QMC), Manila. A full line of children's patent foods, etc., is carried in stock at Manila drug stores.

Solicit advice from old army residents as to method of making purchases from native stores.

Clothing and Uniforms: The usual prices for clothing in Manila average as follows:

	Pesos
White uniforms	16.00
Khaki uniforms	16.00
Mess jacket and vest	16.00
White duck civilian suit	16.00
Palm beach civilian suit	30.00-40.00
Pongee silk civilian suit	45.00-65.00

Black trousers are authorized and generally worn with the white mess jacket. Civilian clothing may be worn under same conditions as in the States. Newly arrived officers are advised to secure two khaki uniforms, two of white and one mess jacket with vest, immediately upon arrival. White shirts and collars are not worn with the khaki uniform by officers in the Philippines. O. D. shirts and collars are required. Several alterations may be necessary to secure a correct fit of uniform and this should be insisted upon, as no extra charge is entailed thereby. Very satisfactory boots and shoes are made by native bootmakers at a price approximately one-half the price charged in the States. It is advisable, however, to furnish the bootmaker with a model or sample of your wants, as they are not proficient in making to measurement. The same applies to women's footwear. However, standard makes of shoes may be purchased at the shops at usual prices. Standard articles of officers' equipment are available at the quartermaster general sales store, the various regimental exchanges and at shops on the Escolta in Manila. In addition to being worn as authorized by Army Regulations, the white dress uniform is prescribed for wear before retreat, for social functions, and on Sundays and holidays. It may be worn for informal occasions in the evening. The mess jacket and black trousers are worn for formal evening functions. Sweaters and heavyweight clothing are needed at Camp John Hay, Baguio, inasmuch as this resort is over 5,000 feet above sea level. Lightweight raincoats for all members of the family should be brought from the States for use during the rainy season. Oilskins are not recommended, due to climatic conditions.

Ladies, in the Philippine, usually wear very lightweight clothing; light also as regards color. All articles of ladies' apparel can be secured in Manila. Paris gowns and embroideries are much cheaper than in the United States.

Mail: The Director of Posts, Manila, P. I., should be furnished with your address upon arrival, in order that mail may not be delayed. Until correspondents are advised as to your new address, mail may be addressed you at Manila, using care that your grade and branch of service appears.

Hospitals: Excellent hospital facilities are provided in Manila at the Sternberg General Hospital, as well as at other posts in the Islands. Islands.

Banking and Currency: It is advisable to institute a banking account in Manila, inasmuch as checks drawn on U. S. banks are very difficult to cash. The par value of the Philippine currency bears a ratio to that of American money of two to one; i. e., one Filipino peso equals 50 cents in American currency. The peso contains 100 centavos, each worth one-half of the U. S. cent.

Clubs: In addition to strictly military clubs maintained at the various posts, the following are principal clubs of Manila and environs of interest to the Service:

Army and Navy Club, facing the Luneta, Manila. Initiation fee ranges from fifty to ten pesos, and monthly dues from eight to one and a half pesos, depending on station to which assigned. During most of the season hops are given weekly, though dancing may be enjoyed every night during the dinner hour. This is the social center of the Army and Navy. All officers are given two weeks guest cards on arrival.

Manila Polo Club, situated on the Bay about three miles south of the center of Manila and accessible to Fort Wm. McKinley and Camp Nichols. A salt water pool, polo, tennis and golf are the activities supported by the club. Army members pay no initiation fee but have monthly dues of ten pesos.

Caloocan Golf Club, about five miles north of Manila. An excellent eighteen-hole golf course is maintained. Army members pay no initiation fee, but have monthly dues of ten pesos. This is probably the "sportiest" course in the Islands.

Manila Tennis Club, adjacent to the Luneta. Monthly dues six pesos, with no initiation fee to army officers. Eight excellent courts are available.

Hotels: About seventy-two hours before arrival of a transport, a radiogram is sent to the commanding officer of troops, containing an itemized list, by hotels, of all available rooms in Manila. This is then posted and passengers are given the opportunity of making reservations desired. Reservations desired are then radioed to this headquarters, which advises the hotels concerned of the reservations desired. The A. C. of S., G-2, has had compiled detailed information on hotel and apartment rates.

Entertainment: Boxing bouts are held every Saturday night at the Olympic Stadium, Manila. The Constabulary band plays every Wednesday and Sunday evening on the Luneta. A golf course is available between the Army and Navy Club and the Manila Hotel. Native caddies are obtainable at a nominal fee. There are several first-class moving picture houses in Manila.

Filipino Goods: Goods of Filipino manufacture are admitted free of duty in the States. In mailing same to the U. S., it is recommended that a certificate of origin be secured at the post office, in order to obviate delay in passing customs in the States.

Calls: The official hours of calling are between 5:00 and 7:00 p. m. The white dress uniform is worn.

Standing Orders: All officers are urged to acquaint themselves promptly with the standing orders of the Philippine Department available at each post.

Libraries: An up-to-date library is maintained at Fort Santiago, Manila, having over 25,000 volumes, together with American magazines and newspapers. Libraries are also maintained at other posts.

Transportation Rates in Manila: Vehicle rates are very low.

Special motor rates are given to members of the Army and Navy Club, or those holding guest cards, provided that the car is secured through the club.

Servants: The prevailing wages in Manila are:

Filipino cook	30.00 to 40.00 per month
Filipino houseboy	10.00 to 20.00 per month
Filipino combination cook-houseboy	30.00 to 50.00 per month
Filipina *lavandera* (washwoman)	15.00 to 20.00 per month
Filipina amah (nurse)	15.00 to 20.00 per month
Filipina combination *lavandera*-amah	20.00 to 30.00 per month

Chinese servants are higher priced.

Before employing servants, it is recommended that they be taken to the provost marshall to ascertain whether or not they have a criminal record. In event recommendations are submitted by applicants, if possible, check up with the previous employer, so as to obviate chance of forged letters of recommendation. Cooks and amahs should undergo a physical examination of army surgeons before acceptance.

Automobile Licenses: Automobile licenses must be secured from the Bureau of Public Works within seven days of arrival of automobile, at two pesos per year. No one is allowed to operate a motor vehicle without a driver's license. These cost two pesos each in addition to the auto license.

Rental of Houses and Apartments: Unfurnished houses and apartments may be rented for seventy pesos to one hundred and fifty pesos per month.

Quarters: As there are always more officers assigned to duty in Manila than there are available quarters, it is necessary for many to rent quarters. All officers at Corregidor and Camp Stotsenburg, and all but a few at Fort Wm. McKinley, occupy government quarters. Most officers assigned to Manlia and Camp Nichols are on a rental allowance status.

Foodstuffs: Groceries may be obtained directly from the quartermaster general sales store or commissary. This includes meats, staples and oranges, grapefruit and lemons. A personal call is necessary in order to arrange credit. Vegetables are imported from the States, though many are now grown locally, particularly in the highlands near Baguio, which compare favorably with the similar varieties of the States.

Schools: There is a central public school for children in Manila for which no tuition is charged. Americans and the higher class of mestizos attend. The American school is exclusively for Americans and is taught by American teachers. A tuition is charged. Both of these schools teach through the high school grades. There are several preparatory schools for boys, and many girls attend the local convents. Schools are maintained at several of the posts.

Automobiles: Automobiles will be found exceedingly useful in the Philippines with the exception of Corregidor, where it is a convenience, but not at all necessary. Closed cars will be found more satisfactory than open ones, by reason of protection during the rainy season and dust in the dry season. The bringing of a new car is not recommended, inasmuch as the heat and rain rapidly deteriorate the upholstery and body. Contrary to the general belief, the second-hand value of cars is scarcely higher than in the States. However, sometimes cars may be turned in to the local distributors before return to the States, and credit thus obtained applied on the delivery of a new car in the States. Gasoline is expensive unless purchased through the quartermaster. Repairs and spare parts cost about the same as in the United States, but quality of work is, on the average, not as high. Tires are usually cheaper than in the United States.

Leaves, Detached Service and Travel: Officers stationed in the Philippines enjoy exceptional opportunities for sightseeing. The policy encourages officers to visit all parts of the Philippines. All officers, warrant officers and nurses are entitled to one month of detached service for each year of service in the Philippines. This enables one to travel within the archipelago without being on leave status. Many use this time for visit to Camp John Hay (Baguio), which is situated in northern Luzon in the mountains, at an altitude of five thousand feet. This resort is open throughout the year. Public quarters are available and a central mess maintained at an average of cost of three and a half pesos per day for adults. The southern islands also offer detached service attractions, such as Zamboanga, Jolo, and the Sulu Islands with their pearl fisheries and interesting native life. Trips may be taken to China, Japan, Borneo, etc., on a regular leave status. Full information as to routes, cost, etc., may be obtained at the office of G-2, Department Headquarters, Fort Santiago, Manila.

Fort Wm. McKinely: Headquarters of the Philippine Division, 9 miles south of Manila. Troops here are Infantry and the Antiaircraft Coast Artillery. Passengers for Fort Wm. McKinley will be met on the wharf by an officer from that station with transportation for passengers and baggage. All but a few officers assigned are furnished government quarters. No public schools are maintained, children attending in Manila. Lower grades are taught in local schools and busses furnished for transportation to Manila. A local commissary is maintained. Climate same as in Manila. Wood is used as fuel for cooking.

Camp Stotsenburg and Clark Field: A Field Artillery and Cavalry post with one squadron of Air Corps at Clark Field (adjoining Camp Stotsenburg). About fifty-seven miles north of Manila, in the foothills of the mountains and connected with Manila by train and an excellent motor road. Trains leave the Tondo Station, Manila, daily at 6.00, 8:00 and 11:30 a. m. and 12:07 and 3:48 p. m. Railroad fare, four and a half pesos. Motor transportation to Tondo Station may be arranged for through the motor transport officer. Sometimes motor busses are available to convey officers, their families, and their baggage to Camp Stotsenburg. Inquire of the Camp Stotsenburg representative at Pier No. 1, or of the motor transport officer. Application for transportation request to cover commercial transportation should be made to the department quartermaster. All officers occupy government quarters. Free phone in all quarters for post use only. Communication with Manila by radio and telegraph only. A commissary is operated. Fruits and fresh vegetables are obtainable at the post exchange or from local hucksters. Ice is issued to all officers' quarters. Artesian water is furnished free by the post quartermaster. Motion pictures are shown nightly. A standard post library is available. Climate is cooler than Manila. A post laundry is maintained by the quartermaster. Interesting trips may be made in the mountains over trails cut through tropical forests. Coal and wood are used as fuel for cooking. The post supports a central officers' club, a swimming pool and golf course; polo and tennis are also played. Automobiles are useful but not a necessity. Dogs are not allowed on the post. Automobiles may be registered through the provost marshal, and all personally owned firearms must be registered with him. The bringing of American servants is discouraged and this practice has been found very unsatisfactory due to their lack of friends and the availability of experienced native servants.

Camp John Hay, Baguio: In the north central part of Luzon, 170 miles from Manila, at an altitude of about 5,000 feet. Railroad fare, 11.10 pesos. Change at Damortis to army motor transportation. See department standing orders for particulars regarding this health resort. An excellent motor road from Manila over some of the most picturesque scenery in the world (Benguet Highway).

Mission of the Cavalry School with Comments on Modern Cavalry and Cavalry Training

By Colonel R. J. Fleming, *Assistant Commandant, The Cavalry School*

Colonel Fleming originally presented the following material in a lecture to the students at the Cavalry School.—*Editor.*

THIS is to be a brief talk on the mission of The Cavalry School, on what we are trying to accomplish here, together with a few comments on the duties and training of modern cavalry.

No attempt has been made to go into details under any of the headings, but I tried to touch on certain points which I consider of special importance.

There is nothing especially new in the matters touched on in this talk. Some of the ideas presented are my own, but I believe they will prove to be about along the lines on which we will organize, equip, and train our cavalry. Also, the statements made on training are based on my own experience only up to June, 1925. Conditions in other organizations may have been different or they may have changed considerably during the past three and a half years.

Mission of The Cavalry School

The mission of The Cavalry School and the purpose of instruction for each class appears in the printed programs. But the mission of the school and the purpose of all instruction can, as I see it, be stated very briefly. In general terms, the mission of The Cavalry School and the purpose of all instruction given here is to give officers such a course of instruction as will develop their initiative and resourcefulness in combat and will make them successful leaders of cavalry in war. Although the above is the most important mission of this school, the practical mission may be stated about as follows: To teach officers to do those things they will be called upon to do after they leave here. The word "practical" is used in this connection to mean the mission that most directly affects the work which devolves upon the average officer. No one of the members of this year's classes may ever be called upon, as General A or Major A, to make a decision or take part in an actual combat, but all will be required to perform in a satisfactory manner the various duties to which assigned.

It would be impossible in the course of a year to cover all the duties that officers will be called upon to do during their service, but we can include the most important ones. Of these, by far the most important

and the one to which the average officer will devote the most of his time, is training.

The most important practical mission of The Cavalry School can, therefore, be stated about as follows: To give such instruction to the graduates of this school as will enable them to train and produce, when needed in war, well-trained cavalry leaders and cavalry troops.

In order to produce well-trained leaders and troops, the mission and duties of cavalry in time of war must be thoroughly understood. When this mission and duties are understood, the organization, armament, and the kind of training necessary to enable cavalry to accomplish its wartime missions can be determined.

The mission of cavalry can be stated in general terms as follows: To cooperate with the other arms in winning the war. No matter what is published as the mission of the cavalry, the mission actually performed by the greater part of a large cavalry force will be to cooperate with the other arms in winning the war. Our "Employment of Cavalry" states that the primary mission of cavalry is to furnish a mobile combat element for the army. The mission of infantry and cavalry is practically the same. Both these arms may be considered as ground troops, "ground" being used to indicate troops that are able to cross over, seize, and hold any kind of terrain. Cavalry is the more mobile part of this ground force and is assigned that part of the general mission for which its greater mobility makes it suitable, but it also on occasions takes part in the fire fight the same as infantry. The chief role in the heavy fighting usually falls to infantry, but this arm is frequently assigned duties of reconnaissance, security, etc., which ordinarily are assigned to the cavalry. Cavalry and infantry are the only arms which are assisted by auxiliary arms, organized, equipped and trained for that purpose.

Duties

The duties falling to cavalry in campaign are many and varied. No attempt will be made here to enumerate them. There is only one point I want to emphasize and that is that our cavalry must be imbued with the idea that it is not only a reconnoitering and screening force, but a fighting force, and that when the necessity arises it must be prepared and trained to fight both mounted and dismounted against opposing cavalry or infantry or against a combination of all arms. Cavalry not imbued with this idea and not trained to fight with all the arms available or procurable is not in my opinion worth the expense of maintaining.

Armament and Organization

T. R. 10-5 states—"The primary arms (for cavalry) are the rifle, the automatic small arm, the pistol, and the saber. All other arms are auxiliary." The question of armament has a direct bearing on the

question of mobility and the first requisite in the production of efficient cavalry is to adopt an organization, armament, and equipment that does not seriously impair mobility. Yet to be efficient under modern conditions, cavalry must be provided with many, if not all, of the auxiliary arms provided for infantry, and the addition of these arms does reduce the mobility of cavalry very materially unless a proper organization is adopted. In all discussions on the effect of armament on mobility, the assumption always seems to be made that cavalry can never move or go into any action unless the auxiliary arms also move with the rifle units and are present in every fight. My idea of a proper organization is a more flexible one than that. The units which are armed with armament that retards mobility should be an integral part of or attached to the higher cavalry organizations only. These units should be so organized and trained that their attachment to a subordinate unit should be simply a matter of routine. The same units of the auxiliary arm should usually go to the same subordinate units. If circumstances are such that they cannot accompany the command, or any part of it, they are not taken on that particular occasion. The mobility of the rifle unit is not reduced, if the auxiliary unit does not accompany it, and its efficiency is just the same as though the addition of the auxiliary unit had never been contemplated.

To sum up, mobility is cavalry's greatest asset, but fire power is indispensable. By a proper system of organization, administration and command, the units providing additional fire power can be organized and handled so as not to reduce mobility in any operation where such mobility is the first consideration.

Training

T. R. 10-5 states (extracts only):

"The ultimate objective of all military training is preparedness for war."

"Team Play . . . is obtained . . . by the careful training of the individual in the part he is to play as an element in the combat team, and by the skillful utilization and training of all elements in coordinated action towards a single end."

"Applicatory system—In every problem, theoretical or practical, from the most elementary to the most advanced, an assumed situation characterized by realistic war conditions, will be stated. All the elements entering into the solution of the problem in actual combat will be presented and an opportunity given to apply to the situation the appropriate principles and methods."

"The applicatory system will be used whenever practicable, and the conduct of training will be decentralized."

Cavalry Memorandum No. 1 states (extracts only):

"Plans for training should be based on the expected conditions of probable employment, rather than on abstract conditions."

"No cavalry soldier, whatever his other qualifications, is a good cavalryman unless he is a good rider and a good horseman . . . There is not, in a properly balanced schedule of training, time to devote to the instruction of all enlisted men in higher equitation. It is believed that more attention and practice will have to be given to that branch of the soldier's education as a horseman which insures the proper care and conservation of his mount under all service conditions. . . . Our cavalry must be prepared to meet the demands of long marches . . . For these duties, each soldier must know how to care for his horse, how to ride and control him, and how best to conserve his energies. *These* are the essentials."

. . . "Cavalry training must tend to establish and confirm the doctrine of the aggressive daring offensive in the minds of all ranks."

"General Scheme of Training—The first consideration is, of course, the training in horsemanship." . . .

"Thorough training in musketry is of maximum importance . . . the efficiency of the troop . . . is to be judged by field firing results at unknown ranges rather than by target practice. . . . Field exercises involving the use of ball ammunition . . . should be made . . ."

"Known distance practice with the rifle, like equitation, is of absolute necessity and importance, but it is a means to an end, not the end itself . . ."

" . . . Thorough skill in the use of the pistol is mandatory. . . . Pistol firing should be included in the schedules of each phase of field and garrison training . . ."

"The saber will be retained . . . nor should time be wasted in mounted fencing. The trooper should know that in the general case he will have time for one thrust or one parry and no more with each individual enemy."

"Tactical training should be constant. . . . All should realize that skill in horsemanship, skill with weapons . . . are of no value without great skill in their tactical handling. All should realize that tactical training should begin during the instruction of the recruit and should never end . . ."

G. O. No. 9, *W. D.*, 1926, states—

"Training should be conducted so as to insure for each organization (1) at all times readiness for immediate field service at peace (actual) strength."

Based upon the above quoted extracts, the following may be given as a policy governing the conduct of training for units of the regular cavalry.

Training will be conducted with a view to attaining in the shortest practicable time and to maintaining thereafter efficient combat individuals and units.

Now a policy is usually a statement in general terms only of the objective to be attained. What the man who is actually to do the training is interested in is an explanation more in detail of how the policy is to be executed. Briefly, the method of conducting training so as to insure for each organization at all times readiness for immediate field service at peace strength may be stated as follows:

As soon as the elements of mechanical training have been learned, the combat (applicatory) method of training will be used, when practicable, and will be continued habitually and concurrently with the additional mechanical training of individuals and units.

It would tend to a better understanding by everybody if the same training terms were used by all when issuing training programs. At The Cavalry School training has been divided into two general classes, mechanical and combat.

Mechanical training (preparatory) is the training which prepares individuals and units to take part in combat training. It is training in which the applicatory system is not used. It includes the usual drills, parades, reviews, target practice, saber instruction, and such preliminary instruction in the duties required and formations used in campaign as is necessary and desirable before commencing combat training. For example, the duties of and the formation adopted by the several parts of an advance guard can be taught without using at first the combat (applicatory) system of training.

Combat training is training in which the applicatory system is used. This means, as stated in T. R. 10-5, that an assumed situation characterized by realistic war conditions is stated and an opportunity given to apply to the situation the appropriate principles and methods. Combat training requires an estimate of the situation, a decision, and the necessary orders to carry out the plan adopted, whereas mechanical training is simply training in the mechanics of the various things individuals and units are required to know.

The classification "mechanical" and "combat" corresponds somewhat to the old classification "garrison" and "field", or to another classification sometimes used, "technical" and "tactical". As long as the classification, as stated above, is kept in mind the terms used are not a matter of great importance.

The combat (applicatory) system of training may be stated in a different way. After the elements of mechanical training have been learned, the chief purpose of every scheduled drill period should be, when practicable, the solution of some problem or exercise under assumed war conditions (Applicatory Training). Mechanical training should

seldom be scheduled as the chief purpose of a drill period. We learn drill, the manual of arms, "the means to an end", by constant repetition. How much more important to learn "the end itself", ability to handle all situations encountered in time of war by the same method. In order to attain this ability, it is necessary to start in early, to combine mechanical and combat training, and to learn through constant practice what we have heretofore tried to learn through instruction in the classroom and an occasional exercise.

There are, of course, certain exceptions to the statement that mechanical training should seldom be scheduled as the chief purpose of a drill period. Such mechanical training, as target practice, and the saber qualification course, must necessarily be scheduled as the chief purpose of the periods for which scheduled.

My experience has been that we have tried to attain perfection in mechanical training before commencing combat training. Perfection in mechanical training is seldom attained and consequently the time that should have been devoted to combat training has been taken up in striving for perfection in something which is only a "means to an end" and not the "end" itself which is, or should be, efficiency in combat. We believe at this school that in order to insure for each organization of the regular army at all times readiness for immediate field service at peace (actual) strength (T. R. 10-5), we must conduct "concurrent" training throughout the year. By this is meant that certain definite parts of the training year should not be set aside for training of squads, then platoons, then troops, etc., but that in each period into which the training year is divided, the training of squads and the other larger units at the post or station should be carried on concurrently. Furthermore, a certain part of the training year should not be set aside for mechanical training and another part for combat training, but in each period into which the training year is divided the mechanical and combat training of each unit should be carried on concurrently.

It should not be understood from the above that the proportionate amount of time devoted to each phase of training should be the same throughout the year. As recruits receive their basic training before going to full duty and as they are received at different times throughout the year, it cannot be said that their presence or absence makes basic training of the "fundamental echelons" (troops, companies, etc.) more necessary at one time of the year than at another. But, after such duty as summer camps, or after the winter season, it is frequently necessary for a certain period to assign a greater proportion of the available time to the training of the fundamental echelons and of this training the greater part may at first be mechanical. But even during this period, combat training of the higher organizations is carried on by means of command post exercises and there should always be included, when

practicable, some training of the higher organizations with troops actually present. The period especially assigned to the training of the fundamental echelons should not be too long, for, as stated before, if we wait to attain perfection in details, we will never go on to the more important parts of our training program.

Preparation of Training Programs

Our Training Regulations prescribe that training must be conducted so as to insure readiness for field service at all times and also that the conduct of training must be decentralized. The object, as stated in our regulations, of decentralizing the conduct of training, is to develop the initiative and resourcefulness in combat of our cavalry leaders. The thought seems to be that, by giving our younger officers more leeway in the preparation of their programs, we develop their initiative and resourcefulness in combat. That is so provided the young officers prepare the proper kind of program. They can prepare programs of mechanical instruction for many years and their initiative and resourcefulness in combat will not be improved. Their initiative and resourcefulness in preparing programs will be improved but not in combat. These qualities in combat are improved by scheduling exercises in which they will be called upon to perform repeatedly the duties required of them in time of war (combat training).

You will be taught that all commanding officers down to include commanders of troops, companies, etc., are required to prepare training programs. As taught at this school, training programs are divided into four sections, the fourth section always containing the commander's program for the training of his own unit. This is simply a master schedule which shows the subjects to be taught during the training year and the number of hours to be devoted to each subject. It is simply a work sheet, an estimate, prepared at the commencement of the training year and subject to changes as the necessity for such changes appear. Using this master schedule as a work sheet, the troop commander prepares his weekly schedules deducting from the time allotted on the master schedule to a particular subject, the number of hours per week actually devoted to that subject.

The procedure of a troop commander in preparing his master schedule would be about as follows:

(Note:—Recruits join troop only after they have received sufficient instruction to enable them to take part in the troop exercises. After the first few periods the applicatory system is used in their training concurrently with the necessary additional preparatory training.)

1. Determine total number of hours available.
2. Determine number reserved by higher authority.

This includes the hours reserved by higher commanders for the training of their own units and also the hours allotted by higher author-

ity for instruction such as target practice, saber qualification tests, stables, parades, reviews, etc.

(Note:—Nos. 1 and 2 are usually announced in the orders issued by superiors.

3. Determine number of hours remaining available.

4. Classify the duties which cavalry is required to perform in time of war and then determine the number of exercises to be held under each class and the approximate amount of time to be devoted to each exercise. The total will give the number of hours to be devoted to *combat* training (applicatory).

5. Classify the mechanical training necessary to fit cavalry for war time duties and assign a suitable proportion of the remaining time to each class.

The chief point to be emphasized, in the preparation of a master schedule, is that it should be based on the amount and kind of combat training necessary to keep fit for field service and not on the amount and kind of mechanical training necessary to perfect the unit in the authorized drill movements.

A mechanic who based all his plans on the time it would take him to make and keep his tools sharp and ready for work would not get very far. A mechanic's business is to get something done, to make something. His plans are all based on the amount of time it will take to do a certain piece of work, and, as the work proceeds, he sharpens his tools when necessary. Similarly, a master schedule should be based on the time necessary to make something—efficient combat individuals and units (applicatory)—and not on the time necessary to sharpen the tools—individuals and units well instructed in the various drill movements (preparatory).

Just how the available time would be divided by a troop commander between mechanical and combat training can be determined only by experiment. For any one drill period, he would determine the amount of time he would devote to the solution of the problem or exercise (applicatory). The remainder of the available time would then be allotted to instruction of the individuals and units in the parts they have to play in order to solve successfully the exercise (preparatory). After a little experience, it would not be difficult to determine the approximate proportion of time for the exercise and for preparation for the exercise.

There is one other point I want to emphasize. No matter how much thought we give to the preparation of programs and no matter how well they are prepared, results will depend upon how well instruction is actually put across to the personnel of the command. So do not rest content when you have completed a well-balanced program, the real work commences when you start the actual instruction of the command.

That may and probably will not be the opinion of the man who prepares the program. He usually thinks his work is all important and frequently, after preparing his program, falls down on the most important of his work, which is to see that instruction is properly put across to those who are to receive it. With the mass of literature now available, preparation of a suitable program is not difficult, whereas the actual instruction requires the possession of a high state of efficiency by the instructor. Even in the old days when about all we did was such mechanical training as the ordinary cavalry drills, I can recall but few officers who were generally considered as tip-top drill masters. I wish to emphasize this point—the preparation of a proper program is important but not difficult, whereas the actual instruction requires a high degree of ability on the part of instructors.

Comments on Training

The duties of cavalry are so many and varied that the time available is always of primary importance. Even in the regular army in times of peace there is never sufficient time to teach everything that should be taught. In time of war the available time is further reduced. Officers responsible for training must, therefore, concentrate on the essentials and give to each phase such a proportionate part of the available time as its importance, the difficulty of teaching it, and its probable occurrence in war will justify. While the War Department instructions prescribe that the conduct of training will be decentralized, nevertheless, on account of the numerous duties cavalry must learn and the short time available in which to teach them, it is incumbent upon superiors to state the approximate amount of time that should be, in the average case, devoted to each essential of training and in some cases to prescribe definitely the amount.

The American ideas as to the proper use of cavalry in war are known to our cavalry officers. The kind of training that should be given to produce efficient cavalry should also be understood. The only kind of training that will produce American cavalry is the kind in which they practice as often as possible the things they will be called upon to do in time of war. The only way to practice the things required in time of war is to start in doing them as soon as a fair proficiency has been attained in preparatory instruction. In other words, make efficiency in war "the end to be attained" rather than proficiency in one or more of the required drill movements which are only a "means to an end". We learn the manual of arms or other preparatory instruction by constant repetition, but we have failed to use the same method in acquiring a knowledge of our duties in war. A well-trained soldier (enlisted man and officer) is one who acts intelligently, promptly, and with common sense under any assumed situation, and he cannot acquire that facility from books alone, he must acquire it by practice and again by practice.

I have noticed frequently that officers did not have the ability to arrive quickly at decisions and to issue orders promptly while in the field with troops. They always took too much time, omitted some important part or parts and frequently did not follow any logical sequence. The reason is lack of practice. Facility in this important requirement cannot be learned in the section room, it must be learned by frequent practice in the field.

It should be adopted then as a general policy that the solution of an exercise of some kind should, when practicable, be announced as the chief purpose of each drill period. The time devoted to the actual solution of the exercise may be but a small proportion of the time allowed for the period, the greater part may be devoted to the mechanical training required to fit the units to play their parts as members of the team, but the point to be emphasized is that mechanical training, "means to an end", is not announced as the chief purpose of the drill. The chief purpose is to practice some phase of the duties required in war.

There will probably be objection to this plan of training. Some will say that under it we will never have well drilled, disciplined troops, that it is absolutely necessary, if only for purposes of discipline, that we have frequent close order drills or other drills of precision. It is not believed, however, there will be any loss of discipline. All drill movements will still be practiced, but they will be practiced in preparation for the part the unit is to play in the scheduled exercise. The men will understand the purpose of the drill movements involved and accuracy will be attained in a much shorter time than if the drill is learned by mechanical movements about the drill field with no particular object in view.

Another objection to this method of training will be that it requires much work on the part of those in charge. That is granted, it will certainly require much more work and preparation than did the kind of training I have seen in my service. I know of nothing that required so little preliminary work or preparation as did the greater proportion of the drills customary during past years. A knowledge of the drill book (sometimes that was carried in the hat or on the cuffs) and fair ability to detect and correct mistakes in drill movements were about all that was required. Precision in collective movements was all important and when that was attained "the end itself" had been attained.

If the scheduled exercise is to illustrate well established principles and is to represent, as nearly as possible, actual war conditions, its preparation and proper execution will require considerable time and effort. A poorly drawn or poorly executed problem is worse than none. Not only must it be drawn true to the assumed conditions, but the officer in charge must make himself familiar with all the details of execution, he must know the part each individual and unit is to play in the team, he must be able to detect mistakes, and to give the necessary instruction to correct them. All this will require much preliminary work on the part of the officers in charge and the objection that this method requires much work on the part of the officers in charge is admitted.

Characteristics of Cavalry

The characteristics of cavalry are its mobility and its ability to fight either mounted or dismounted, or a combination of both. The desired mobility is that required to move long distances at moderate gaits rather than to move short distances at more rapid gaits. All our essential instruction, in horsemastership, "the means to an end", should be such as will enable us to attain "the end itself", ability to move long distances and to bring our animals to the battlefield fit for further effort.

Infantry and cavalry have been called ground troops because they are the only troops that can cross any kind of terrain and seize and hold any kind of ground. Cavalry is the more mobile part of this ground force and is mounted on horses because up to this time the horse is the only means of transportation able to cross all kinds of country. If the necessary mobility is only that required to move troops to the battle field on suitable roads, then mechanical means of transportation are frequently better than horses. But battles are seldom fought on roads and it is absolutely necessary to have a mobile force that can cross over and fight on any kind of country. As long as the horse is the best means of transportation for the more mobile part of our ground forces, cavalry will continue to use this means of transportation. If the time ever comes when machines can do better work than is now done by the horse, then we may expect to see machines used for this purpose.

If it becomes customary, as it undoubtedly will, to transport infantry in trucks, such transportations can take them only to where they deploy for action or to where it is necessary to leave the roads when they revert to the status of ground troops and use their own legs for transportation.

Troops using these mechanical means of transportation can assist greatly the operations of our ground forces—the infantry and cavalry. So we find armored cars, tanks, infantry in trucks, airplanes, and cyclists all used to add increased mobility to a certain proportion of our forces and to aid our ground forces on such terrain and under such conditions as make their use advantageous.

In the future we may expect to find cavalry assisted by troops using mechanical means of transportation. These auxiliary troops may be an integral part of the cavalry itself or may in some cases be simply attached for specific purposes. They will be used in those cases where they can do the work required as well or better than the cavalry. They

will be used in many cases with units as small as a cavalry squad where the terrain and condition of the roads enable them to use their mobility to do many of the things hitherto falling to the horsemen. The horse, always an animal with limited powers of endurance, will be reserved for those occasions where cavalry can do the work better than any other arm. In cases where the addition of these auxiliary units would retard mobility, they do not accompany the command on that particular expedition.

There seems to be a feeling throughout the country, and even in the army itself, that the day of cavalry is past. Yet any unprejudiced study of the last war will show that no decisive results were obtained without the use of cavalry, and this in a war in which mechanical means of transportation had been fully developed.

Austria-Hungary, Bulgaria, Turkey, and Roumania were all eliminated from the war by a proper employment of the available cavalry in combination with other arms. The cavalry was able to accomplish the mission assigned it because it was able to cross country, outflank, and get in rear of the opposing forces. Troops transported by mechanical means would have been confined to roads and would not have been able to accomplish the same results.

Many cavalrymen seem to feel that the advent of these auxiliary units tends to decrease the value of cavalry. Such is not the case: every cavalryman should welcome such additions to his force, for, where the terrain favors their use, they increase the range of action and the efficient combat power of the cavalry.

The opinion, frequently expressed in various publications, that cavalry has outlived its usefulness is, I believe, intensified by the extravagant claims of many cavalry officers and by the emphasis we have heretofore placed at this school and throughout the cavalry service on many matters of training which are non-essential and have little application in time of war. If we continue to advocate the use of charging lines of horsemen on the usual modern battlefield, and continue to give the impression that our serious business in life is to school our horses to do things not required by the demands of field service, then we will have only ourselves to blame if we are not taken seriously. Cavalry imbued with the proper ideas on modern warfare and plentifully supplied with or assisted by all modern arms and mechanical means of transportation, can await with confidence what the future may bring forth.

The other important characteristic of cavalry is its ability to fight mounted or dismounted, or a combination of both. While ability to fight mounted is given as a characteristic of cavalry, purely mounted attacks will be very rare, except for small units, and any discussion on mounted combat usually refers to combat in which the mounted units are assisted by fire (combined action).

In the good old days, the cavalry, armed with the saber or the lance and riding boot to boot, rode over all opposition. There seems to be an impression throughout the cavalry service that we are false to the ideals of the cavalry if we fail to advocate on all occasions such use of cavalry at the present time. The idea seems to be that a man is not a true cavalryman if he does not advocate the mounted attack for any and all situations. Such an idea is, of course, absurd. The true cavalryman is the one who realizes the conditions under which modern wars are fought and who trains his cavalry to meet in the most effective manner those conditions. The true cavalryman seeks the best method under the conditions opposed to him and when the best method seems to be a dismounted attack, he adopts it without regret or without feeling in any way that he has ceased to live up to the ideals of the cavalry.

The following are extracts from Cavalry Memorandum No. 1, and it is believed they state the probable methods of employment of cavalry in future wars:

"Under modern conditions dismounted action will be most frequent. Fire power must, therefore, be developed to the fullest and applied in suitable tactical formations."

"Opportunities for mounted attack, generally fleeting and most frequent for platoons, troops, and squadrons, must be seized."

"When cavalry attacks mounted, moral effect is sought even more than the physical; this has often been accomplished with the smallest units. For this reason cavalry leaders should be ready to take advantage of every opportunity for mounted attack."

"While there will be many opportunities for mounted attack by small units they will be increasingly less frequent for the larger units. Under modern conditions fire power has assumed very great importance and training in its development should be second only to that for mobility."

I do not believe we can say that there will never be mounted attacks with forces larger than a squadron. Where the enemy elects to fight mounted, there is no limit to the size of the force we may move against him. But where he elects to fight dismounted, mounted attacks by large forces will be extremely rare. When conditions are otherwise favorable, the success of such mounted attacks will depend on the efficiency of our fire support *on those elements of the enemy's dismounted line receiving our mounted attack*. In our exercises and problems at this school we always obtain this superiority of fire (on paper), but I doubt whether we will obtain the same result so often in campaign. In order to obtain this fire superiority, the position and formation of the opposing dismounted troops must be known accurately. A haphazard delivery of a large volume of fire into the general locality where the enemy is supposed to be will not attain the desired results.

Dismounted Combat

The other characteristic is ability to fight dismounted. Ability to fight dismounted presupposes proper training and I have never in my experience seen a cavalry organization properly trained for dismounted combat. Remember that I am only speaking of the period ending June. 1925. Cavalry organizations have undoubtedly improved in this respect since that time. After the individual has been taught to ride and the use of the pistol and saber mounted, mounted combat is, for units and subordinate leaders, principally a matter of following a leader, whereas there are many things the individual must learn if the unit to which he belongs is to perform its duties as an efficient part of the dismounted team.

There was some excuse for this condition, for no instructions on dismounted combat suitable for cavalry had been issued. In fact, such instructions have not yet been printed and distributed to the service. With the exception of T. R. 425-45 (The Cavalry Rifle Troop), the yellow-backed Cavalry Training Regulations issued at this school are the only ones for rifle units yet printed.

Cavalry officers and men do not take kindly to this kind of training, and I believe the influence of this school is partly responsible for this feeling. Cavalry regiments will never acquire proficiency in dismounted combat until the officers and men realize its importance and become interested and until the officers and noncommissioned officers acquire a working knowledge of the principles governing and the detailed knowledge required to carry on dismounted combat. After this has been done. the proficiency of the command in this subject can be maintained with much less effort than it took to get the subject across at first. We never can spend as much time on this subject as can the infantry. as cavalry has other important duties to learn. But we must have a certain knowledge of this subject and we can get it only by actual practice and not by saying that we will fight on foot and then forgetting all about it.

It is not easy to decide how available time should be divided between mounted and dismounted instruction. After four years of observation. I can give a general rule that expresses my ideas on this subject. After remounts and recruits have been given the required basic instruction, then if we limit the hours allotted to mounted instruction to the time required to keep the animals in fair condition, we will have spent all the time we can afford to spend on that phase. Do not understand me to mean that we take our animals out for the sole purpose of conditioning them. We condition them during the progress of such mounted instruction as we are able to give under the general rule announced above.

I am not advocating dismounted combat in preference to mounted. Every officer who can visualize war-time conditions can decide that question for himself. I think we are all agreed that cavalry must fight dismounted as well as mounted. Now, having agreed on that, the point I am trying to emphasize is that we must actually devote a considerable proportion of our available time to dismounted training. And if we do that we will have very little time to devote to many of the non-essentials we have been frittering away our time on in the past. There will be no difference between the dismountd combat efficiency of a force that has adopted a policy of dismounted combat but fails to train for such combat. and a force that has not adopted such a policy. The results will be exactly the same in both cases—lack of confidence in dismounted combat.

Mounted Training

The essential requirements in horsemanship for average officers are about as follows:

1. Ability to ride creditably in all the varied duties of garrison and campaign.

2. Ability to condition and train their animals for campaign duties and to care for them in garrison and in campaign.

3. Ability to instruct the members of their commands in 1 and 2.

Ability to ride creditably means ability to ride with the least discomfort to man and horse and ability to correctly apply the aids so that the horse will be controlled at all gaits with a minimum of effort.

The above are the essential requirements if we consider that our mission is to produce riders and horses conditioned and trained to take the field.

Considering the above three essentials, I am of the opinion that the average *regular* officer who comes to this school is already able to perform the requirement stated in 1 above. viz—ability to ride creditably in garrison and campaign.

We have taken from other countries and have introduced at this school a course in what may be called the finer points of equitation. The "ends" produced by this kind of instruction are a rider and animal more finely trained than is required by the demands of field service. I believe that every regular cavalry officer in time of peace should receive this additional instruction in equitation as the more he learns about the horse the better cavalryman he will be. But differentiate between what is essential and what is nonessential. what must be taught and what need not be taught in order to prepare both men and animals for service in time of war.

The most important thing we teach here in the course in Horsemanship is now to *condition* animals to endure hard service in the field. The amount of time necessary to give animals the requisite *training* can be

limited. What is required of cavalry horses is that they be made able to undergo all the hardships of a campaign and all that is necessary in the way of training is that they be taught to move forward or backward, to either side, and accustomed to the use of arms.

While the courses in horsemanship at this school are not undergoing any radical change, they are being arranged so as to differentiate more clearly between essential and nonessential instruction. If you are thoroughly familiar with the essentials of cavalry training, you may consider yourself a good cavalryman even though you may not know many of the finer points of equitation or of schooling horses for the show ring or of training them for the race track. The impression seems to prevail even among some of our own cavalry officers that the most progressive cavalry officer is the one who is most expert in the nonessentials mentioned above. That idea is, of course, absurd, our most progressive officer is the one who can produce, in the shortest possible time and thereafter maintain, the most efficient fighting unit. We teach you at this school how to ride creditably in campaign, we give you a thorough course in Animal Management, and we believe when you leave here you will be competent to instruct others in these subjects. The knowledge you gain of the finer points of equitation and horse training will also be of benefit as they increase your interest in the horse, and anything that does that aids in his better care and improves the quality of your mounts. Insofar as practice in jumping makes an officer a better rider, and insofar as the higher schooling of a horse assists in conditioning him and making him more handy, they are beneficial. But do not get the idea that teaching these things is one of the chief missions of this school. They are "the means to an end" only and not "the end itself".

Our work with horses is the most pleasant part of a cavalryman's duties, and there is always a great temptation to devote too much time to what may be called "stunts" of various kinds.

During my service I have seen troops judged at various times on proficiency in riding standing up with stirrups crossed, throwing horses, precision in close-order drill, fancy drill movements, jumping, manual of arms, saber drill, and so on. Occasionally, some man would argue for something more than an occasional field exercise, but this was frowned upon as tending to take away too much time from the really important things just mentioned, and this condition will continue just as long as those in authority on a visit of inspection to a cavalry command wish to see "stunts" rather than to inspect for efficiency.*

*Note: There has been a notable improvement in the manner of inspections made within the past few years. The training and tactical inspections now prescribed are excellent in every way and inspections to test the efficiency of a command in combat duties are frequently very thorough. Preparing for such tests as the Draper and Goodrich Trophies is improving the quality of instruction in all cavalry regiments.

Due to the importance of the subject, our course in Animal Management has been increased for the troop officers. We teach the best methods of looking after the animals of a command in order to keep them fit for service. But you must not get the idea that you will always be able to follow in the field the methods taught at this school for the care of animals, nor that cavalry must necessarily cease to function because the most approved methods of caring for the animals cannot be followed. Even in this subject we must distinguish between what is essential and what is nonessential, and as far as it is within our power we should see that our animals get at least the essential care without which they cannot function. The missions for cavalry are usually assigned by higher commanders and frequently the capabilities and limitations of cavalry are not considered when assigning missions. But no matter how impossible the mission may be, it can be executed to a more or less degree provided available facilities are used by officers and men at every opportunity to care for the animals. Cavalry cannot go on indefinitely without food and water and an occasional rest with saddles removed. By proper arrangement, animals can be watered and fed (when food and water are obtainable) and animals can be rested without affecting in any way the accomplishment of the mission. History contains many examples where cavalry was pushed to the limit of endurance and the animals came through in fair shape and other examples with the same conditions where the animals played out. The difference was in the arrangements made whereby in the first case all available facilities were used to feed, water, and rest the animals.

The foregoing comments on training apply particularly to training in the Regular Army in time of peace. Many are not applicable to training in the other components of the Army or in time of war. It is believed, however, that programs should be prepared in all cases that, for any individual or unit, will require combat training to run concurrently with the necessary mechanical training. I do not believe it is necessary to devote so much time to many of the different parts of mechanical training. Many of the movements used and formations taken in this kind of training are learned by moving to and from the drill field, or while taking part in an exercise using the applicatory system (combat training).

If the officers who leave here realize the importance of the points mentioned above, if they realize the kind of training required to produce American cavalry, and if they adopt the school's ideas whenever practicable in the actual conduct of training, then one of the most important missions of this school will have been accomplished.

Mechanization—Aloft and Alow

By Major C. C. Benson, *Cavalry*

By special arrangement with the editors, this article appears in the January issues of several other service journals.—*Editor*.

A ROAR from the exhaust of a four hundred horsepower motor, a blast of track driven sand, and a new war machine charges away to show what it can do across country. It bounds into the air at the edge of a stream and lands on the far bank going at forty miles an hour. With the throttle wide open, the machine heads for a steep sandy hill and skyrockets over the crest with two feet of daylight showing beneath the hull. "Hull" is used advisedly, for this machine will float, and can no doubt be taught to swim. Presently the machine returns and the driver borrows a pair of goggles—says he can't see through the sand storm when he steps on the gas. The demonstration continues, with figure eights at speed that would shame an international polo pony, and some road work in which a Packard straight eight gets second money. The performance of Mr. Christie's new wildcat will convince the most conservative observer that Mechanization is picking up.

Mechanization in the military sense implies the use of mobile machines in combat. Aircraft, tanks, and armored cars are outstanding examples of fighting machines used during the World War. We are all more or less familiar with the subsequent rapid development of aircraft, and the many uses made of planes in commercial service as well as in the Army. The popular demand for airplanes has reached a point where the continuous development of machines and the training of pilots are assured. We are now beginning to think about mechanization as applied to the ground forces of our Army.

Last summer the Experimental Mechanized Force at Fort Leonard Wood raised the curtain on this phase of the program. Because the force lacked fast tanks that could travel under their own power, it was really motorized rather than mechanized. It did serve, however, to try out plans that have been matured recently in the War Department. The series of exercises took place during July, August, and September; they required the combined efforts of about eleven hundred men of various Regular Army units.

In organization, as in everything else, this force was experimental. It included light tanks, heavy tanks, infantry, field artillery, engineers, anti-aircraft artillery, Signal Corps troops, Chemical Warfare Service troops, armored cars from the Cavalry, an Ammunition Train, a Medical Corps detachment and motor repair units. For certain exercises, Air Corps units were attached. Three months of close association and co-

operation brought out a variety of ideas on the organization of a Mechanized Force. There were many hot discussions—lieutenants, captains, majors, and colonels—we all contributed our views, and occasionally listened to the opinions of others. Those friendly discussions still continue, for no one—not even the War Department—has as yet come out with an Approved Solution. Serious study of Mechanized Force organization is one of the most obvious beneficial effects of the summer's work.

All units of the miniature E. M. F. army were completely motorized or mechanized. Motorized units had only transportation; mechanized units had transportation plus fighting machines. Some of the motor equipment was ten years old; some was brand new. There were trucks with well worn solid tires, and trucks that enjoyed the luxury of oversized balloon pneumatics. Cross country cars and motorcycles covered an equally wide range—some had gone 100,000 miles and others were painfully new. Altogether there were about thirty different makes of old and new commercial vehicles represented in the line-up. Few of us had realized that truck manufacturers are now turning out machines that can travel at high speed. On good roads even the big fellows with seven and eight ton loads can step up to forty miles an hour. In so far as commercial equipment will meet the needs of mechanized units, there will be no difficulty in finding plenty of fast sturdy machines.

E. M. F. training covered three main subdivisions—unit training, marches, and tactical exercises. Individuals from all units had received some training in work with motor equipment before joining the E. M. F., but there was constant need for greater knowledge and experience. The men went at their work with enthusiasm and displayed great interest in mastering the details of their machines. When reassignments were necessary, it required a direct order from the C. O. to pry a driver loose from "his" machine. Unit training soon reached the point where road marches were possible. Sections composed of about fifty vehicles made some preliminary marches of forty to sixty miles; then the whole force made several marches—ninety miles, four hundred and twenty miles. Between marches, unit commanders conducted the tactical training of their respective organizations. Combined tactical training began on August 28th, and continued at the rate of two or three exercises each week for over a month. These maneuvers enabled unit commanders to demonstrate the capabilities of their organizations, and brought officers of the various branches into close contact. Each of the exercises focused attention on problems that called for original solutions—without benefit of precedent. Instead of merely complying with well established regulations, the E. M. F. officers were trying to create something new. Needless to say, the training was the most interesting that they had experienced in the past ten years.

What we did last summer is important only for its effect upon the future. Future plans should begin with clean cut answers to the usual questions—"What is the purpose of a Mechanized Force?" "How will its establishment effect other branches?" All branches of the Army must adjust themselves to the introduction of this new weapon; and all officers who are directly concerned with developing an efficient Mechanized Force must crystalize their ideas on these questions. In the absence of authoritative opinion, I submit the following: The purpose of a Mechanized Force is to provide army and higher commanders with an additional powerful weapon, which will combine fire power, shock, and speed, to a much higher degree than now exists in any one combatant arm. Specifically, units of a Mechanized Force could be used to great advantage for advance, flank, and rear guards; to seize and hold, temporarily, distant key positions or critical areas; to cover tactical or strategical concentrations; for raids, wide envelopments, turning movements, exploitation, and pursuit. Forests, mountains, and swamps present insuperable obstacles to the operations of a Mechanized Force; consequently, it cannot supplant the Infantry or Cavalry.

Whatever the size of any mechanized unit which may be authorized, it should be well balanced and highly mobile. Tanks that require railway transportation have no proper place in such a force. Similarly, slow cumbersome artillery should be excluded. Air forces, other than the necessary observation and command planes, need not form an integral part of the mechanized force. For a particular operation, Army or G. H. Q. could attach any or all of these powerful weapons, but to include them in the normal organization of a mechanized force would kill its mobility.

Light artillery in a mechanized unit should be effective against either ground or air targets. Otherwise, the force will be encumbered with single purpose weapons, such as are now standard in field artillery and anti-aircraft artillery units, with the additional burden of many non-combatant vehicles. Every exercise conducted by the E. M. F. showed the vulnerability of a force that is diluted with a surplus of transportation. When the force deploys for action, the non-combatant vehicles become "led horses." Their destruction would cripple the force; hence it is necessary to use combat elements for their protection. The solution is to eliminate non-combatant vehicles, and concentrate on fighting machines. The present 75-mm anti-aircraft gun, if suitably mounted on a fast tank chassis, would serve admirably the light artillery needs of a Mechanized Force.

With these preliminaries out of the way, we may as well proceed to organize—on paper—a mechanized combat team such as might be assigned to a detached corps or to an army. For convenience, we shall call this unit a Mechanized Brigade, composed as follows:

Fast Tanks—One regiment of three battalions. A total of 150 fighting tanks, each armed with gas or smoke device, 3 or 6-pounder cannon, and caliber 50 machine gun.

Mechanized Artillery—One regiment, composed of 8 howitzers (105 mm) on fast tank chassis, 16 guns (75 mm) on fast tank chassis, for use against either ground or air targets, 4 searchlights for anti-aircraft work, on fast tank chassis; 8 mortars (4.2 C. W. S.) on fast tank chassis; command tanks for battery and higher commanders.

Mechanized Infantry—One battalion. 48 machine guns; 48 automatic rifles; 16 anti-tank cannon. Carried on fast tank chassis. Command tanks for company and higher ecommanders.

Special Troops—Headquarters, one company; Armored Cars, one company; Airplanes, one observation squadron, plus necessary command planes; Anti-Aircraft, one battery, armed with cal. 50 machine guns in quadruple mounts; Engineers, one company; Signal, one company; Medical, one company; Band, one.

G-4 Units—Repair and Salvage (for both machines and weapons), one company; Supply Train, one company.

At least one Mechanized Brigade is necessary to test the soundness of organization, to test new equipment, and to develop methods of training. For effective training, two brigades are needed to permit the development of offensive and defensive tactics in mechanized warfare. Then there should be the necessary technical and tactical schools; research, engineering, procurement, and supply establishments; and a suitable administrative organization.

Perhaps there is no need of creating a separate branch. The Cavalry or the Infantry might adopt the newcomer. The Cavalry and the Mechanized Force will have much in common tactically; and between them they could cover practically any kind of terrain. The Cavalry would gain in fire power, shock, and mobility by utilizing fast cross country vehicles for transport and combat. Significant items in the last annual report of the Chief of Cavalry indicate that the Cavalry is fully alive to the advantages of partial mechanization. However, horses and hardware require quite different handling, and the Cavalry is interested primarily in horses. The Infantry, which has had control of the Tanks for the past eight years, is building up an excellent Tank School organization. If the Mechanized Force is organized as an offshoot of the Infantry, existing facilities can be expanded to meet the demands for trained personnel. However, since the Infantry absorbed the Tank Corps a marked change has occurred. Modern tanks are not the blind lumbering monsters of ten years ago; increased mobility has prepared them for cooperation with many branches—particularly with the Cavalry and the Air Corps. In other words, the tank is no longer an exclusively infantry weapon. A larger sphere of action is opening

up for fast tanks, and for any mechanized units that may be built around them. To imbed these highly mobile units in slow moving masses of Infantry would be wasteful. We cannot expect infantrymen or cavalrymen to specialize on mechanization in addition to their other duties; and yet without specialization of a high order, mechanization will land in the ditch.

If the Mechanical Force is to develop its full powers, it must depart fom the old methods. It must break away from traditions which were fixed before the advent of fast powerful fighting machines, and seek new ways to apply the old principles. Before it can win a place as a worthy member of the combat team, it must develop new methods which are better than the old. An organization to be useful for this purpose should be one that is committed entirely to the future.

One solution of the problem is to resurrect the Tank Corps. Tanks have been the nucleus for experiment and will undoubtedly form the backbone of the Mechanized Force. The fast tank chassis will be the most important single item of equipment, because it will be utilized not only by the Mechanized Force, but also by many other branches. As it will necessarily be a special vehicle (non-commercial), it should receive special consideration from the men who will handle it in time of war. There will be many other necessary items of equipment which must fit together in the operations of a Mechanized Force and in coordinated mechanization plans for the whole Army. In addition, there should be continuous experiment and development work on heavy tanks for the Infantry, tanks and reconnaissance cars for the Cavalry, cross country cargo carriers, and motor vehicles of various types for all branches. A single responsible agency to execute War Department policies on these matters is needed. That agency, if we may judge from war records, might well be the Tank Corps.

No matter who sits in the driver's seat, mechanization will entail considerable expense. Fighting machines are costly. However, when we were face to face with long casualty lists in the World War, the American program called for the expenditure of $175,000,000 on tanks alone. To get any tanks at all, we had to beg them from our Allies.

We make no bones about spending hundreds of millions on the peace time development of air forces. Their "flaming coffins" of World War days have long since joined the scrap heap. Not so with our tanks—the slow-moving ten-year-old machines now in the hands of Regular and National Guard troops would be blown to bits by the modern anti-tank weapons of any first class power. The modern fast tank can run circles around them. No matter what developments may be, it is certain that in any future war there will still be fighting on the ground. The ground troops deserve the best fighting machines that money can buy—and plenty of them. In money now or men later, we must pay the price.

The 1928 Cavalry Leadership Test for Small Units

By Major Joseph L. Philips, *7th Cavalry*

ORIGINATING in the enthusiasm of a cavalry reserve officer whose anonymous generosity has provided the substantial prizes awarded the individuals of each year's victorious unit, the Cavalry Leadership Test for Small Units has now itself stood the test of four annual trials.

The tests of 1925 and 1926 were fittingly staged at Fort Riley, the source of inspiration of good cavalry ideas and, very probably, the place where the donor of the prize became convinced of the value of cavalry in modern warfare.

Only troops of the 2d Cavalry could compete in the first tests, the winning platoons being that from Troop F, led by Lieutenant J. W. Wofford, in 1925, and that from Troop C, led by Lieutenant D. F. J. DeBardeleben, in 1926.

The 1927 contest, at Fort Bliss, was open to entries from the 7th Cavalry and the 8th Cavalry, the winning platoon being that from Troop G, 7th Cavalry, led by Lieutenant M. B. Crandall.

With this much for a background, we now may consider the 1928 test, again held at Fort Bliss, as directed by the Chief of Cavalry. The board, named by the Commanding General, 1st Cavalry Division, comprised Lieutenant-Colonel Kenyon A. Joyce, Cavalry; Major Lindsley D. Beach, 8th Cavalry; Major Joseph L. Philips, 7th Cavalry; and Captain J. R. W. Diehl, 8th Cavalry. The ideas, remarks and suggestions of officers locally available who had had previous experience with this or similar tests proved valuable to the board. The 1928 test is, therefore, not radically different from those of previous years, but does vary in details, as it may be expected that subsequent tests will continue to vary.

General Description

From the regulations for the contest we find that its object primarily is to encourage and test the training, courage and physical development of the individuals and their mounts, and the combat efficiency of small cavalry units. The test is divided into two phases: the individual test of officers and men; and a leadership phase testing the general efficiency of the whole platoon team. Heretofore, the individual phase preceded, but this year for a reason purely local in character it was decided to hold the leadership phase first.

Each squadron of the 7th and 8th Cavalry Regiments furnished a

platoon entry for the test, which was held during the period November 19-27, inclusive. Each platoon entered comprised one lieutenant, two sergeants, three corporals, and twenty privates, organized into a platoon headquarters, two rifle squads and a machine-rifle squad. The winner of the test was that platoon scoring the highest aggregate in both phases, and the prizes were as follows: plate of about $150 in value to the lieutenant, and cash to the enlisted men on the basis of $57.50 to each sergeant, $45.00 to each corporal and $30.00 to each private.

Of the four competitors, the 1st Platoon Troop E, 8th Cavalry, led by Second Lieutenant Henry Westphalanger, placed first with the score of 88.4217 per cent.

The enlisted personnel of the winning platoon includes the following named soldiers:

Sergeant Joseph Hopkins	Private Hiram Collier
Sergeant Charles R. Boyett	Private Roland C. Crabb
Corporal Oliver D. Milton	Private Charlie Davis
Corporal Walter M. Vilmur	Private Clayton D. Farris
Corporal Charles Tracy	Private Richard N. Kelley*
Private John G. Arbuckle	Private Richard T. Pheley
Private John C. Caudill	Private Fred Place
Private Moses A. Lee	Private Cyrus R. Rich
Private Paul T. McGill	Private Loyal C. Smith
Private Frank S. Phillip	Private Everett Toles
Private Charles R. Pierce	Private Floyd A. Wells
Private William Schultz	Private Carole Whitaker
Private William H. Allen	

The Leadership Phase

The Leadership Phase, weighted 80 per cent, required a march of about 55 miles in two days, with an overnight camp about midway. Counting the initial point at the picket line, there were seven control points, two of which had more than one situation.

A basic consideration governing the umpiring was to reduce to the minimum the factor of individual variation in marking, consequently special umpires were stationed at various control points to mark each platoon as it came along. A platoon umpire whose principal duty was that of a conductor rode with each platoon leader throughout and was in charge at all times in the absence of special umpires; the latter governed when present. Certain ratings, of no great weight, were made by the platoon umpires.

Each platoon left its troop picket line carrying full field equipment, with no transportation, taking one cooked meal and one grain feed. Ammunition included 14 rounds of pistol, 90 rounds rifle and 350 rounds

*Private Glenore White substituted for Private Kelley, due to injury to latter during the leadership phase.

machine-rifle for each weapon, with corporals, scouts and machine rifles having 10 per cent tracer.

General Situation Presented

At about 5:00 P. M. on the day before each platoon started the leader was presented by the platoon umpire with a map of the general area, a warning order and statements of the general and the special situations. The tactical situation presented was one in which the crest of the Franklin Mountains formed part of the boundary between two hostile states, Red (west) and Blue (east), with the Blues contemplating an early invasion of Red territory via the passes at El Paso and Anthony Gap. The Blue 1st Cavalry Division was mobilizing at Fort Bliss, while Reds were mobilizing at points west of the Rio Grande, with small cavalry patrols having been reported near Canutillo, Vinton and Anthony.

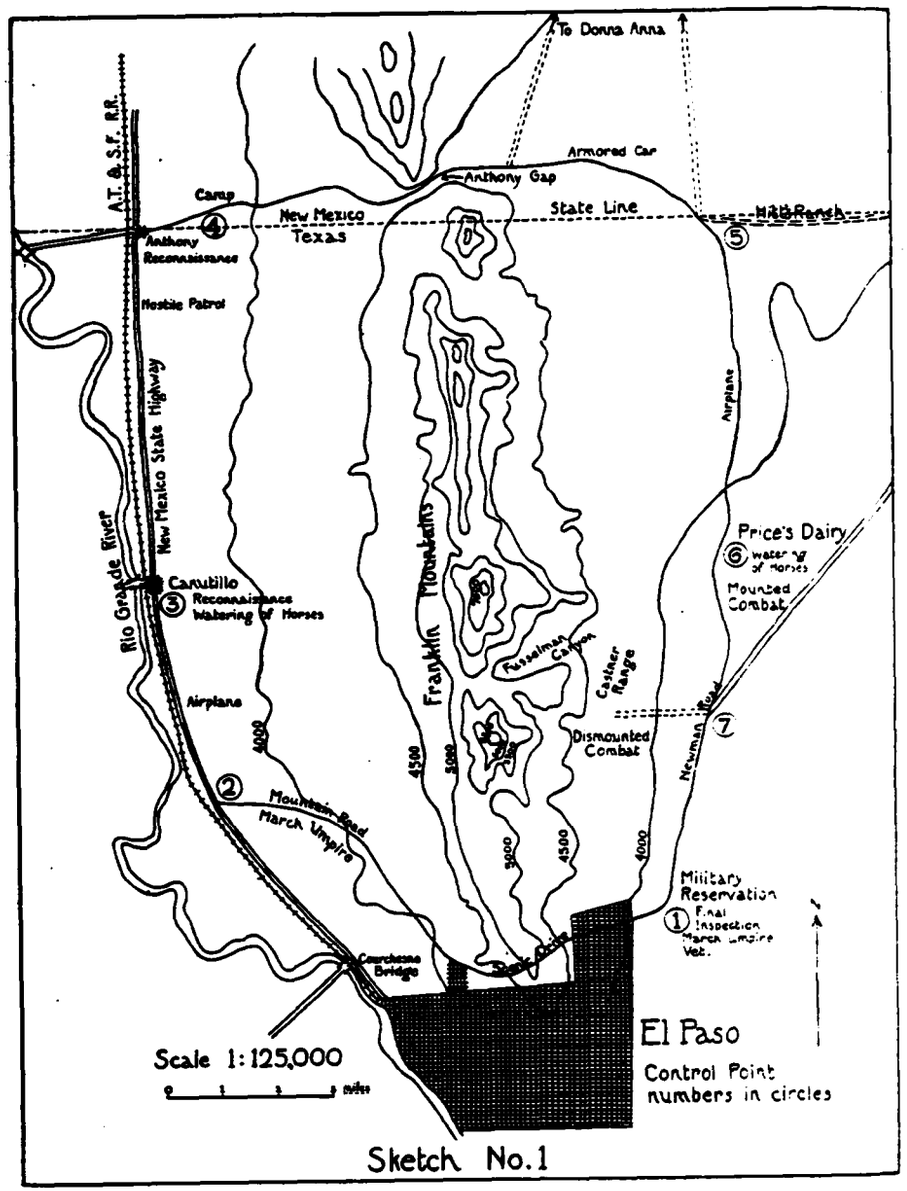
The platoon leader was presented at 5:30 A. M. on the day of departure of the platoon with a partially marked map and field orders directing him to proceed on reconnaissance, leaving at 6:30 A. M. The general route was indicated by control points, named in the field order as objectives. Reconnaissance of Canutillo and Anthony and the bridges there was specifically directed, while reports of hostile bodies, enemy identifications, and conditions as to water supply were called for. The platoon was warned to avoid observation by hostile aircraft, and to act aggressively; authorization to live off the country was granted.

The Start

From the troop stables, designated as Control Point 1, the platoon marched on Control Point 2, accompanied by the march umpire. The latter rated the platoon on march discipline, the conduct of the march, on orders of the leader, and on security and reconnaissance; respecting the latter two points, it should be noted that the platoon was in hostile territory after moving but a few miles from the initial point. This part of the march was routed thru the city of El Paso, over Scenic Drive, and over Mountain Road, the latter a new highway recently completed; city, highway and railroad traffic all had to be coped with during this stage.

At Control Point 2 the special march umpire dropped off, and the platoon umpire took charge. From here northward to Anthony the route was along the New Mexico State Highway, the main automobile route north from El Paso into New Mexico. Generally, the right side of the road was unfenced and the terrain toward the Franklin Mountains was open, supporting the usual growths of Spanish bayonet, prickly pear, mesquite and greasewood. In some stretches the road was lined on one or both sides with salt-cedar growths from five feet to twelve feet in height.

North of Control Point 2 an army airplane, considered to be hostile, reconnoitered for the platoon; the platoon umpire rated the manner in



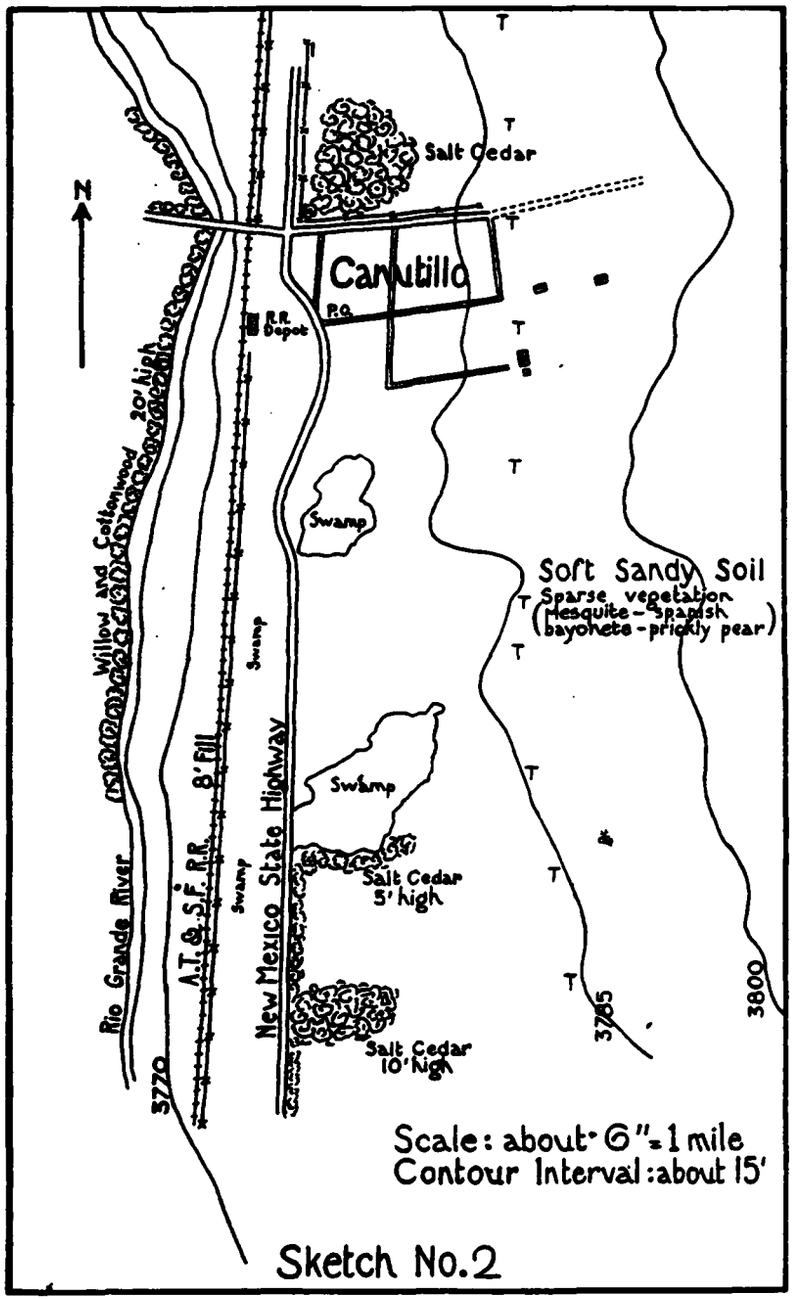
which the platoon acted to avoid observation. The actual success of the respective platoons in evading the eye of the aerial observer varied according to the opportunity to hide; in some cases platoons were caught where no cover was available. Umpires, however, rated in accordance with the warnings given by air scouts or lookouts, the orders of the leader and the action of the platoon, and the fact of discovery by the air observer did not affect the grade given.

Along the highway about a mile south of Canutillo, two special umpires met the platoon and took charge. The accompanying Sketch Number 2 gives a general idea of the terrain here. The town has about five hundred inhabitants and four streets north and south, with three others crossing east and west, the only hard surfaced street being the State Highway, which serves as the west boundry of the town. Buildings are one-storied, many of them being of adobe. About two hundred yards west of the town is the Rio Grande, with the Sante Fe R. R. between the river and the town. To the south, east and north of the town the terrain is open, unfenced and available for maneuver; the terrain rises toward the east to the foot of the Franklin Mountains. The vegetation here affords no cover for a mounted man, but small irregularities in the surface permit a group no larger than a platoon to get out of view from the direction of the town from time to time, if the ground be properly used for that purpose.

Platoon leaders usually reconnoitered Canutillo cautiously; one, however, sent forward his two-men point toward it, then moved out following the point in line of squad columns, formed line of foragers, increased the gait and pace, overrode the point and in effect charged the town in frontal attack with no reconnaissance. Generally leaders optimistically assumed that the town was not occupied and moved in closely with the main body without having received assurances from point or patrol.

Once within the town an enemy courier, planted conspicuously, was ready for capture; dispatches were in his possession and information was cached in the postoffice, which if secured assisted the leader in carrying out his mission.

As the most convenient place for watering horses during the march of the first day was here, and the time was appropriate, platoons arriving within Canutillo after eleven o'clock, it was thought that leaders might decide of their own volition to water. Since it was desired to rate the manner of watering en route, it was planned to have the umpires direct leaders to water, in cases where leaders would have omitted it. Ratings were also given to personal reconnaissance of the bridge by the leader, to tactical dispositions for security while in the town, to the disposition of the captured enemy courier, the report sent back by the leader and a final cut for any unnecessary delay.



Sketch No. 2

One platoon leader elected to have the noon halt in Canutillo after watering; three others decided to move further on, and no cut was given any platoon for this decision. One platoon was cut for failure to have some horses, outside the town in a security detachment, watered when they might well have been allowed to drink by affecting reliefs.

Variation was anticipated in the manner of sending back reports from Canutillo, and the anticipation was fully realized. One messenger in impressed automobile and one mounted messenger; two mounted messengers to proceed together; two men together in an impressed automobile, were three solutions, all considered satisfactory. One, which was cut, sent but one man with the message and also in charge of the prisoner, by impressed automobile. Another platoon was cut for sending back two men with the message and a third in charge of the prisoner; the umpires thought that a saving of one man could have been effected by having the two men also escort back the prisoner.

It was believed by the umpires at this point that a very good method of reconnoitering Canutillo would be about as follows: to move the platoon off the road at about a mile from the town, keeping the point and rear point out at appropriate distances, and sending out a patrol of from two to four men to observe carefully the town successively from the south, the east and the north, then to enter the town from the north, rapidly ride thru it to the southern edge and signal the platoon to advance into the town. The platoon might then very well move rapidly into the town, the point going thru without delay and taking up a position on the far side; the rear point to remain outside the town on the near side and block the road if practicable; a couple of men to be put out at once to provide security to each flank.

Control Point 4

Control Point 4 was the camp site, nearly two miles east of Anthony, New Mexico. An unimproved road unfenced on either side, passable in good weather to some types of motor transport, runs east from Anthony thru Anthony Gap to the east side of Franklin Mountains, where it forks, one branch turning north toward Donna Anna Target Range, the other running east and southeast to Hitt's Ranch. The camp site was a ranch, lacking water but possessed of an excellent concrete watering trough of some seven hundred gallons capacity. At the camp site there was a permanent detail comprising two umpires, their orderlies, two soldiers prepared to represent a hostile mounted patrol, and three other enlisted men for the permanent camp. Water was hauled to the camp by truck and tank trailers and forage, rations and fuel wood had been spotted there in advance of the arrival of the first platoon.

About two miles south of Anthony the special umpires for Control Point 4 joined the platoon. Continuing toward Anthony, there appeared to the east of the road a represented enemy mounted patrol of one squad,

and the platoon was rated on its prompt observation, the report to the leader and the decision and orders of the latter. All platoons received a maximum for this situation, which required an immediate decision to attack.

Anthony next had to be reconnoitered, then passed thru to the bridge nearly two miles west. Returning after the leader had reconnoitered the bridge, Anthony should again be carefully observed before entering with the main body of the platoon, as enough time had elapsed to allow the enemy to have occupied the town, or to have permitted the civilian population to have partly organized it for defense; one platoon, however, moved right thru on their return with an absence of security measures.

On passing thru Anthony the second time the special umpires presented the leader an order purporting to be a message from his commanding officer, directing the platoon to camp west of Anthony Gap, moving later to rejoin via Hitt's Ranch and Control Points 6 and 7.

The leader was then directed by the special umpires to camp anywhere within a specified radius of the ranch buildings, and was informed that water might be had at the trough. Anything else the platoon needed was obtained only on requisition on the umpire, who represented the rancher, and nothing was suggested to the leader. The dumps of forage, fuel and rations were covered with canvas, to avoid damage by the elements and prevent discovery by members of the platoon.

All platoon leaders requisitioned the necessities for their men and mounts. Camps were established with due regard to security in hostile country. Two platoons were bivouacked on low ground where a higher growth of vegetation afforded considerable cover against hostile aerial observation, and the other two platoons went on more elevated terrain to avoid the necessity of having to move camp in case of a heavy rain which would have flooded the lower ground. It was interesting to note that in each case the platoon leader knew exactly what he was doing, and had mentally balanced the probable dangers of discovery by enemy airplane and of the result of a bad rain, locating his platoon as the result of a careful estimate of probabilities.

One platoon leader had obviously "G-2ed" the situation as calling for a night march; another evidenced that he had in mind the repelling of a night attack by the enemy. All platoons bivouacked, and none established a shelter camp; this was a safe procedure under the circumstances.

The special umpires decided that the advance locating of machine rifles for use in case of a hostile night attack should have received the careful attention of all leaders, but in some cases the machine rifles were neither considered nor removed from packs.

Outposting was satisfactory in all cases, but at dusk and at dawn some outposts were clearly visible against the skyline.

Nights in camp for all platoons were favored by clear weather; temperatures were about 26 degrees Fahrenheit for the first platoon and while somewhat warmer for the other three, few men were able to sleep very much.

All platoons took excellent care of animals; leaders evidenced proper regard for comfort of enlisted men, consistent with the tactical situation; the men showed excellent morale and knowledge of their duties.

The Second Day

At 5:30 A. M. the special umpires awakened the platoon leader and directed him to be out of camp and en route at 6:30. The manner of breaking camp and the orders of the leader were rated. The special umpires remained at camp and the platoon umpire resumed control, as the platoon proceeded eastward thru the Gap.

East of Anthony Gap an armored car from Troop A, 1st Armored Car Squadron, moving west at a speed of about 20 miles an hour over the unimproved road, encountered the platoon. All platoons acted promptly and properly in avoiding the car; one platoon never had its main body even visible to the occupants of the car, the platoon manuevering around the base of a beehive hill as signalled by a trooper who kept contact with the car, until the latter withdrew. It had been intended to allot five points to this situation, but due to a polo accident to the umpire in the car, after two platoons had been rated, it was decided to avoid any variation in marking by changing umpires and to transfer the five points to the individual phase. For instruction, however, the situation was retained to the conclusion.

Continuing the march, a hostile airplane was encountered south of Hitt's Ranch. Here, there was absolutely no cover, the terrain being entirely level and devoid of vegetation, the road fenced on the left. All that could be done was to move to the right and disperse. All platoons were easily picked up by the air observer flying as directed at 2,000 feet; visibility was high each day. Observers stated that at a higher altitude or at greater distance the scattered, motionless troopers might have been considered cattle, of which there were many thereabouts. As before, the platoon was rated on its actions, not on the observer's report.

Mounted Combat

Control Point 6 was at Price's Dairy, where water had been made available. The platoon was directed to water, then to report to special umpires at the point. A situation was presented in which the platoon point met a hostile mounted point and the platoon met an enemy cavalry platoon. Quick decisions were required and proper actions and tactical dispositions generally resulted. The terrain was ideal, but in some cases

the attack lacked a bit the high speed at the charge which is desirable. The enemy here was represented by mounted troopers in white uniforms. Decisions and actions were satisfactory.

Dismounted Combat

At Control Point 7 the platoon leader was met by special umpires representing the troop commander and a squadron staff officer to the latter the leader was required to make an oral report covering the result of his reconnaissance. The umpire representing his troop commander then presented a tactical situation in which the platoon was relieved from its reconnaissance mission and was given an attack mission as part of the troop, which was to attack at once, dismounted, a hostile troop which had crossed Franklin Mountains thru Fusselman Canyon and was then holding a dismounted firing line on the Castner Range. The platoon objectives and disposition of led horses were covered in orders.

The platoon was rated on both fire effect and the actions and orders of platoon leader and non-commissioned officers. Two groups of twenty targets were used and the platoon was required to make two advances, then switch the fire toward a flank. Specified casualities, including the leader and one corporal, were ruled out at set times.

As fire effect here was rated entirely upon actual hits, every effort was made to have similar conditions for each platoon. The time of the fictitious troop attack was the same minute each day, to give each competing platoon the same position of the sun against the targets.

An interesting variation here was presented in the use of machine rifles. One leader placed both machine rifles on the supposedly interior flank of the platoon; this was believed unsatisfactory. Two others placed both machine rifles on the exterior flank, which was considered the best solution, and the fourth placed one machine rifle with each rifle squad.

The platoon which got the least hits on the targets opened fire with the sight setting of 500 yards at the actual range of about 625 yards and retained this error during two advances.

The Conclusion

From the position of the led horses, left mobile during the firing, the platoon marched back to its stables. At the finish it was inspected by the special march umpire, who noted all shortages in equipment, due to not having been taken out or being lost en route. The veterinary umpire concluded his rating on general care of animals en route, not covered by special umpires, and the leadership phase was ended.

The Individual Phase

The individual phase held on November 27th, included two courses; the first, a mounted course, to be taken by all members of platoons, and the second, a course to be covered dismounted by platoon leaders only,

The mounted course covered about five miles east and south of the

Fort Bliss cavalry drill field with the starting point at the crossing of the railroad spur with the Hucco Tanks Road. The course included twenty-one obstacles, as jumps, ditches and slides, seven pistol targets and six saber heads. The targets and heads were placed at surprise points along the course, as when coming up out of a canyon, or over a hill top, etc. The course was flagged, and had to be taken within thirty-five minutes by enlisted men and thirty minutes by lieutenants. All targets and heads had to be taken at full gallop, machine rifle men omitting saber heads.

The dismounted course, for lieutenants only, covered slightly more than two miles cross-country, and had to be covered within twenty-four minutes; the fastest time was nineteen minutes, plus, by one platoon leader.

No points were allotted the dismounted course, but disqualification would result for failure to finish; all leaders finished.

Instructions to judges for the mounted course were in considerable detail to insure strictness in rating.

One platoon leader failed to finish the mounted course, due to an accident occurring on the course to his mount, and the platoon lost the entire score allotted the leader for this phase, in accordance the general instructions covering such an event.

The mounted course was a very sporting one; to complete it troopers had to be well mounted on willing horses. Mounts during the leadership phase had to be ridden in the individual phase, with no replacements except as permitted for cause by the board.

Scoring System

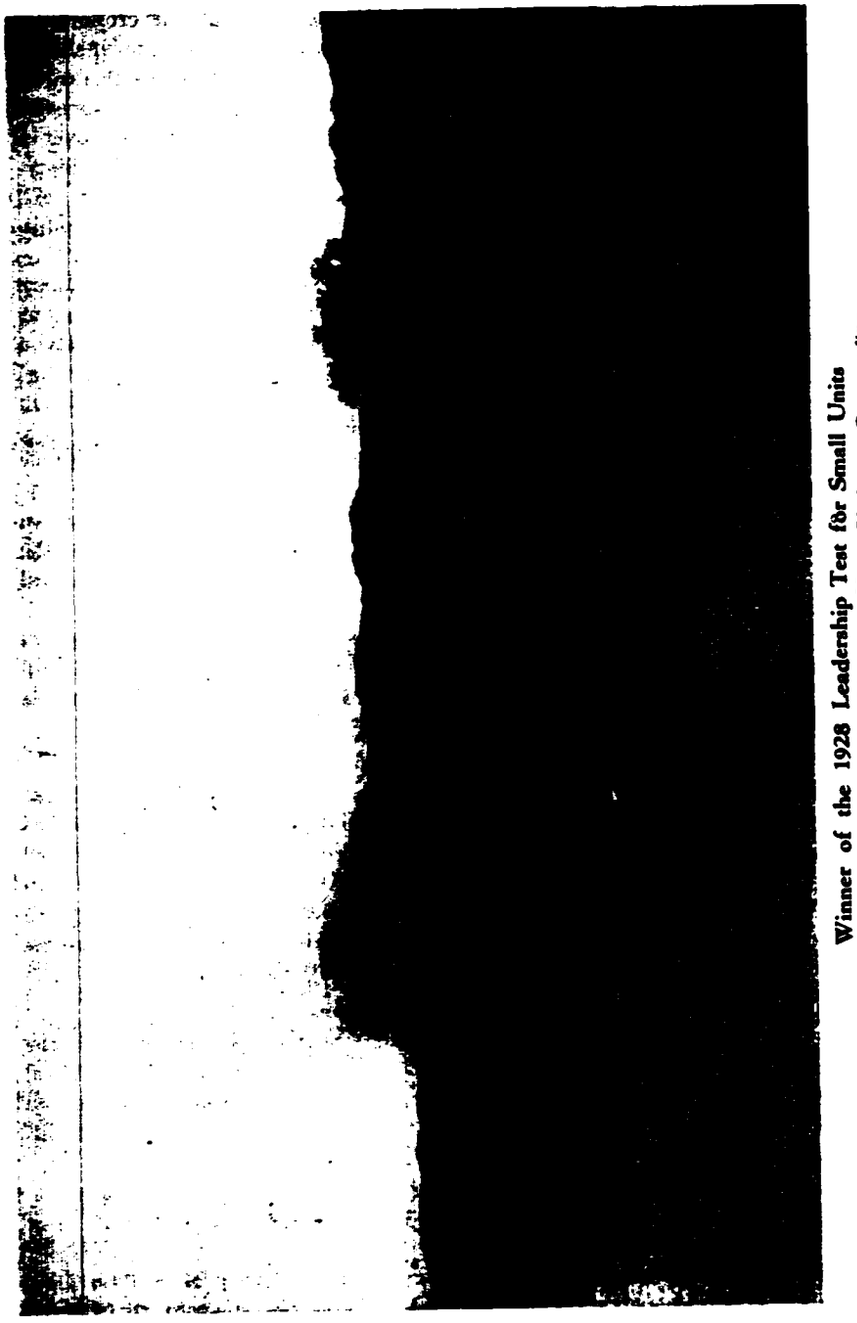
In considerable detail, cut and comment sheets were prepared for each special and platoon umpire and airplane observer. Score sheets were completed, signed by umpires, delivered to the recorder, checked by the board and audited by the Finance Officer, Fort Bliss. In all situations allotted much weight, at least two umpires were present and rating; in some situations there were four umpires. Selection of umpires was made with regard to obtaining impartiality in ratings.

Comparison of Platoons

Fortunately, perhaps, no one platoon was markedly superior to the others thruout the contest. The winning platoon led in the individual phase and in mounted combat, yet was lowest in two heavily-weighted situations. The platoon last in total score led in one important situation and in condition of animals at the finish.

All platoons showed good coaching and a satisfactory state of training, with mounts, enlisted men and leaders possessed of ability to meet the strenuous conditions imposed upon them.

Lieutenant Westphalanger and his platoon of Troop E, 8th Cavalry, could not be given greater praise than merely to state that their supe-



Winner of the 1928 Leadership Test for Small Units
Platoon of Troop E, 8th Cavalry, Lieutenant Harry Phalanger Commanding

riority was fairly and definitely proved in a three-day contest with the best other three platoons at Fort Bliss.

The accompanying Table gives the itemized scores of each platoon.

Platoon Leader	Lt. Westphalanger, Troop E, 8th Cav.	Lieut. Rhodes, Troop B, 8th Cav.	Lieut. Harrold, Troop A, 7th Cav.	Lieut. Riggs, Troop E, 7th Cav.	Possible Score
LEADERSHIP PHASE					
Control Point 1, March, etc.	12.6665	12.5356	12.8599	12.3022	13
Defense against air observation, between Control Points 2 and 3	2.7000	2.8999	2.8749	2.8999	3
Reconnaisance, etc., at Control Point 3, Canutillo	9.6160	10.3100	10.3900	10.6400	11
Control Point 4: Special situation 1, Enemy patrol	2.0000	2.0000	2.0000	2.0000	2
Special situation 2, Reconnaissance of Anthony and bridge	3.0000	2.1428	2.7142	1.8571	3
Special situation 3, Camping, etc.	10.7458	11.1070	11.6666	11.3053	12
Control Point 5, Armored Car (note 1)	.....	.....	.....	.....	.....
Defense against air observation south of Hitts Ranch	3.0000	2.8999	2.8999	2.8500	3
Control Point 6, Mounted Combat	11.1363	10.5268	10.9807	10.3650	12
Control Point 7, Dismounted Combat	10.6080	10.3320	10.8216	8.5584	15
Care of animals en route, noted by Platoon Umpire	1.80000	1.9000	2.0000	1.0000	2
Final Inspection at Stable by Veterinary	3.6666	3.8225	3.8000	4.0000	4
INDIVIDUAL PHASE					
Lieutenants	6.4705	5.6862	(note 2)	5.6862	6.6666
Non-comissioned officers	3.8536	3.7560	3.7073	3.7317	4
Privates	8.6584	8.3425	8.3856	8.3281	9.3333
Total, individual phase	18.9825	17.7847	12.0929	17.7460	20
GRAND TOTAL	88.4217	88.2612	85.1007	85.5239	100

Note 1: The armored car situation was not scored, due to a polo accident to the umpire. The five points originally allotted this situation were added to the points for the individual phase.

Note 2: No score, as course was not completed, due to accident to officer's mount.

"The Master's Eye Fatteth the Ox"

By Major Grove Cullum, *Quartermaster Corps*

PERHAPS each of us, in looking back over his past, can single out one or more events or experiences, simple in themselves, that in retrospect, mark turning points in our lives; changes in thought or attitude that gave a new light to service—elevating it from a routine and perfunctory thing to a series of interesting problems. Analysis will disclose that in a majority of cases these rather insignificant events did nothing more than cause us to stop and think.

I recall with peculiar vividness one such event in my own life. In those happy ante-bellum days, when nothing was further removed from my thought than war, such an event occurred to me. By some chance or other I was given command of a troop of cavalry. Just prior to my turning this troop over to a captain who was returning to the regiment from a tour in Europe, an Inspector General arrived. He "skinned" me for insufficient bedding under the horses. Before this list of irregularities was returned for explanation and correction the captain had taken command of the troop. Consequently the Inspector's report was referred to him. He read it carefully, then, looking at me, said, "I see the troop was reported for insufficient bedding under the horses."

"Yes, sir, said, I, "and I should like to answer it, as I was in command of the troop at the time."

"Certainly you may," he replied in his kindly way, "but I'm just a bit curious as to what you are going to say."

"Oh, that's very simple. I shall state what we all know, that the bedding allowance is entirely inadequate."

"So that's your explanation? Well, I've heard that for many years. What I wonder is, what steps have you taken to see how far you can make the allowance go? What thought have you given the matter?"

At that moment I would have sold out cheap. I have felt guilty on several occasions, but never more so than at that moment. I was keenly aware of having let the stable sergeant and a careless stable police handle practically without direction so important a thing as the bedding of my horses.

Noting my confusion, the captain continued, "I didn't intend to embarrass you. I knew, of course, that you had given it no thought because, as a matter of fact, the allowance is ample if properly handled. I'll answer this communication and you come to me within the next few days with a plan for keeping a good, deep bed under the horses."

I did. The result was that thereafter our horses stood almost knee-deep in good, clean bedding. The methods used are of no importance.

Perhaps the same methods would not apply elsewhere. The principle applied was individual attention, each trooper being made to feel a personal responsibility for the bedding of his mount.

The same principle can be made to apply to forage. The conditions under which our troops serve vary as widely as conditions between Manila and Maine; the Mexican and the Canadian borders. The nature of the work they are called on to do varies within limits equally as wide. Hence, it is obvious that no schedule for feeding animals can be devised that will be applicable to all cases. Each case presents a nice problem.

The object of this article is to emphasize the necessity for each organization commander to eliminate careless routine and substitute therefor individual attention to the particular needs of each animal pertaining to his organization.

There are two phases to this forage problem. First is the question of procurement. This phase is primarily a function of the Quartermaster Corps. Economical upkeep of the mounted service demands that the Quartermaster Corps buy and issue good forage at the lowest possible cost; that each dollar expended procure as nearly as possible one dollar's worth of forage. This we are attempting to do by wide competition in bidding. Also, we are building up in the military service a corps of expert forage inspectors.

The second phase is the proper utilization of forage on the part of organization commanders. This is a more important matter than is commonly realized, for while the procurement of forage is a Quartermaster Corps function, the choice of forage, the proportions of hay and grain in the ration, variations in weight and components of the ration—all within certain limits, mainly of cost—are the prerogative of the commanding officer. Upon the judgment and initiative shown by the commander in the exercise of *his* functions with respect to the ration will largely depend the condition and efficiency of his animals. Army regulations and Quartermaster Corps instructions to purchasing officers have alike been framed with a view to affording as much latitude to commanding officers in the selection of feeds as is compatible with economical purchase and issue. These regulations should be carefully studied and their provisions freely made use of. There is no reason why, under present regulations, Army animals shoulld not be well and properly nourished, and it is strictly up to commanding officers of mounted troops to see that they are so nourished.

From my contacts with organization commanders in the past four or five years I am convinced that a large number of them are not thoroughly cognizant of their rights under the regulations.

This belief is confirmed by a statement recently made to me by a general officer commanding one of our largest mounted organizations.

He stated in effect that in taking over his command he noted that generally the animals were in bad condition. His first efforts to correct this fault were met by the excuse that the forage ration was inadequate; but, on checking up, it was discovered that unit commanders had been reporting a surplus of forage. Hence, it would appear that many of these commanders were not acquainted with forage conditions in their own stables. Members of the mounted service should appreciate the necessity of maintaining those services, so far as animal power is concerned, at the highest state of efficiency, if the employment of animal power in the combatant arms is to be justified in the face of the rapid development of mechanical means of transportation. Careful and continuous attention to every detail of operation is the price of efficient machinery; the animal mechanism will repay like attention to its care. But a routine and perfunctory handling of animal-equipped organizations can have but one result—a reinforcement of the arguments of those who maintain that better transportation can be found than that of badly cared for and poorly conditioned animals.

Surely, no one should appreciate more keenly than the officers of our mounted branches that the two principal assets of any fighting organization are fire power and mobility; that the reason for the existence of the Cavalry especially is its superior mobility; and that mobility depends on the class and the condition of its animals. These officers, through constructive criticism, exert at least an indirect influence on the type of animals furnished. For the condition of the animals they have practically all the responsibility. And here I should like to state that it is my conviction that a mediocre animal in the hands of an expert horse master will render far more effective service than a splendid one in the hands of a tyro. I can recall many concrete examples of this. One case in particular I consider well worth relating. In a carload of remounts shipped to a cavalry regiment at Fort Clark, Texas, were two mediocre remounts which fell into the hands of a real horseman. One of these particularly was assuredly not better than an average trooper's mount, yet under the skillful handling of his master, this horse made history. He is known all over the country, having won in competition against large fields in some of the most important show rings of the country.

As stated previously in this article, organization commanders can exert an influence on the class and quality of forage furnished. This accomplished, proper stable management demands that it be fed at proper intervals, in correct amounts and that the food actually go into the horse's stomach and not onto the floors of the stalls where it is trampled under foot and consumed by the rats. "Poor as a church mouse" is proverbial. Let us see to it that "fat as a stable rat" does not become equally descriptive of the opposite condition.

It is my conviction that our present G. I. feed boxes, so prevalent in Army stables, are a prolific source of waste. Who has not seen a greedy horse ram his nose to the bottom of a deep feed and throw a large portion of his grain on the floor of the stall. There are many ways of correcting this. One is by the installation of longer and wider feed boxes so that the feed is not bunched in a deep pile. At Fort Reno, Oklohoma, we constructed feed boxes about twenty inches long, ten wide and ten deep. Passing through these boxes from side to side were two half-inch rods placed about three inches from the top and spaced approximately six and a half inches apart. The horse could easily put his nose down into the box, but was prevented by the rods from throwing out the grain. Dry bran fed with each feed of oats prevents the horse from bolting his grain. He cannot swallow dry bran, which imposes on him the necessity of masticating his food. These are merely suggestions. There are many other ways of accomplishing the same purpose.

There has existed in the service for many years a profound prejudice against the feeding of alfalfa. It was my privilege to be with the Army Polo Squad at Mitchel Field, Long Island, for a short time last summer and at that time I frequently discussed the question of feeds and feeding with Mr. Nelson, who was in charge of the Argentine ponies. His complaint seemed to be that he was unable to get a sufficient quantity of good alfalfa hay. He stated that in the Argentine their ponies mature to the training point with practically no other feed, and that this ration was continued during the period of preliminary training. It is also a noteworthy fact that some of the most successful trainers on the track today include alfalfa as a part of their forage ration.

In talking with Mr. Thomas Hitchcock, Sr., I was surprised to learn that the maximum grain ration authorized in his stable was eight pounds per day. The international polo ponies of Mr. Thomas Hitchcock, Jr., were fed in this stable, together with the successful and well-known steeplechaser *Bangle*. This is somewhat of a contrast with the daily twelve pounds authorized in the army. Of course, the difference in the grain ration does not offer a fair comparison, since the horses in Mr. Hitchcock's stable are furnished with palatable and nutritious grass mixtures, in some cases as much as thirty pounds a day. The strenuous demands made upon these animals, as contrasted with the daily routine of the average army horse suggests but one conclusion, namely, that the hay or roughage component of a horse's ration is vitally important.

A captain of Field Artillery told me that on taking over a battery and finding the horses in unsatisfactory condition he watched the feeding routine in vogue. The horses were in tie stalls, two to a stall, each with his own grain box, but a common manger extending across the front

of the stall. He noted the stable gang, when feeding the hay, simply broke the bales in two and, without shaking it up, threw approximately a half bale in the center of the manger. The first horse to reach it would pull it over to his end of the manger as it was still more or less compressed. He noted also that the horse, in his efforts to pull out a part of the bale, would frequently lift it out of the manger and drop it under his feet where it was trampled into the bedding and partially wasted. The other horse would pass the night with what bedding he could reach. This organization commander, being interested in the condition of his animals, put into effect a new stable routine which resulted in all the hay being shaken out on canvass and placed in the mangers in such manner that each horse could get his share. The immediate result of the new routine was a marked improvement in the condition of the animals.

Now as to water. Some of the most eminent physicians tell us that our failure to consume a proper amount of water is a prolific cause of human ailments, resulting in premature age and general breakdown. I have seen many army animals suffering from lack of water, in stables provided with ample watering facilities. All that was needed was a bit of human interest and attention. I have seen animals belonging to organizations kept in sweltering stables at night with no water in their stalls; with the arrival of the hot morning sun these same animals are tied out and stand most of the day on a picket line in the broiling sun. Would it not be better to turn them out at night when the corrals are cool and tie them in the stables during the day where they have some protection from flies and sun? Just a little experimentation along this line will prove at most army posts that during the hot season the stables are relatively hot at night and the corrals are cool; that during the day conditions are reversed.

Exercise is another basic factor in the conditioning of animals. It is a common knowledge that a muscle not used shrinks, withers away—in a word, atrophies. Why is this so? Is it not that the muscle cell cannot absorb food excepting when contracting and expanding? The two great considerations in the maintenance of health in any living organism are alimentation and elimination. Not only does exercise assist in alimentation but stimulates elimination as well.

In this discussion I have avoided deliberately all reference to fixed schedules of feeding and tables of food contents. Those whose interest prompts them can find these in many standard works on the subject of feeds and feeding. The important thing is that each animal in the organization shall pass at least once a day under the sympathetic and discerning eye of at least one of the officers. If the animal presents a staring coat and tucked up flank; if deep creases separate his muscles or his manner is abnormal, he is fairly shrieking for help which no horseman will deny him.

FALL HORSE SHOWS

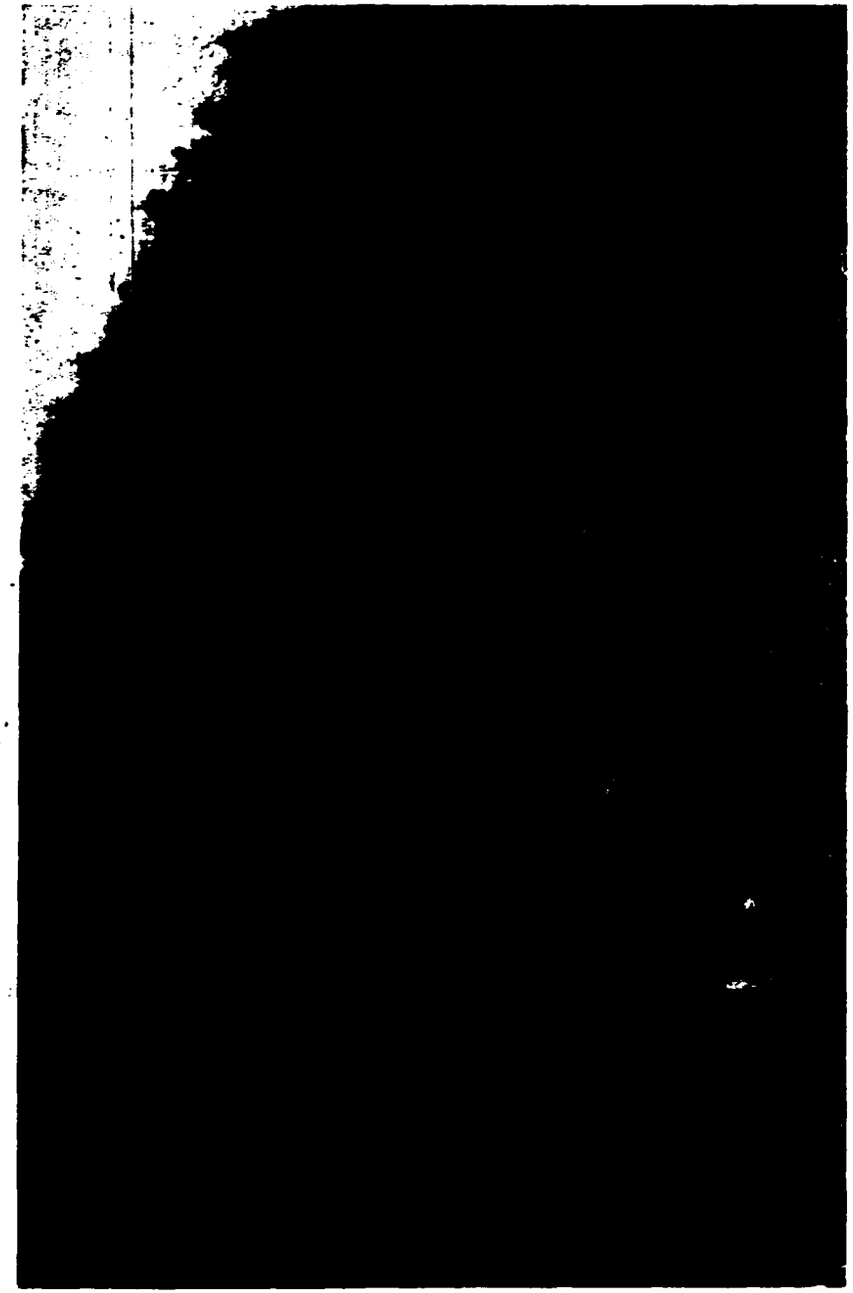
The Army Horse Show Team at the National

THE participation of the U. S. Army Team at the National Horse Show was an outstanding success. It won equally in military, hunter, and jumping classes. The winnings included one championship, one reserve, twenty-one firsts, twenty-one seconds, fifteen thirds, and nine fourths. The above amounted to a total of 194 points out of a possible 394.

The Team was composed of Major H. D. Chamberlin, Cavalry (team captain); Major C. P. George, Field Artillery; Major A. W. Roffe, Cavalry; Captain W. B. Bradford, Cavalry; Captain R. C. Winchester, Cavalry, and Lieutenant E. Y. Argo, Field Artillery. Their mounts consisted of nineteen horses. Three of these were shown only as hunters and chargers; the remaining sixteen were used for jumper, hunter, and charger classes. With this number of jumping horses it was possible to keep certain ones in reserve for particular events. It was the clever way in which these reserve horses were used that largely accounted for the winning of such a large number of classes that were open to both civilian and military entries. The principal winner in these classes was Lieutenant Colonel Pierre Lorrilard's *Buckaroo*. Very ably ridden by Captain W. B. Bradford, *Buckaroo* won an international jumping class, one open jumping class, the pen jump, the handy hunter stake and the Brooks-Bryce Foundation Challenge Cup.

From our point of view, the most interesting thing about the show is a comparison of the military teams. The foreign teams represented Germany, Poland, Holland, Canada, and Belgium. Each team consisted of three riders and six horses.

Anyone who saw the show will grant that our riders and horses were at least the equal of those from any other nation. It would be difficult to attempt to discuss the relative ability of the teams, as different nations have different ideas as to riding and training horses. However, there were two things that were very evident. The first was that all members of the U. S. Team rode in the same manner. This was also true of the Polish Team. On the other teams the manner of riding differed somewhat with the individuals. The second was the manner in which the horses had been trained to jump. The American horses jumped very much "in stride", and were allowed to make most of the decision as to how to take an obstacle. The other teams, in general, "placed" their horses at their jumps.



Wide World Photo

The United States Army Horse Show Team at the National

Left to Right—Capt. R. C. Winchester on *St. Paul*, Capt. W. B. Bradford on *Jack Snipe*, Major Harry D. Chamberlin (team captain) on *Dick Waring*, Major C. P. George on *Solitaire*, Major A. W. Rolfe on *Gedney*, and Lieut. E. Y. Argo on *Timber Cruiser*.

It would not be fair to foreign teams to compare total points or ribbons won. These teams were limited to six horses and the horses were selected with a view to being shown in jumping classes, especially the International Military Trophy. However, there were seven classes in which all teams had about an equal chance:

Class 145—Twice around the ring over a total of ten jumps, open to military and civilian entries.

Class 146—same as Class 145.

Class 152—Touch and out, open to military and civilian entries.

Class 156—Teams of three jumps owned by one exhibitor, open to military and civilian entries, over the International Course.

Class 167—Military jumping over the International Course.

Class 168—Same as Class 167.

Class 170—International Military Trophy for teams of three over the International Course.

The above seven classes resulted as follows:

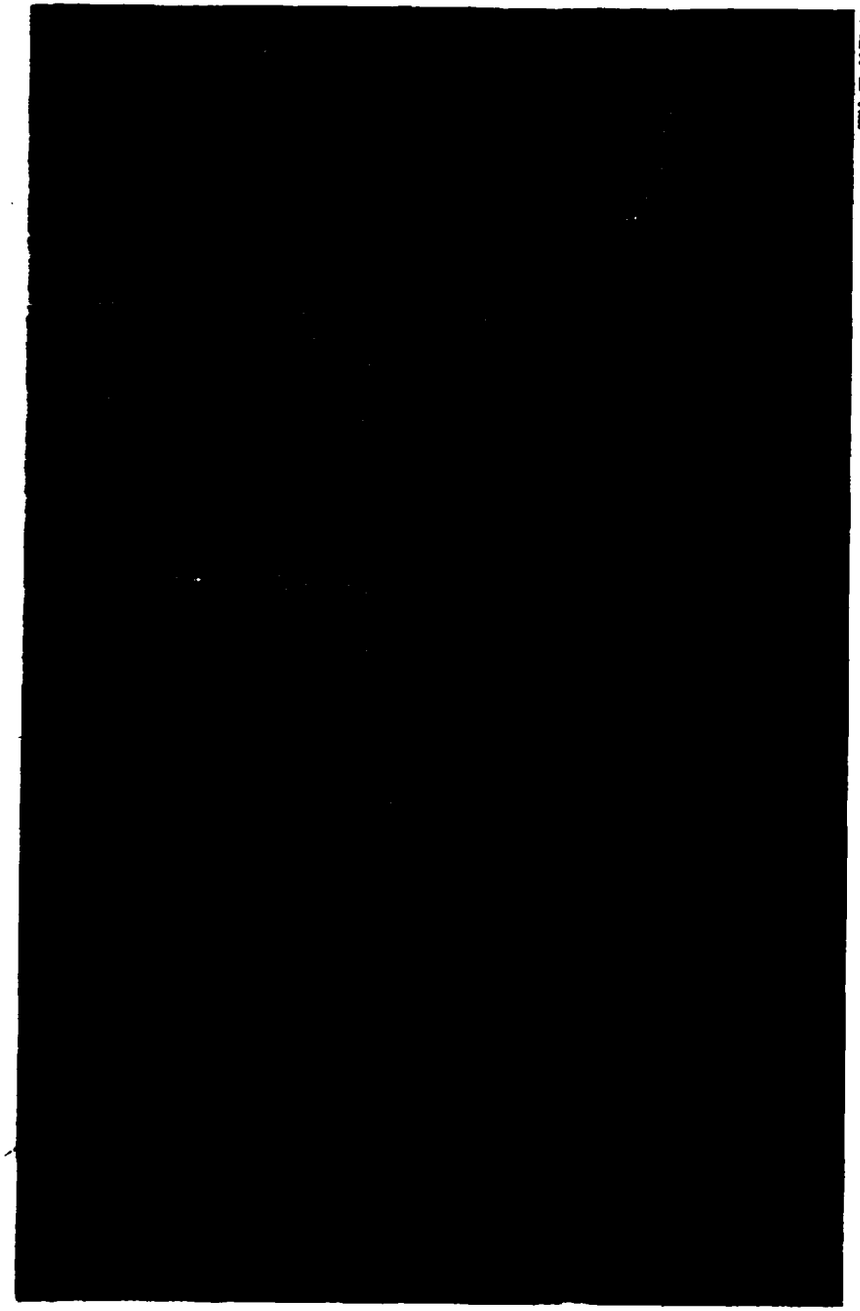
Class 145—Won by the United States.
Class 147—Won by Germany.
Class 152—Won by Poland
Class 156—Won by the United States.
Class 167—Won by the United States.
Class 168—Won by Germany.
Class 170—Won by Germany.

There were many other jumping classes, but they were for especially prepared horses, and in some of these classes certain foreign teams did not compete.

The climax of the International jumping came with the competition for the International Military Trophy. The amount of interest was shown by the fact that 17,000 spectators crowded the Garden. Among this number were 3,000 Poles who had come from Chicago to help cheer their team to victory. The Class resulted as follows:

1. Germany ..... 9 faults
2. United States..... 9½ faults
3. Poland ..... 9½ faults
4. Canada ..... 11 faults
5. Belgium ..... 12 faults
6. Holland ..... 12½ faults

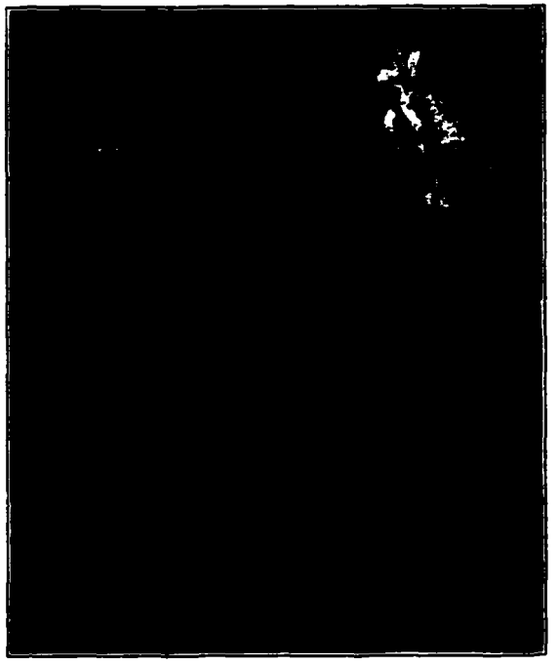
The United States team was second after a jump off with Poland. The team representing the United States consisted of Lieutenant Argo on *Miss America*, Major Chamberlin on *Dick Waring*, and Captain Bradford on *Joe Aleshire*. *Miss America* was the first American horse to jump. She had three tips and one front knockdown for a total of five and one-half faults; *Dick Waring* jumped second with no faults. This was the only



Wide World Photo

Major General Ely (center) Receives the Foreign Teams at Governor's Island
Teams, from left to right, represented: Holland, Germany, Poland, Canada and Belgium

clean performance in the class. He was given a faultless ride by Major Chamberlin, in what was the outstanding individual performance of the show; outstanding for both horse and rider. *Joe Aleshire* was the last



The Polish Army Team
Left to Right—Capt. Michael Antoniewicz, Lieut. Col. Baron Carol de Rommel and Lieut. Zgorzelski

horse, with a front knockdown, four faults. In the jump off the United States made seven faults to twelve for Poland.

It is doubtful if the National Horse Show will ever see such a close finish. To have six teams within three and a half points of each other speaks for itself as to the keenness of the competition.

At the close of the show the Army team found itself in possession of the following ribbons: Championships, one; Reserve, one; Firsts, twenty-one; Seconds, twenty-one; Thirds, fifteen; Fourths, nine.

On succeeding pages will be found a tabulated summary of entries and results.

Riders:	Major Chamberlain	Major George	Major Roffe	Captain Bradford	Captain Winchester	Lieutenant Argo
Mounts:	*Nigra* *George Williams* *Dick Waring*	*Solitaire* *Beauty*	*Gedney* *Huron Girl*	*Joe Aleshire* *Proctor* *Buckaroo* *Jack Snipe*	*Saint Paul* *Tanbark* *The Flirt*	*Wop* *Timber Cruiser* *Miss America* *Gay Lady*

FIRST DAY—THURSDAY, NOVEMBER 8

Class	Event	Place	Horse	No. of Army Entries	No. of Total Entries	Total Possible Points	Total Army Points
123	Green Hunters (middle weight)	First	*Solitaire*	3	10	9	4
129	Qualified Hunters (middle weight)	Second Third	*Saint Paul* *George Williams*	3	13	9	5
167	Polish International Cup	First Second Fourth	*Buckaroo* *Tanbark* *Miss America*	12	52	10	8
135	Hunters	First Second Third Fourth	*George Williams* *Solitaire* *Saint Paul* *Gedney*	4	16	10	10
150	The Pen Jump	First Third	*Buckaroo* *Gedney*	5	40	10	6

SECOND DAY—FRIDAY, NOVEMBER 9

Class	Event	Place	Horse	No. of Army Entries	No. of Total Entries	Total Possible Points	Total Army Points
145	Jumpers, Course C	First Second	*Buckaroo* *Timber Cruiser*	2	83	10	7
147	Pairs of Jumpers	Second Third	*Tanbark and Buckaroo* *Timber Cruiser and George Williams*	3	18	9	5
165	Squadron "A" Challenge Cup	First Second	*Gay Lady* *Hindustan*	5	11	7	7
126	Half Breed Green or Qualified Hunters	First Second Fourth	*George Williams* *Solitaire* *Gedney*	6	26	10	8
156	Teams of Three Jumpers Westchester Cup	First	*Dick Waring* *Miss America* *Joe Aleshire*	2	14	7	4

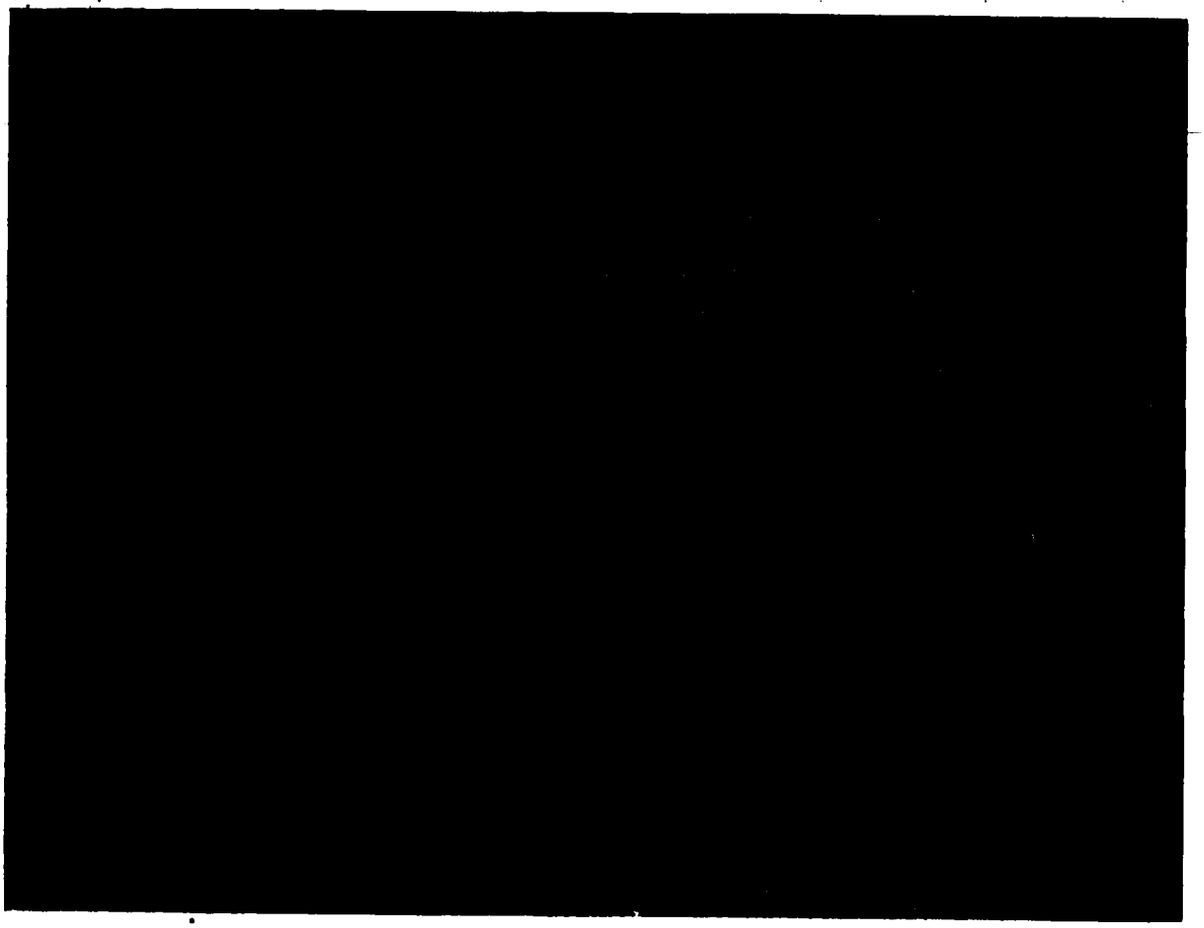
Class	Event	Place	Horse	No. of Army Entries	No. of Total Entries	Total Possible Points	Total Army Points
162	Officers Chargers	Second Third	*George Williams* *Solitaire*	7	34	10	5

THIRD DAY—SATURDAY, NOVEMBER 10

Class	Event	Place	Horse	No. of Army Entries	No. of Total Entries	Total Possible Points	Total Army Points
132	Ladies' Qualified Hunter	Third	*George Williams*	2	21	7	2
136	Ladies' Hunter for Townsend Memorial Cup	First	*Proctor*	2	14	7	4
168	International Military Stake	Second	*Jack Snipe*	3	33	9	3
163	Officers' Mounts International	First Second Third Fourth	*Solitaire* *Gedney* *George Williams* *Gay Lady*	8	23	10	10
153	Scurry Stake	Second	*Proctor*	4	57	10	3

FOURTH DAY—MONDAY, NOVEMBER 12

Class	Event	Place	Horse	No. of Army Entries	No. of Total Entries	Total Possible Points	Total Army Points
161	Troopers' Mounts	Second Third Fourth	*Solitaire* *Gay Lady* *Gedney*	6	18	10	6
121	Horses Suitable to become Hunters	Third	*Solitaire*	3	13	9	2
166	Charles L. Scott Challenge Cup for Private Owned Mounts	First	*The Flirt*	5	12	7	4
144	Jumpers over Course "A"	First Fourth	*Huron Girl* *George Williams*	3	27	9	5
98	Road Hack	Fourth	*Solitaire*	2	6	7	1
137	Hunt Teams	Second	*Proctor* *George Williams* *Saint Paul*	1	9	4	3
155	Brooks Bryce International Cup Olympia Course	First Second	*Buckaroo* *The Wop*	2	35	7	7
169	Pairs of International Officers' Jumpers	Second Fourth	*Proctor* *George Williams* *Popover* *Tanbark*	3	19	9	4



The German Team, Members of Which Won the International Military Trophy Wide World Photo

Left to Right—Baron von Barnekow, Baron von Flotow, Lieutenant Schmalz, Baron von Nagel

FIFTH DAY—TUESDAY, NOVEMBER 13

Class	Event	Place	Horse	No. of Army Entries	No. of Total Entries	Total Possible Points	Total Army Points
154	Handy Hunters Stakes	First	*Buckaroo*				
		Fourth	*Tanbark*	6	41	10	5
149	Five Foot Class	First	*Jack Snipe*	5	46	10	6
		Third	*Timber Cruiser*				
170	International Military Trophy	Second	*Dick Waring*	1	6	4	3
			Joe Aleshire				
			Miss America				
164	Bowman Challenge Cup	First	*Solitaire*				
		Second	*George Williams*	7	10	7	7
140	Thousand Dollar Hunters Stakes	First	*Proctor*	4	36	10	10
		Second	*George Williams*				
		Third	*Gedney*				
		Fourth	*Huron Girl*				

SIXTH DAY—WEDNESDAY, NOVEMBER 14

152	"The Spur" Cup Touch and Out for Jumpers	Second	*The Flirt*	6	85	10	3
143	Championship Hunters Middleweight	First	*Proctor*	2	7	7	7
		Second	*George Williams*				
134	Corinthian Hunter	First	*Proctor*	5	38	10	4
157	Thousand Dollar Stake for Jumpers	First	*The Flirt*	3	24	15	15
		Second	*Buckaroo*				
		Third	*Miss America*				
148	Three Hunters or Jumpers owned by one Exhibitor	First	*U. S. Horse Show Team*	2	14	7	7
		Second	*U. S. Horse Show Team*				
151	The Commodore Cup Triple Bar, for Hunters and Jumpers			4	39	10	
89	Saddle Horses, Thoroughbred Type	Second	*George Williams*	2	6	7	4
		Third	*Gedney*				
	Aggregate					394	194

The Royal Winter Fair Horse Show, Toronto, Canada

By Captain W. B. Bradford, *9th Cavalry*

AFTER the close of the National Horse Show in New York, the Army Horse Show team received permission to attend the Royal Winter Fair Horse Show in Toronto, from November 21st to 29th, inclusive. With the exception of Captain R. I. Winchester, who had been injured in New York and who was in hospital at Fort Jay, the team arrived in Toronto a few days before the opening of the show.

Very cold, wet weather greeted us, but the exercising and preparation of horses was carried out satisfactorily, and the opening night found the team in fit condition. The assignment of horses was as in New York, but will be indicated again: Major H. D. Chamberlin, team captain, *Dick Waring, George Williams;* Major C. P. George, *Nigra, St. Paul, Beauty* and *Gay Lady;* Major A. W. Roffe, *Tan Bark, Gedney* and *Huron Girl;* Captain W. B. Bradford, *Joe Aleshire, Buckaroo, Jack Snipe, Proctor;* Lieutenant E. Y. Argo, *The Wop, Timber-Cruiser, Miss America.*

A resume of the classes entered and results obtained follows:

Wednesday Evening, November 21st: Class 100, Open Jumping—In this class there were more than one hundred and twenty entries.

1. *Buckaroo*
2. *Timber Cruiser*
4. *Tan Bark*

Class 78: Officers' Chargers.—Nine entries.

1. *George Williams*
2. *Proctor*
3. *The Canadian Team*
4. *Gay Lady*

Special International Team Class for Officers—This was a special class carried on the program for the Canadian and U. S. Army teams. It consisted of teams of three jumpers over the Olympia course. Teams were to jump on three separate nights during the show, and that team with the least total score was to be declared the winner of the International Challenge Cup. Results for the first night were:

1. United States Army—6 points.
   Dick Waring
   Joe Aleshire
   Miss America
2. Canadian Army—8½ points.
   Bucephalus (Major Timmis)
   Golden Gleam (Captain Bate)
   Sergeant Murphy (Captain Hammond)

Thursday Evening, November 22nd: Class 84, Green Middle Weight Hunter—Our only entries were *Gay Lady* and *Huron Girl.* The former placed fifth.

Class 102: Officer's Performance over the Olympia Course—Thirty-five entries. The American team gained five clean performances with seven entries (our best record over this course), and the Canadians' one. In the jump off, results were:

1. Canada—perfect score
2. *Joe Aleshire*—1½ point off
3. *Dick Waring*—1 point off
4. *Jack Snipe*—1½ point off
5. *Nigra*—2 points off

Friday Evening, November 23rd: Class 107, Touch and Out—Seventy entries. Only three U. S.

1. Captain Bate Canadian Army
2. A civilian entry
3. *Tan Bark* (U. S.)
4. *Joe Aleshire* (U. S.)
5. Captain Bate, Canadian Army

Saturday Evening, November 24th: Class 95, the Corinthian Class and Class 96, Hunt Teams:

In neither of these classes did we succeed in placing. Our performance in the Hunt Team was poor. There was little chance for us to gain recognition without a perfect score. In the Corinthian Class, both *George Williams* and *Proctor* went beautifully. Their performances were among the best, if not the best, of the class, but among the numerous beautiful hunters of Canada they received scant consideration when the final awards were given.

Class 101: Pair of Jumpers.—The Army Team entered four pairs. Results were as folllows:

1. *Dick Waring* and *Buckaroo*
2. A civilian entry
3. *Gedney* and *Timber Cruiser*
4. *Proctor* and *Huron Girl*

Monday Evening, November 26: Class 87, Open Middleweight Hunters:

3. *George Williams*
4. *Proctor*

Special Class—International Officer's Teams:

1. United States Army—7½ points—total, 13½
   Dick Waring
   Joe Aleshire
   Nigra

2. Canadian Army—7½ points, total, 16
   Bucephalus
   Sergeant Murphy
   Golden Gleam

Class 99—The Stillman Hunter Stake:

Proctor and *George Williams* were the only Army Team entries. They both performed perfectly and were called back for conformation judging but failed to place.

Tuesday, Evening, November 27: Class 105. The Jumper Stake (Olympia Course).—Seventy-one entries:

1. *Jack Snipe*
2. *Buckaroo*
3. *Miss America*
5. *Dick Waring.* (Tied for third place but withdrawn to save his strength for the International Team Class.)

Class 98—International Challenge Cup. Hunter, any weight. Forty-five entries. Special unknown course:

3. *Proctor*
4. *George Williams*

Wednesday Evening, November 28th: Class 91—Ladies' Hunters (only class of day):

6. *Proctor* (ridden by Miss Lanier).

Thursday Evening, November 29th: Class 106—The Ellsworth Jumping Stake. Forty-six entries.

1. *Civilian entry*
2. *Jack Snipe*
5. *Miss America*

Special Class. Finals of International Officers' Teams.

			Total
1.	United States Army *Dick Waring* *Joe Aleshire* *Nigra*	5 points	18½
2.	Canadian Army *Bucephalus* *Sergeant Murphy* *Lucifer*	3½ points	19½

Except for the high jump, in which the army teams were not entered, the International Team Challenge Class was the final event of the week.

Our experiences in Canada were of the pleasantest. The officials of the show and the people of Toronto were always cordial and especially thoughtful as to our entertainment. Lieutenant Colonel D. B. Bowie, D. S. O., commanding the Royal Canadian Dragoons, and the officers of his regiment, were most gratifyingly hospitable. They very kindly offered their riding hall for the schooling of our horses every day of the show, thus materially assisting us in the preparation for our classes. Their Mess and Club at Stanley Barracks, which is just adjacent to the Fair Grounds, was thrown open to the members of the U. S. Team, and we were entertained there delightfully on several different occasions. I feel sure that lasting friendships were made and that there was real and mutual regret on the part of all of us when it became necessary to part.

El Paso-First Cavalry Division Horse Show

By Captain R. E. S. Williamson, *Cavalry*

EARLY in the summer that valiant ally of the Cavalry, the Air Corps, paved the way for what was destined to be the most pretentious horse show ever held in the southwest, by transporting to Fort Bliss representatives from all the units of the far flung domain of the First Cavalry Division. The horse sense of Marfa, Clark and McIntosh was combined with that of Fort Bliss under the guiding hand of Lieutenant Colonel Joyce, Cavalry, Director of the 1928 Horse Show, to draw up specifications of the classes and to frame the rules and regulations of the coming show. The Committee completed its labors after several days of deliberation, and the foreign members again took to the air with a sigh of relief after the "unusual" heat of a Fort Bliss summer.

Preparations

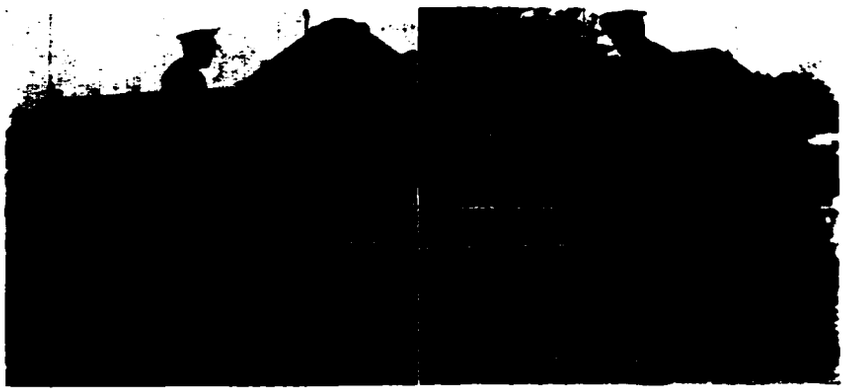
Work was at once started to prepare the show ring, construct jumps, and to complete all the details incident to the big show. At the same time the various horse show representatives labored strenuously to prepare their respective regiments to put up stiff competition in the arena.

By the end of September three carloads of horses had arrived from the 5th Cavalry at Fort Clark, Texas, and two from the 1st Cavalry at Camp Marfa. On October 10th, the day set for the endurance phase of the Three Day Event and the preliminary judging for conformation, teams from the 10th Cavalry at Fort Huachuca, Arizona, and from the 8th Engineer Battalion (mounted) at Fort McIntosh, Texas, were present to offer worthy opposition to the local representations from the 7th Cavalry, the 8th Cavalry, the 82d Field Artillery Battalion (horse), and the Division Special Troops. Visiting personnel came by air, truck, train, motor, and Ford. Those possessing a family brought them along "to watch Papa ride," and they were billeted comfortably, we hope, in vacant sets of officers' quarters on the post.

The number of entries was impressive, twelve hundred and ninety-two to be exact. There were forty-six classes to be judged. As a re-

sult, it was necessary to follow the expedient, first employed by the greatest of all showmen, Mr. P. T. Barnum, of having three rings operating simultaneously. There was a main ring (Howze Stadium), a preliminary jumping ring, and an outside ring. The "Time Table" was a work of art of which any railroad company might well be proud. Nevertheless, distracted horse show representatives from the several regiments were at a loss as to how the same horse was to be shown in three different classes at the same time. The representative of the 8th Engineers, with the aid of a slide rule, constructed a graph for the use of his team. In spite of the difficulty, however, the situation was met by individual adjustments on the part of ringmasters and horse show representatives so that the show, during the entire three days, ran absolutely to the minute as previously scheduled.

The turf in the main ring was in splendid condition, and visiting officers from branches other than the cavalry agreed that it would make an excellent golf green. The boxes were tastefully decorated and, in



Lipan Lad, Major Tillson Up *Peg Midale*, Lt. Col. Joyce Up

many cases, had rugs on the floor as a result of some head of the house being absent at a bridge party on the afternoon that the wagons drew equipment from the officers' line. The mountains in the background completed a setting that could hardly be surpassed. A loud speaker was installed in the arena, replacing the old-fashioned megaphone and conserving the lung power of the official announcer, Major Paul R. Davison, 7th Cavalry. That officer rendered invaluable service throughout the show, his only serious error being the announcement that a certain piece of plate was a "soup toaster."

Judges

Prominent among the judges who acted most competently throughout were: Brigadier General Walter C. Short, just returned from the

Olympic Games at Amsterdam where he was Manager of the American Equestrian Team; Colonel Henry C. Whitehead, former Chief of the Remount Service; Major C. P. George, a member of this year's Olympic Team; and Mr. Richard S. Waring, an acknowledged authority and judge of polo ponies. Lieutenant Colonel John Cocke, Major Arthur H. Wilson, and Major George Dillman, all of the First Cavalry Division, completed the roster of judges. It is a monument to the ability of these gentlemen that not a single protest was lodged officially during the entire show, nor was an unofficial protest heard,—even in the ladies' classes.

Outstanding Performers

The quality of the exhibits may be estimated by a consideration of a few of the outstanding horses of the show. Among these stands out

Garry Owen, Lieutenant Riggs Up

Peg Midale, that magnificent registered thoroughbred Irish mare, imported from England and owned by Lieutenant Colonel Kenyon A. Joyce, Division Special Troops. *Peg Midale*, with ribbons from the Olympia in London, had been hunted for two seasons by Colonel Joyce with the Bicester Fox Hounds in England. She is by *Sunningdale* out of *Milady*. She featured at the Fort Bliss Show by placing second in the Officers' Chargers, Officers' Private Mounts, and Ladies' Hunters, won the Lightweight Hunter Class, was an outstanding performer on the winning Hunt

Team, and was declared the Hunter Champion of the Show. Another consistent winner was the beautiful *Silver Stockings*, owned by Lieutenant Colonel Stanley Koch, 10th Cavalry. This mare won the Officers' Chargers, placed third in the Officers' Private Mounts, second in the Road Hacks, won the Suitable to Become Polo Mounts and the Polo Pony Championship of the Show. *Latona*, the handsome bay mare owned by Colonel Conrad S. Babcock, 1st Cavalry, won the Officers' Private Mounts and the Ladies' Hunters. *Lipan Lad*, a promising four-year-old, owned by Major John C. F. Tillson, 8th Cavalry, placed third in the Officers' Chargers, fourth in the Officers' Private Mounts, won the Novice Hunters, and took second in the Lightweight Hunters. That grand old gelding, *Garry Owen*, pride of the 7th Cavalry and winner of twenty-four ribbons last season in Eastern shows, placed fourth in the Ladies' Hunters, won the Middle and Heavyweight Hunters and the Reserve Hunter Championship. In addition this gallant war horse placed second in the Ladies' Jumpers, and was a stellar performer of the three horses that brought the Division Commander's Trophy to his regiment.

The conditions of Class 1, the Three Day Event for the American Remount Association Cup, followed very closely those of the Equestrian Championship of the Olympic Games, and consisted of three phases, as follows:

(1) Endurance Test. Three and a half miles on roads and paths at about nine miles per hour, two miles steeplechase over ten jumps at twenty miles per hour, seven miles on roads and paths at about nine miles per hour, four and a half miles across country over twenty obstacles at about seventeen miles per hour, one mile on roads and paths to finish at about eleven and a half miles per hour.

(2) Jumping in the Stadium over a figure of eight course.

(3) Schooling Test.

The endurance phase was held the day preceding the show. Sergeant Hartless, 8th Cavalry, riding *Buster*, received 38 points in credits and finished first in this phase with a score of 1438. The entire event was won by Lieutenant Curtis, 10th Cavalry, on *Trinidad*, with a score of 1942.75 out of a possible 2000. Lieutenant Bunby, 82d Field Artillery Battalion, on *Monocle*, was second. Sergeant Hartless on *Buster* was third, and Sergeant Witaski, 7th Cavalry, on *Andy Gump*, fourth.

First Day

October 11th, the first day of the show, was ideal as to weather, and when the first class entered the ring at 9:00 A. M., the stands were already well filled with the more ardent of the enthusiasts. The two most interesting classes of the morning session were the Enlisted Men's Mounts and the Ladies' Hunters. In the former event, Sergeant Richter, Div. Hq. Troop, riding *Black Jack*, a veteran of the 1916 punitive Expedition, placed first out of forty-seven entries. In the latter class, Mrs. G. C. Charlton on *Latona* won the blue, and Mrs. P. B. Sancomb on *Peg Midale*, the red.

After the noon recess, the Polo Pony Stake Race furnished excitement, and the Bareback Jumping amusement to those who excused themselves early from the many luncheons on the post. The Stake Race was won by *Jimmie Brees*, Lieutenant Lipman, 8th Cavalry up, and the Bareback Jumping was won by *Cow Face* (isn't that a delicious name!) ridden by Sergeant Pearson, 10th Cavalry, who, unlike many of the forty-

Private Evans, 1st Signal Troop, Winner of Recruit and Remount Class

eight entries, remained "up" over all the jumps. The officers' Private Mounts, the Lightweight Hunters, Novice Jumpers, and Children's Ponies completed the day's program.

Second Day

The weather man was again kind on October 12th,—but then the El Paso Chamber of Commerce advertises three hundred and sixty days of sunshine. The high lights of the morning session were the Novice Hunters, the Hunt Teams and the Recruit and Remount Class. In this last event thirty-one recruits received by the Cavalry Division since last

November, rode remounts just as new as they. Reminds one of that old Army story of the top sergeant's reply to the recruit's remark that he had never ridden before, "Well, that horse hasn't ever been ridden, so you can both start off together." This class was won by Private Evans, 1st Signal Troop, a boy of three months' service, who, after lunch, further distinguished himself by winning the open Touch and Out Class over a four foot course against one hundred and twenty-four officers, enlisted men and civilians.

Friday afternoon was full of interest, with the Officers' Chargers, the jumping phase of the Three Day Event, and the Ladies' Jumpers.

Louie, Mrs. G. C. Charlton Up, Winning Ladies' Jumper Class

The fair riders offered the keenest competition in the show, and before the winner could be determined, several jumpoffs over raised jumps were necessary. Mrs. Charlton of San Antonio, riding *Louie*, had to clear four feet seven inches before she was finally declared the winner. (It was four feet seven inches, too, because the writer put a stick to it.) Mrs. T. G. Hanson took second and third places on *Garry Owen* and *Apology*, respectively, both of the 7th Cavalry.

On Saturday, October 13th, amid escorts, roaring of cannon, ruffles and flourishes, Major General Charles P. Summerall, Chief of Staff of the Army, accompanied by Brigadier General Albert J. Bowley and Brigadier General V. H. Moseley attended the show. It is to General Moseley by the way, that so much credit is due for a really great horse show. The morning started with the Open Jumping Class, 125 entries, over a difficult four foot figure of eight course, some of the jumps with a six foot spread. Next came the Ladies' Saddle Horses, Heavy Polo Mounts, Middle and Heavyweight Hunters, and finally, the Handy Hunter Class over a very sporty course.

In the afternoon, the final session of the show, were held the Championship Classes and the Team Jumping, an event modeled after the King's Cup at Olympia. Teams of three officers representing their regiments, took the course twice, each officer jumping individually. This event aroused considerable interest on the part of the spectators, and intense rivalry on the part of the organizations represented in the ring, and when the 7th Cavalry team rode in to receive the Division Commander's Trophy, the band blared out "Garry Owen" to the skies, and every loyal son of Custer's Regiment flung his cap high in the air. It is sad that old Colonel Tommy Tompkins could not have been present to stroke his whiskers in pride.

Then came the Parade of Winners, every ribbon winner of the show grouped by organizations and wearing the coveted blue, red, yellow or white rosettes of silk. Single mounts came first, then horses in hand, then the artillery and wheeled transportation—all passed in review before the head of the country's land forces.

The closing event of the show was the awarding of the First Cavalry Brigade Trophy to Division Special Troops, a little bit of an outfit, but a group of horsemen who had won more points in the first five classes of the show than any of the five big cavalry regiments, artillery or engineers.

Chattanooga-Fort Oglethorpe Horse Show

THE annual Chattanooga-Fort Oglethorpe Horse Show, held on October 19th and 20th, was by far the most successful one every held at Fort Oglethorpe, or in this section of the country. The horse show was watched with keen interest by a number of spectators who occupied boxes and manifested great enthusiasm in horses and horsemanship. The show was judged by Mr. William Woodward, of Lexington, Kentucky, a breeder of thoroughbred horses and a nationally known horseman, Colonel Harry N. Cootes, formerly of the Sixth Cavalry and himself a well known horseman, and Lieutenant Colonel John Barry, former director of the Department of Equitation at Fort Riley, Kansas. All of the judges were most profuse in their compliments as to the quality of the show.

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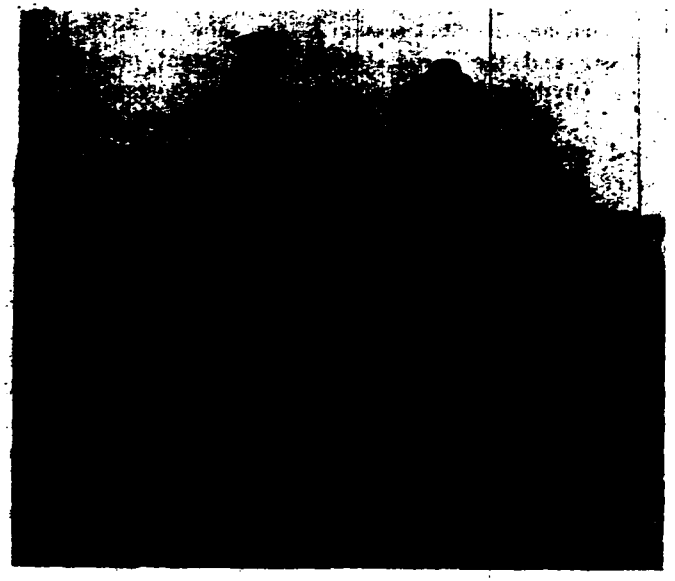
The civilian friends of the Army in Chattanooga and the surrounding country assisted towards the success of the show in their contribution of many elaborate prizes, as well as financial help. Miss Loyal Roberts, daughter of the post commander, Colonel T. A. Roberts, won the Andrews Cup, a trophy which is presented yearly by Mr. Garnet Andrews, of Chattanooga, to the best lady rider. Miss Roberts also won the prize for the best trained mount to be ridden by a lady, riding the spirited hunter, *By Jingo*. An added feature to the horse show was a musical



Colonel T. A. Roberts and Mrs. C. H. Murphy in Class for Pairs of Three Gaited Saddle Horses

drill in which thirty of the young debutantes of Chattanooga and the Army set participated, togged in red hunting coats, white breeches and black hats. Mrs. R. E. Ireland, wife of Lieutenant R. E. Ireland, Sixth Cavalry, took the ladies jumping, riding *Stonewall Jackson*, a horse owned by Colonel VanaAgnew. The show was spectacular and drew the largest crowd ever assembled at the post for a horse show. The officers jumping over a modified Olympic course, which jumps were four feet, was an excellent tribute to the horses and horsemanship of the Sixth Cavalry. Major William Nalle, Sixth Cavalry, was in charge of the horse show and to him goes most of the credit in making it the wonderful success as declared by all who witnessed it.

TOPICS OF THE DAY

Notice of Annual Meeting of the Cavalry Association

THE annual meeting of the Cavalry Association will be held at the Army and Navy Club in Washington, D. C., on the evening of January 31, 1929, at eight o'clock. In order to insure a quorum for the transaction of business, all active members are urged to fill out the proxy printed on page 138 of this issue and mail it to the secretary. The annual meeting is for the purpose of hearing the annual report of the Secretary-Treasurer, election of officers for the ensuing year, and such other business as may be brought before it. It is extremely important that sufficient proxies be sent in to enable the meeting to transact business.

OLIVER L. HAINES, *Major, Cavalry,*
Secretary-Treasurer.

The Army Blues

THE Army has gone back to the blue uniforms. This much-discussed question has been decided by the Secretary of War, Honorable Dwight F. Davis, and all the pre-war blues added to the service olive-drab, whites and white mess jacket which have been the uniform clothing of the Army since 1917. The newly authorized uniforms include the dress, full dress, special evening dress and mess jacket, and for wear with any of the blues, the cape.

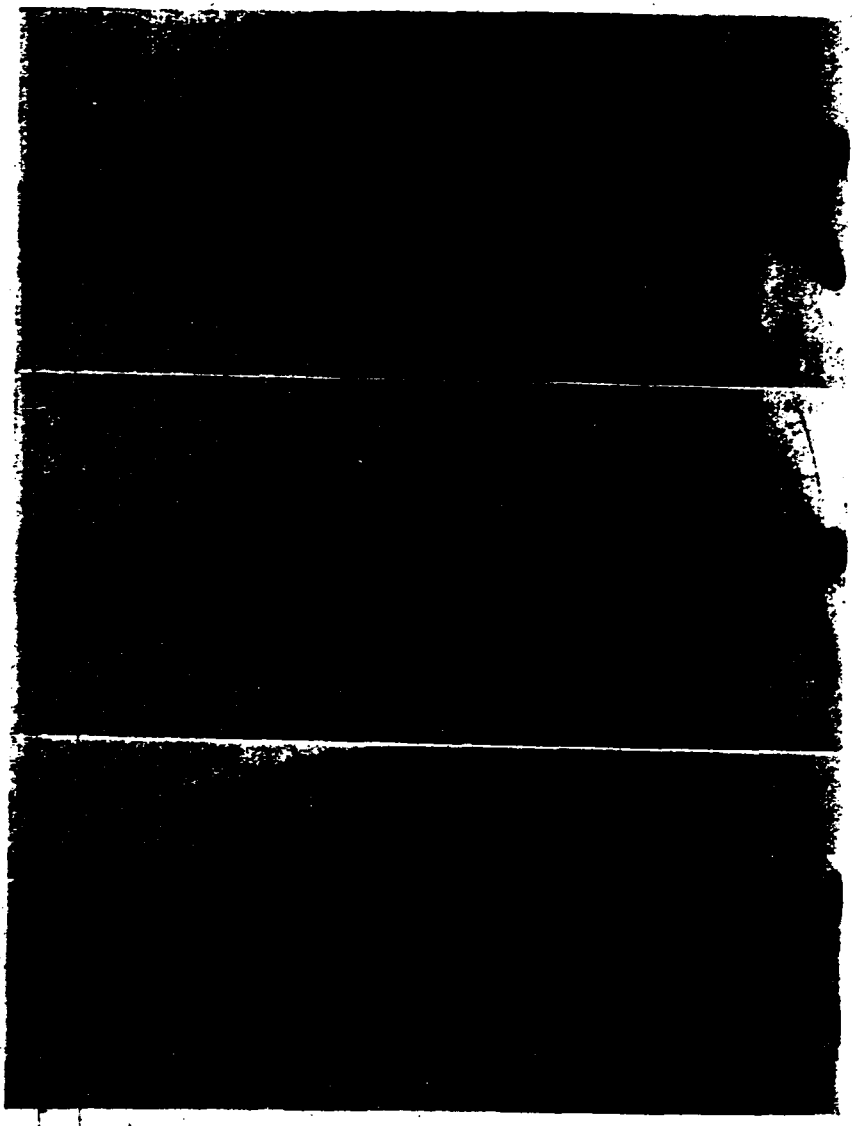
The procurement and wearing of the blue uniforms are entirely optional with the individual and at his own expense. For this reason the new regulations provide that the blues shall not be worn on occasions involving formations with troops. Present Army Regulations are being revised to conform to this new authorization.

Since many officers and men have joined the Army since the blues were an authorized article of wear, probably many are not acquainted with the various blue uniforms. It is hoped the following descriptions and accompanying illustrations will assist our readers in visualizing their military appearance under the new regulations.

Description of Uniforms

The only change at present made in the Special Regulations prescribing the uniform is to change the cap to the modern style.

The *dress* uniform consists of a single-breasted coat, of blue-black crepe or serge with a standing collar, trimmed with 1½-inch mohair



How the Well-Dressed Officer Appears in Blues

Left—Dress Center—Full Dress Right—Cape

braid with gold shoulder straps with insignia of rank embroidered thereon. The base of the shoulder strap is the color of the arm of the service of the wearer. With this coat, trousers or breeches of sky-blue are worn, the material of which is of doeskin with a stripe the color of the arm of the service. The cap is of a cloth to match the coat, with a black patent leather vizor and gold chin strap. The coat of arms of the United States is embroidered on the front of the cap.

The *full-dress* uniform consists of a double-breasted frock coat of blue-black cloth with a double row of gilt buttons on the front and standing collar trimmed with a double row of one-half-inch gold lace with cross-grained silk, the color of the arm of service, between the bands of gold lace. Gold shoulder knots are worn with the coat, with the insignia of rank secured thereon. The sleeves are trimmed with one-half-inch gold lace and rows of one-eighth-inch gold soutache forming three loops, the number of rows designating the rank. A belt and saber slings of black enameled leather covered with gold lace interwoven with three silk stripes, the color of the arm of service, are worn with the coat. The trousers and cap are the same as for the dress uniform.

The *special evening dress* is of the same cut as civilian evening dress. However, the coat is ornamented with gold lace on the sleeves and shoulder knots the same as for the full-dress uniform, while the buttons on the coat are gold. The vest is white with gold buttons.

The *mess-jacket* is single-breasted, with a long roll peaked lapel. It is cut short on the hip with a slight point front and back. It is of the same material as the dress coat, with gold trimmings the same as those worn with the special evening dress. The lapels are faced with cloth the color of the arm of the service.

For *enlisted men* there is one blue uniform. The coat is a single-breasted sack coat of dark blue cloth with standing collar. It is fastened down the front with six gilt buttons. The edges of the collar and the shoulder loops are trimmed with cord the color of the arm of the service. The trousers are of sky-blue kersey. For non-commissioned officers and musicians there is a stripe the color of the arm of the service. The cap is of dark blue cloth with patent-leather vizor and chin strap. On the cap is worn a gilt cap ornament which is disk shaped with the coat of arms of the United States thereon. Insignia of rank are worn on the sleeve of the coat and are the color of the arm of service.

Cavalry R.O.T.C. at Manhattan, Kansas

UPON the recommendation of the Commanding General of the Seventh Corps Area, the Secretary of War has approved the request of the President of the Kansas State Agricultural College,

located at Manhattan, Kansas, for the establishment of a Cavalry Reserve Officers' Training unit at that institution, beginning with the school year 1929-30.

This unit will replace one at the Agricultural and Mechanical College of Oregon, the closing of which left the Cavalry below its authorized quota of Reserve Officers' Training Corps units.

The location of the Kansas State Agricultural College has peculiar advantages for a Cavalry unit. The majority of Cavalry Reserve organizations are located in this area. The close proximity of The Cavalry School at Fort Riley, Kansas, will make available to the students of this unit advantageous opportunities of broadening the scope of their instruction by observation of and participation in many activities of The Cavalry School. A large proportion of the personnel of the college is drawn from young men, who, through early familiarity with farm and country life, are better adapted to perfecting themselves in the care of horses than is the case with the average civilian. They, therefore, furnish excellent prospects for officers of Cavalry Organized Reserve and National Guard units.

Colonel Williams Awarded D.S.M.

THE War Department has awarded the Distinguished Service Medal to Colonel George Williams (Cavalry), General Staff Corps. The citation is as follows:

"GEORGE WILLIAMS, Colonel (Cavalry), G. S. C., United States Army, then Colonel, 316th Infantry, 79th Division, American Expeditionary Forces. For exceptionally meritorious and distinguished services. As Regimental Commander, 316th Infantry, his rare professional ability and outstanding devotion to duty brought his regiment to a high point of training and morale; his brilliant leadership notably in the assault and capture of the Berne du Corneuiller, France, Hill 378, November 3-6, 1918, during which action his regiment was opposed by enemy forces vastly superior in number; he added materially to the efficiency and effectiveness of his division in its operations against the enemy."

Japanese Officer to Eighth Cavalry

AT the request of the Japanese Government, the Secretary of War has authorized that Captain Tadamichi Kuribayashi, Imperial Japanese Army, be attached to the 8th Cavalry, Fort Bliss, Texas, for a period of six months, beginning January 1, 1928, without expense to the United States Government.

Test of Thompson Sub-Machine Gun

THE issue of eight Thompson sub-machine guns, Navy Model 1928, and 40,000 rounds pistol ball cartridges, calibre 45, for service test in the Philippine Department, has been authorized by the War Department. The guns for this test will be recalled from those now in the hands of the Cavalry Board, Fort Riley, Kansas; the First Cavalry Division, Fort Bliss, Texas; the Field Artillery Board, Fort Bragg, North Carolina; the Pack Artillery Board, Fort Robinson, Nebraska; or the Mechanized Force, after the completion of the test which has been authorized.

Experiments on Motor Transport for Horses

THE continuation by the War Department of experiments in transportation of horses by motor has resulted in the issuance of instructions to the Quartermaster General to conduct tests on the carrying of six horses in a truck. These experiments are to be different from the ones conducted so far in that the horses are to stand facing for and aft and three abreast, to facilitate loading to maintain better balance against the sway incident to movement. Heretofore as many as six horses have been loaded in a truck but they have been faced alternately to the sides of the truck. The ordinary Army trucks now in use are believed to be of too short a wheel base to permit transportation of more than three horses facing to the front or rear. If Army trucks of sufficient wheel base and body length are not available, the Quartermaster General will consider the use of a commercial vehicle specially designed for this purpose.

Semi-Automatic Rifle for Service Test

A BOARD of Officers headed by Cononel William H. Tschappat, Ordnance Department, and including Army, Navy, and Marine Corps members, to recommend a specific calibre for future development of the semi-automatic shoulder rifle and to perform other duties assigned in connection with tests of such weapons, has recommended that a calibre of .276 be adopted as a standard calibre for the semi-automatic shoulder rifle to replace the present shoulder rifle calibre .30. The Board further recommended that as soon as practicable tests be held of semi-automatic shoulder rifles calibre .276 for the purpose of selecting a suitable type of no greater weight than that of the present service rifle calibre .30. In the tests the ammunition to be used will have the following general characteristics: Muzzle velocity, 2700 feet per second; bullet weight, 125 grains.

The War Department has approved the recommendation of the Board and has ordered the manufacture, subject to the availability of funds, of a sufficient number of semi-automatic shoulder rifles for extended service tests.

Cavalry Anti-Tank Weapon

THE issue of two 37 mm. guns with carriages and pertaining equipment to each regular army cavalry regimental machine-gun troop for an extended service test has been directed by the War Department with instructions that the test cover a period of one year. Upon the conclusion of this test reports will be rendered to the War Department in which specific recommendations will be made as to:

Suitability of weapons for cavalry.

Most suitable means of transporting weapons and ammunition on the march and in combat.

Ammunition allowance.

The tests will include preliminary instruction of personnel in the functioning, maintenance, operation, drill and tactics of the weapon as prescribed in appropriate training regulations. There will be sufficient preliminary firing on targets at known distances to familiarize personnel with correct methods of loading, aiming and firing. The powers and limitations of the weapon at varying ranges against likely objectives will be indicated by firing at various types of targets, such as stone, brick, and adobe walls, earthen and sand-bag emplacements, as well as improvised moving targets simulating armored cars and tanks. It is further desired that the tests give an indication as to the practicability of transporting weapons and ammunition in spring wagons, light trucks, cross-country cars, on improvised packs or by a combination of some of these means. A study will be made of the practicability of employing the weapons in combat and of their possible value as demonstrated by regimental and squadron combat exercises under assumed battle conditions. Upon the receipt of these reports from the various regimental and separate squadron commanders, they will be referred to the Chief of Cavalry to serve as a basis for recommendations.

CAVALRY ACTIVITIES

First Cavalry Notes

THE regiment made a creditable showing in the annual First Cavalry Division Horse Show at Fort Bliss. Five firsts, three seconds, two thirds, and two fourths were won. The regiment placed third in the 1st Cavalry Brigade Trophy; this was won by the Special Troops, with the 10th Cavalry second.

During the first three days of November the first Highland Fair was held at Marfa. One squadron and the band participated in a street parade which formed a part of the celebration, and enlisted men of the regiment won a considerable amount of prize money in the mounted events at the fair grounds.

During the autumn numerous patrols were sent out for training purposes and later each troop made a practice march.

Second Cavalry Notes

THE polo season at the Cavalry School was terminated by a handicap elimination tournament of which the 2nd Cavalry was the winner. Seven teams were represented in the tournament. The regiment entered two teams, the winning team lining up as follows: First Lieutenant Frank O. Dewey, No. 1; Captain J. T. Cole, No. 2; Captain L. LeR. Martin, No. 3; Captain J. C. Rogers, No. 4.

The regiment was represented in the Goodrich Trophy training test by Troop B. This test was carried out in the period November 5-15. Troop B is commanded by Captain Thomas J. Heavey. Other officers of the troop are First Lieutenant Frank O. Dewey, Second Lieutenant Lawrence K. Ladue, and Second Lieutenant Wm. O. Wood.

The close of the regimental football season again finds the Machine Gun Troop representing the regiment in the Post Championship contest, which is scheduled to be held at an early date. Football competition is keen at this station and is a decided morale factor.

The following officers have been assigned to the regiment since July 1, 1928: Colonel A. M. Miller, Lieutenant Colonel Thos. F. Van Natta, Jr., Captain C. H. Shannon, Captain E. A. Franklin, Lieutenant Peter C. Hains 3rd, Lieutenant Clark R. Ruffner, Lieutenant Laurence K. Ladue, Lieutenant Charles A. Sheldon.

All of these officers with the exception of Captains Shannon and Franklin have joined.

Fort Myer Notes

SINCE the last issue of the CAVALRY JOURNAL, Troop E, 3rd Cavalry, has participated in the Goodrich Trophy training test. The troop made a most excellent march from Fort Myer, Virginia, to Fort Leonard Wood, Maryland, arriving about 7:00 P. M. After caring for the horses and partaking of a good dinner the troop put on an impromptu musical show. All of this after over fifty miles on the march.

The entire garrison took part in the Military Exhibition and Carnival at Washington Barracks from October 4th to 6th inclusive. In addition to the above events a consolidated troop acted as guard of honor for President Coolidge and other dignitaries visiting the Exhibition.

The garrison had the pleasure of a visit by the German riding team, which had participated at the Madison Square Garden Horse Show. The officers inspected horses, stables, barracks and equipment. They seemed quite interested in the troopers' equipment. The post was also inspected by military representatives of the Mexican Government.

The troops have completed all scheduled reviews for the year 1928. The final review of all troops was held at the Mall on November 16th and was received by Brigadier General Frank Parker, A. C. of S, G-3.

An exhibition ride was held in the Post riding hall on November 30th for Cornell Alumni. Troops E and F and the Machine Gun Troop participated before a most enthusiastic audience.

The entire garrison is busily engaged in practice for the winter exhibition rides, which are scheduled to commence January 8th. Colonel Henry is conducting classes for the school horses and jumpers. A number of prospects are being schooled for each class.

Fifteen polo prospects have been received from the Remount Service and at present are being conditioned in preparation for schooling. All the trained ponies have been placed in pasture for the winter.

The winter social season is now in full swing. One dance has already been held and one is scheduled for each month during the season. In addition to these, the usual dansants will be held each week immediately following the exhibition rides.

Fourth Cavalry Notes

DURING the Fall and Summer of this year the 4th Cavalry baseball team, playing as a regular member of the Black Hills League, finished second in the league standing. The 4th Cavalry team led the league during practically the whole season until the end, when it was nosed out by Sturgis, due to loss of several players by discharge. The league, in addition to the teams mentioned, includes Rapid City, Vale, Belle Fourche and Deadwood.

The polo season just ended was quite successful for the 4th Cavalry polo team. In all, fifteen matches were played, of which the 4th Cavalry won nine. Among the losses were two matches to Broadmoor during the August tournament at Colorado Springs, and one to the Houston team during the same tournament. The 4th Cavalry lost in the finals of the Penrose Gold Trophy tournament to Mr. Arthur Perkins' strong Broadmoor four after defeating Denver. A South Dakota State tournament was organized and played at Fort Meade during July. Teams competing were the Hot Springs Polo Club, Pierre Polo Club and the 4th Cavalry. Three games were played, each team meeting the other two. In the first game Pierre defeated Hot Springs by a score of nine to eight. The 4th Cavalry defeated Hot Springs in the second match, eleven to six. On July 29th the 4th Cavalry defeated Pierre in the final match, sixteen to seven. Mr. F. O. Butler, of Chicago, presented the 4th Cavalry with a handsome trophy, to be played for annually by teams in South Dakota. During the month of August the 4th Cavalry played at Colorado Springs in the Broadmoor Hotel tournaments. In the Foxall Keene Cups the 4th Cavalry was defeated in the finals, sixteen to twelve, by the Broadmoor "Big Four," captained by Mr. Arthur Perkins. On September 5th and 7th the 4th Cavalry played Pierre. Scores for these games were: 4th Cavalry six, Pierre four; 4th Cavalry five, Pierre seven.

Major General Creed C. Hammond, U. S. Army, Chief of the Militia Bureau, visited the post on June 20th.

On Friday, August 10th, Battery B, 4th Field Artillery, arrived at this post with the following named officers and about 115 enlisted men and about 140 animals in good shape, on a practice march testing the Phillips pack: Colonel A. E. Phillips, Cavalry; Captains J. W. Russey and L. V. Warner, 4th Field Artillery; Captain L. S. Leach, U. S. Marine Corps; Lieutenants S. Koszewski and W. M. Creasy, Jr., 4th Field Artillery. At 9 A. M. Major General Fred T. Austin, Chief of Feld Artillery, arrived to inspect the battery on its arrival at this station. On August 11th the battery gave a demonstration to officers and non-commissioned officers of the post. General Austin left the post on the morning of the 11th for a tour of the Black Hills.

On Monday, August 13th, Major General Herbert B. Crosby, Chief of Cavalry arrived at the post on his annual tour of inspection. In the evening the ladies and officers entertained with a reception and dance. Many guests from Sturgis, Lead, Deadwood and Rapid City attended. On the 13th General Crosby left for Fort Des Moines, Iowa, via Deadwood.

During the past months a nine-hole golf course has been constructed on the post. It has proved a popular drawing card. The Fort Meade Gun Club, recently organized, is proving a great drawing card for

members of the garrison and the civilians of the Black Hills. On November 25th a very successful turkey shoot was held.

From October 4th to 10th the regiment marched through the Black Hills. The weather was beautiful and the roads excellent. Distance covered approximately one hundred and fifty miles.

At present the Regimental Bowling League is in full swing, with Troop F at the top. The post basketball team is having daily workouts under the direction of Captain Solon B. Renshaw, V. C., and troop teams are practicing nightly.

Fifth Cavalry Notes

COLONEL S. FIELD DALLAM has reported at Fort Clark and assumed command of the regiment.

Troop B left the post October 3rd and marched to Eagle Pass, where they were on detached service engaged in salvaging a number of wartime buildings. The troop returned to the post on November 20th.

Troop F returned to the post November 3rd, after a month's duty at Fort Sam Houston, Texas, in connection with the American Legion Convention and the Eighth Corps Area Command Post Exercises. While there the troop acted as escort to and was inspected by the following distinguished visitors: Field Marshal Lord Allenby, Secretary of War Dwight F. Davis, General John J. Pershing and Major General Charles P. Summerall, all of whom remarked upon the equipment, the soldierly appearance of officers and men, the animals, and cleanliness of uniform in a most gratifying manner.

The regiment participated in the First Cavalry Division Horse Show of 1928 with a contingent of ten officers, four ladies and thirty-six enlisted men of the regiment.

Forty-three horses were taken and ridden by contestants. The policy adopted by the regiment for participation in this show was that all personnel desiring to compete and whose performance in the preliminary competition warranted entry, would be permitted to enter the show, and that no horses would be taken from men to mount better riders provided the man to whom the mount was assigned could be developed to handle his mount for a satisfactory performance. This resulted in a period of training by qualified officers of a large number of men and horses, and a stimulus of interest in this kind of sport never before manifest in the regiment. The benefit to the regiment of this procedure has been great and a marked raising of the standard of horsemanship has resulted. This procedure worked against the organization of a team made up of combinations of our best riders and horses, but the result in stimulating general interest more than compensated for the disadvantage of not combining the best riders and horses for the entries.

The regiment took twenty-four places in twenty-two classes; and this achievement was felt to be a most satisfactory culmination of the effort expended.

The Division Show was splendidly arranged and conducted and received the admiration of the 5th Cavalry contestants.

Polo at this station had a severe let down caused by the loss of all of the members of the team with the exception of Captain Barnhart, which climaxed a successful season last winter by winning the Brownsville tournament. A number of privately owned ponies have also been lost, which has necessitated finding and training green ponies to replace them.

The members of the team which represented the regiment at Fort Bliss this fall, with the exception of Captain Barnhart, joined during the summer. In order to condition the ponies and get a little practice to develop some sort of team work, our two teams went to Fort Bliss about two weeks before the tournament. The senior team, consisting of Lieutenant Drake, No. 1; Captain Horger, No. 2; Lieutenant Hine, No. 3, and Captain Barnhart, Back, lost to the 82nd Field Artillery Seniors, ten to seven; defeated the 8th Cavalry Seniors, fourteen to one, and won from the 82nd Field Artillery Juniors, four to one, thereby winning the consolation cups.

The Junior team, consisting of Lieutenant Ketchum, No. 1; Lieutenant O'Shea, No. 2; Captain Boudinot, No. 3, and Lieutenant Thorp, Back, won their way to the finals but lost to the 8th Cavalry Juniors.

It is contemplated that a team representing the regiment will again find their way to Brownsville this winter to defend the title won last year.

Sixth Cavalry Activities

MUCH has been said recently concerning the "Life o' Riley", but little, so far, has been known generally about the Life of Oglethorpe, way down south in Sunny Georgia.

Oglethorpe is an ideal cavalry post, eight miles from Chattanooga, Tennessee, nestled in the heart of Chickamauga National Park, where the government owns nearly five thousand acres of beautiful forest of oak and pine. The park abounds in bob-white and birds of various species, as well as game of the non-feathered kind. Oglethorpe is a little Riley in the making. It has its golf links, a nine-hole course, just completed, which promises to rank with the best service golf courses, an excellent swimming pool, four concrete tennis courts, a natural amphitheater for polo, football and baseball, and a course of jumps through the woodland unequalled anywhere in the country. Little wonder that the corps area inspector in his report last year cited the Sixth Cavalry as a crack regiment.

The target season, though not yet completed, shows excellent results

on the range, two troops having already reported, B and E respectively, with 97.33 and 95.25 qualification, but Headquarters Troop reports unofficially an even better percentage. The regiment has just completed the new pistol and sabre course and the officers unanimously agreed that it was a great improvement over the old one, both in sportsmanship and training. The Goodrich Trophy troop, Troop B, has finished the arduous test and now awaits the final decision, confident that all other competitors will have to hustle to keep the trophy from the Sixth Cavalry.

During these perfect fall months polo is king. The regimental team played two games at Winston-Salem, North Carolina, against the Winston-Salem club, and later two teams went to Atlanta, Georgia, where games were played against Fort McPherson and the Governor's Horse Guards. During the annual Chattanooga-Fort Oglethorpe Horse Show Fort Benning played two games at Fort Oglethorpe. Polo is played every Sunday afternoon at the post between post teams, and frequently benefit games are given in cooperation with civic activities of Chattanooga. Major Robert M. Cheney is polo representative and Lieutenant Ralph E. Ireland is team captain. Under this combination polo has become popular for sport loving Chattanoogans, who support the games admirably.

The Sixth Cavalry is the host every Sunday morning from nine until eleven o'clock to a class of sixty Reserve officers for riding instruction, and during the week, on Mondays and Thursdays, to thirty young ladies from Chattanooga and vicinity. Both of these classes are very popular and are doing much to strengthen the ties which have always existed between the Army at Fort Oglethorpe and the civilians in Chattanooga, Tennessee.

Dances are held every two weeks at the Officers' Club, and once a week skating parties are held at the rink in Chattanooga.

Colonel T. A. Roberts, Commanding Officer at Fort Oglethorpe, has recently been elected an honorary member of the Rotary Club of Chattanooga, as a tribute of the esteem of the citizens of Chattanooga.

Seventh Cavalry Notes

DURING the last 1st Cavalry Division Horse Show which was held in October at Fort Bliss, the 7th Cavalry won the following ribbons: one Championship, two Reserve, six First, seven Second, eight Third and seven Fourth with a total score of seventy-eight points thereby winning a greater number of points than any other regiment represented.

The Senior Polo Team consisting of Major Terry Allen, Major Paul R. Davison, Captain Theo. E. Voigt and Captain C. L. Stafford won the senior tournament of the 1st Cavalry Division during the annual tournament which was held in connection with the horse show.

The Junior Polo Team journeyed to Roswell, New Mexico, on November 19 to play the cadets of the Roswell Military Institute. The cadets won by a score of eight to two. It is interesting to note that two of the players on the cadet team are sons of army officers and well known polo players, namely Lieutenant Colonel Arthur H. Wilson and Lieutenant Colonel Louis Brown.

7th Cavalry Juniors	*Roswell Military Institute*
1. Captain K. Broaddus	1. Cadet Wintenburger
2. Lieutenant D. H. Bratton	2. Cadet Diritt
3. Lieutenant H. L. Kenniston	3. Cadet Brown
4. Captain H. L. Branson	4. Cadet Wilson

A platoon from Troop A commanded by Lieutenant Thomas H. Harrold and a platoon from Troop E, commanded by Lieutenant T. S. Riggs, are busily competing for the trophy offered in the leadership test of small units, and at the present writing it is a toss up which is the better platoon. On December 5, 6, and 7 the competition for the Goodrich Trophy will be held. Troop A was picked to represent this regiment. If this troop does not win this trophy it will not be on account of lack of interest and enthusiasm on the part of the officers and men. The Goodrich Trophy appears to be the sole topic of conversation.

On August 17, Master Sergeant Patrick J. Devine, Headquarters Troop, retired after thirty years of active service, twenty-three years of this service was spent in the 7th Cavalry. Master Sergeant Harold J. Martin also retired on September 19, after thirty years of service, seventeen years of this service being spent in the 7th Cavalry.

During the last month the following officers have been assigned and joined the 7th Cavalry: Major Joseph L. Philips, Captain William B. Van Auken, First Lieutenant Clyde A. Burcham and Second Lieutenant Norman N. Winn.

On November 28 the First Armored Car Troop which has been assigned to the 1st Cavalry Division, participated in the 2d Cavalry Brigade maneuver. The 2d Squadron of the 7th Cavalry acted as a reconnaissance squadron and the Armored Car Troop was attached. This gave us an opportunity to observe some new ideas on reconnaissance in the Cavalry and the opinion is that this "Motorizing Business" is going to play a great part in the Cavalry.

Eighth Cavalry Notes

LIEUTENANT COLONEL G. M. RUSSELL left the regiment early in September for his new station and Major J. C. F. Tillson, Jr., assumed command.

During September the regiment carried on the usual garrison training and prepared its entries for the Division Horse Show. The

regiment was not so successful in the horse show as it had been in previous years, but is planning and working already for the next. A team from the regiment won the Junior Polo Tournament.

The regiment was so successful in rebuilding the polo string between the tournaments of 1927 and 1928 that the same system is now being applied to the development of new material for horse shows. The records of animals were searched for horses of breeding, those half-bred or better were collected and the best selected. These horses have been segregated, and are being trained under the direct supervision of the regimental commander. In this search for show horses a large number of prospects were found for the polo stables, and if the same percentage make as did last year there will be only four of the string of two years ago still playing.

The two platoons of the regiment entered in the Cavalry Leadership Test for Small Units placed first and second, separated by the smallest of margins.

On November 23rd the regiment celebrated its Organization Day. The whole post co-operated in making it is success, relieving us on guard, special duty and fatigue so that every one could participate. The regiment assembled on the lower polo field at 9 A. M., heard a short recital of the history of the regiment and then spent the rest of the morning in an extremely well planned, exciting and amusing gymkana. In the afternoon the two leaders of the Basketball League played an exhibition game. In the evening the officers and ladies attended a buffet supper at the Club and the enlisted men held a dance at the hostess house.

Ninth Cavalry Notes

A PRACTICAL test in the use of varnished floors in barracks is being conducted with apparent success in the regimental mess hall and recreation room. As these floors are used by the entire regiment, it is believed that they get far more traffic than similar floors in other organizations. However, the use of a motor-driven floor polisher, and a small amount of floor wax three times a week shows a steady improvement in their condition.

The installation of three large gas cooking ranges and a 120-loaf gas oven has materially lessened the labor of the cooks and bakers in the mess. The regiment continues to bake all bread used in the mess. The small increase in the cost per loaf is more than offset by the superior quality of the bread baked and a real economy is effected by the decrease in the amount of fresh meat consumed. Further plans for the mess include the installation of a steam table to insure food

reaching the soldier steaming hot and a dish-washing machine with a capacity of 1800 dishes per hour.

The renovation and alteration of the cafe at the club will soon be started. Improvements to be installed will include gas stoves and a modern lunch counter. The service will be further improved by the detail of off-duty men during the rush hours on weekly dance nights and holidays and Sunday afternoons.

The Board of Governors of the club is becoming more active and a steady increase is shown in the number of men who enjoy the comforts of the club. The October meeting of the Board of Governors included a splendid supper in the non-commissioned officers' room and a constructive two-hour discussion of the needs of the club.

A benefit Chinese supper was recently served at the club to two hundred and fifty men and women of the regiment. The proceeds of this party will be used to provide repairs to the houses in Rileyville, where the married soldiers are quartered.

Two more old timers have passed to the retired list: First Sergeant Brady D. Price, Troop F, and First Sergeant George Reed, Troop F. Sergeant Reed served all his time in the Ninth Cavalry.

The final game of the football season was played on Thanksgiving Day with the Haskell Indian Reserves. The schedule of indoor athletics include evening games of volley ball and indoor baseball in the West Riding Hall, basket ball in the gymnasium and bowling at the Post Exchange.

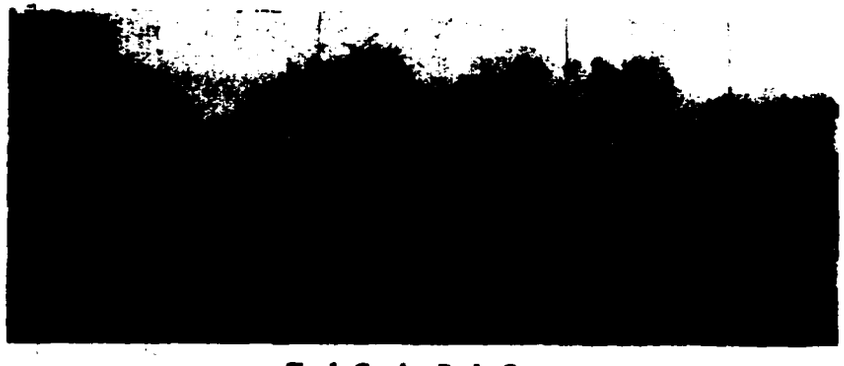
The regiment has been over strength for two months and all applicants are being regretfully informed that they must await their turn to join the regiment.

Tenth Cavalry Activities

THE 2nd Squadron and Bugle Corps, 10th Cavalry, marched to Nogales, Arizona, to assist in the celebration of Armistice Day, November 11, 1928. The squadron left on November 8th, arriving at Nogales at noon Saturday, November 10th. Armistice Day falling on Sunday, it was celebrated on Monday, the 12th. The American Legion Post opened the festivities with a rousing reveille at 6:00 A. M. throughout the city, featuring such awakeners as a one-pounder gun firing blank cartridges, and the city fire siren and two large fire trucks. In this the 10th Cavalry Bugle Corps lent able assistance, as may be inferred from the fact that they broke two drum heads and a kettle-drum stick. At 10:00 o'clock a "Goodwill Ceremony" was staged between the 2nd Squadron, 10th U. S. Cavalry, and a squadron of the 64th Mexican Cavalry, in garrison at Nogales, Sonora. The two regiments formed, each on its own side of the International Line, and at a signal marched parallel to each other and to the line to an open space

near the railroad station, where they formed line facing each other and halted. Each column was preceded by its band, the two bands playing simultaneously the same march. The troops came to the salute, while the Mexican band played the "Star-Spangled Banner" and the 25th U. S. Infantry Band played the Mexican National Anthem. The mayors and other civic officials of the two Nogales then exchanged greetings, following which the two cavalry columns, each preceded by its Bugle Corps, marched off the field. It was a very effective ceremony, and smoothly conducted throughout.

It was followed at 11:00 a. m. by a street parade through Nogales, Arizona, in which the 2nd Squadron, 10th Cavalry, participated. The mounted Bugle Corps, led by the Regimental Drums, and equipped



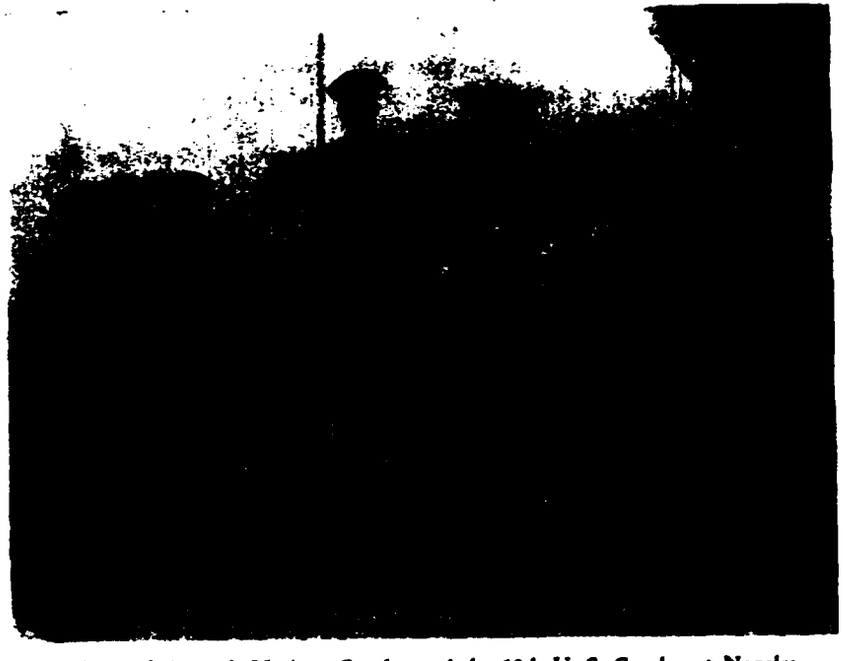
Tenth Cavalry Bugle Corps

throughout with yellow saddle cloths, browbands, nosebands and halter shanks, not to mention the buffalo tabards and breaststraps, made quite a hit, being a distinct novelty to the spectators. In the afternoon an exhibition drill was given by the cavalry. The squadron left Nogales November 13th, returning to Fort Huachuca in two days over the mountain trails.

At 5:00 P. M., Sunday, November 11th, the officers of the 2nd Squadron, 10th Cavalry, entertained the officers of the 64th Mexican Cavalry at a dinner at "The Cave", Nogales, Sonora. Many speeches were made, some in English, some in Spanish, and a few in Mexican-American, and the spirit of good fellowship abounded. So pleasant was the party that a return engagement was arranged by Colonel Juarez, Lieutenant Colonel Aguirre, of the 64th Mexican Cavalry, and Lieutenant Colonel Oviedo, of the District Staff, and an even better party was given by the Mexicans to the 10th Cavalry officers, also at "The Cave", at 5:00 p. m., Monday, November 12th. More Mexican officers were present, including several of the District Staff, and most cordial relations were

established. The Mexican officers have been invited, and have indicated their intention of accepting the invitation, to visit Fort Huachuca during Christmas week and observe our Christmas Horse Show.

On Tuesday, November 27th, the commanding officer led those of his officers who were not familiar with the trip over the mountain trail



Officers of the 64th Mexican Cavalry and the 10th U. S. Cavalry at Nogales

which follows the southwest and southeast boundaries of the reservation. The weather was excellent, the trail in good condition, and the trip was enjoyed by all. The column was preceded by four Indian scouts, who scouted the country in approved frontier fashion, but saw no enemy except five white-tail deer; and followed by Pack Train No. 7, Q. M. C., which provided lunch for men and horses at the noon halt which was made at "The Cabin" in Garden Canyon. The trip is about twenty miles in length, and was completed in seven and a half hours, including the halt for lunch.

Eleventh Cavalry Notes

COLONEL ROGER S. FITCH arrived early in October and assumed command of the regiment and the post. In the short time he has been here Colonel Fitch has won the esteem and loyal support of

every man in the regiment and has continued and increased the friendship of the civilian communities surrounding the post.

A few days after Colonel Fitch's arrival General Summerall arrived to make an inspection. The Chief of Staff was met by an escort from the regiment and witnessed a review of the entire garrison. Following the review an inspection of the post and Camp Del Monte was made. The General, after departure, expressed himself as very much pleased with the appearance of the troops and the post in general.

All of the buildings on the post have received a fresh coat of paint and this has made a wonderful change in the appearance of the entire garrison.

The regiment completed the target season in November with a percentage of 98.1%. These figures included the result of record firing of the detachment at Camp Hearn, Cal. The Machine Gun Troop completed its record practice at Gigling in September with 100% qualification, with sixty-seven men firing.

The First Squadron, under command of Major J. McD. Thompson, went on a week's march and maneuver the latter part of November. The weather was ideal and the entire march was a success.

In honor of Major and Mrs. Fuller of the 76th Field Artillery, the officers and ladies of the post took part in a cross-country ride. The route led through the Del Monte Forest and along the beach to the highlands above Del Monte Lodge, thence to the Indian village, where a splendid lunch was served under the pines.

Troop E has been selected to represent the regiment in the Goodrich Trophy contest. Captain Coe is in command, with Lieutenant Harry Fuge and Lieutenant Jack Hines as the other officers in the troop. The first tests started on December 6.

Polo has been at a standstill the last few months as the Del Monte Fields, on which the post depends for play, have been undergoing much needed work. Top dressing has been placed on all the fields, and with the watering and rolling which has followed it is believed that these fields are now as fine as any in the country. By the middle of December it was expected to resume play.

12th Cavalry Entertained by 17th Mexican Cavalry

THE officers of the 17th Mexican Cavalry, General Jesus Garcia, commanding, entertained the officers of the 12th U. S. Cavalry at a barbecue luncheon at the 17th Cavalry Cuartel, Matamoros, Mexico, on September 20, 1928, in connection with the celebration of the Organization Day of the regiment.

Field events and a horseshow had been planned as a forerunner to the luncheon, but a tropical downpour which set in at early morning prevented the former.

The luncheon was a decided success, cementing further the existing cordial relations between the two garrisons which has resulted from the contact of the two regiments through their mutual participation in polo games and horseshows in recent months. The latter fact was typified in the talks made by the Regimental Commanders at the conclusion of the luncheon; Colonel Chares McH. Eby, commanding the 12th Cavalry at the time, and General Jesus Garcia, commanding the 17th Cavalry, each toasting their neighbor regiment.

Among the distinguished Mexican officers present, guests of the 17th Cavalry, were General Gabriel Cevera, "Commandant de la Plaz", in Matamoros, and General Gonzales, retired.

On Labor Day, September 3, 1928, a horseshow was conducted at Fort Brown, Texas, which furnished an opportunity for keen competition between the 1st Squadron, stationed at Fort Brown, and the 2d Squadron, stationed at Fort Ringgold.

In the enlisted men's classes final places were very evenly divided, and Troop A and F tied for total points on places during the show. As a cup was to be awarded for the latter, the judges were in a predicament until the regimental commander relieved the situation by authorizing the presentation of a cup to each of the troops.

The officers of Fort Ringgold on the other hand took more than the lion's share of the ribbons in their classes, and Fort Brown officers are now seeking an opportunity to redeem themselves.

The Fort Brown team has had three polo games recently with the 17th Mexican Cavalry, resulting in two victories for the 12th Cavalry—and one for the 17th Cavalry. The 17th Cavalry is showing marked improvement in each game, largely due to the great interest shown by its commander, General Garcia, and to hard work in practice and work on ponies, under the coaching of Captain E. A. Franklin, of the 12th Cavalry.

The Fort Brown football team won with a score of twenty to nothing over the Fort Ringgold team in an interesting game at the Brownsville High School Stadium on Thanksgiving Day. Both teams resorted to the antiquated practice of attempting to buck their way rather than by open field play, and as the score indicated, Fort Brown had the brawn on their team.

News from Fort Ringgold

THE 2nd Squadron, 12th Cavalry, has had usual garrison duty during the last quarter and has completed its mounted pistol and saber qualification, Troop F winning the Saber Trophy and Troop E the Pistol Trophy.

Troop F, as part of the training for the Goodrich Trophy test.

marched to Mission, Texas, to take part in the Hidalgo County Fair, and spent a week in the field just prior to the test.

During the absence of Troop F, Troop B of the 1st Squadron, Fort Brown, Texas, took the Goodrich Trophy test at this post from November 6th to 8th inclusive, Troop F completed the test here on November 21st.

A horse show team was sent from this Squadron to take part in the Fort Brown Horse Show in September. One of the many cups won was the "Troop Cup" taken by Troop F, of this post.

Major Murray B. Rush has been transferred to the 1st Cavalry at Camp Marfa, Texas, and Major Herbert E. Taylor has assumed command of the post and squadron. Captain Richmond has reported for duty and has taken command of Troop E.

Thirteenth Cavalry Notes

ON September 1, 1928, Troop A, Captain Guy D. Thompson, Commanding, started its return march from Fort Leavenworth to Fort Riley, Kansas. It stopped at Valley Falls. From the second to eighth, where the troop gave daily exhibitions in connection with the County Fair then being held at that place. These comprised a silent musical drill, rescue, cossack and one-half-mile flat races, jumping by officers and selected enlisted men, and trick mule and rider stunt. The camp was prepared daily for inspection by visitors and this opportunity was taken advantage of both morning and afternoon. The night performance was concluded with an attack by Indians on an army wagon train, with an ultimate repulse by the troopers.

Troop B, Captain Earnest A. Williams, commanding, commenced a week's march October 1, 1928, via Salina, Kansas, where a three days' delay was made in order that the troop might compete in the Salina County Fair and Horseshow. During the horseshow the troop gave a daily exhibition drill, and entered teams in the rescue and Roman races, musical drill, and mounted wrestling, which featured each performance. Four cups and nine ribbons constituted the spoils.

Unusual interest was displayed this year by the regiment in the preparation of Troop F, Captain Gene R. Mauger, commanding, for the Goodrich Training Test. The troop, itself, entered into the spirit of the contest with such enthusiasm and zest that its spirit was gradually communicated to the entire regiment. The test at Fort Riley was concluded on November 10th, troops from the Second and Thirteenth cavalries competing on the same dates. The result will be looked forward to with much interest.

The importance of reducing to the minimum the number of desertions from the regiment has been constantly emphasized and the results

obtained have been most gratifying to the troop and regimental commanders. In 1929 it is hoped that the record made in 1928 may even be improved upon.

Equipment to be carried in the field and combat trains and the manner of loading the different types of wagons to meet the requirements of the new regimental peace organization have been given special consideration during the past few months. The efforts have resulted in what seems to be a practical solution of requirements. The various articles comprising Equipment "A" have been, so far as practicable, neatly piled in store-rooms in order to facilitate orderliness and rapidity in preparing for field service. To secure uniformity and compactness in loads, containers, such as canvas bags, trunk lockers, and boxes have been provided. This arrangement insures a ready check of equipment and a good riding load.

Activities of the Fourteenth Cavalry (Less First Squadron)

COLONEL EDGAR A. SIRMYER assumed command of the regiment September 25th, relieving Colonel Julian R. Lindsey, who is now on D. O. L. with the 65th Cavalry Division, with Headqarters in the City of New York. Prior to Colonel Lindsey's departure, he was tendered a farewell party by the officers and ladies of the garrison.

Colonel Lindsey was in command of the regiment for almost three years. During his entire regime he was untiring in his efforts to beautify and improve the condition of the post, with the result that today Fort Des Moines is now classified as one of the most beautifully kept posts in the Army. Over five hundred trees, countless shrubs, vines and flowers were planted during the last three years. Representative James, member of the House Military Affairs Committee, on a recent tour of inspection of all the army posts in the United States, pronounced Fort Des Moines one of the most beautiful garrisons he had visited.

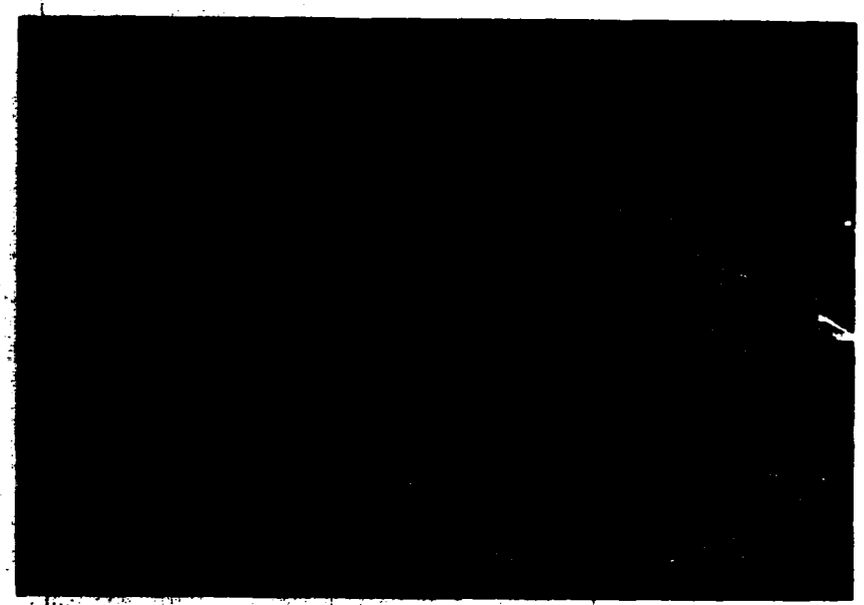
After an unusually pleasant fall, winter set in with vengeance on Thanksgiving Day, when over eight inches of snow fell within six hours.

The annual Fall Horse Show was held on the Polo Field on October 24th. The committee in charge consisted of Colonel E. A. Sirmyer, Captain B. M. Creel and Captain William F. Saportas. Judges were Colonel Park A. Findley, 103rd Cavalry, Lieutenant Colonel W. F. H. Godson and Captain Guy H. Dosher of the 18th F. A. A goodly crowd witnessed the performance.

On October 19th Master Sergeant John Gallear, Headquarters Troop, 14th Cavalry, was placed upon the retired list. Sergeant Gallear was one of the best known and most efficient non-commissioned officers in the regiment. Practically all his service was with the 14th Cavalry, and he has a host of friends in the service who will join in congratulating him upon his well-earned reward.

Sergeant Gallear enlisted in the 7th Field Artillery on April 1st, 1896, and upon the completion of his first enlistment re-enlisted in the 11th Cavalry. He was discharged from this enlistment on March 10th, 1904, and joined the 14th Cavalry. With the exception of one enlistment in the 3rd Field Artillery and two years during the World War, when he served overseas with the trench mortars, the balance of his service was with the 14th Cavalry. Every one of Sergeant Gallear's discharges bore the character "Excellent" with not a day lost. As a mark of honor and to demonstrate the esteem of the regiment, the troops of the 14th stationed here passed in review before him.

In the evening the members of Headquarters Troop tendered



Bird's-Eye View of Fort Des Moines, Iowa

Sergeant and Mrs. Gallear a dinner which most of the officers of the regiment attended. The troop presented Sergeant and Mrs. Gallear with a beautiful silver water pitcher, glasses and tray. Sergeant Gallear has accepted a position at the Post Exchange as Steward.

A busy winter social program is promised. Each Monday night the officers of the garrison gather at the club to play cards, pool and in general have a good time. Each Wednesday evening the Officers and Ladies Bowling League holds forth at the Post Exchange alleys. Saturday evenings alternate with bridge and hops at the Service Club. The above events, coupled with the usual run of dinners and bridges, both

on the post and in the city, promise to do much towards making the coming winter an enjoyable one.

With the coming of winter the riding hall is one of the busiest places on the post. Mornings are given to troop drill, afternoons to recruit instruction, remount and polo classes and ladies' riding classes, which meet twice a week. The Reserve Officers in the City of Des Moines ride each Thursday evening under the supervision of Colonel Fred G. Turner, Cavalry D. O. L.

1st Squadron, 103d Cavalry Notes

ON November 10th, the First Squadron participated in the Armistice Day Parade in Philadelphia. This parade, which included units from all branches of the military and naval service, the American Legion, and other patriotic ogranizations, was reviewed by the Division Commander in front of the old State House.

The Squadron Commander, Major Edward Hoopes, attended the National Guard Convention at Hot Springs, Arkansas, as a delegate representing the 103d Cavalry.

Drills are now being conducted on the winter schedule which emphasizes equitation, basic training, and work on the indoor range. Also, practice for indoor polo has begun and tournaments are being planned. At the annual meeting of the 103d Cavalry Polo Association, the following officers were re-elected: President, Major Edward Hoopes (First Squadron); Vice-President and Manager, Captain E. C. Kirk Swing (Troop A); Secretary and Treasurer, Captain E. J. Albert (Adjutant).

305th Cavalry Activities

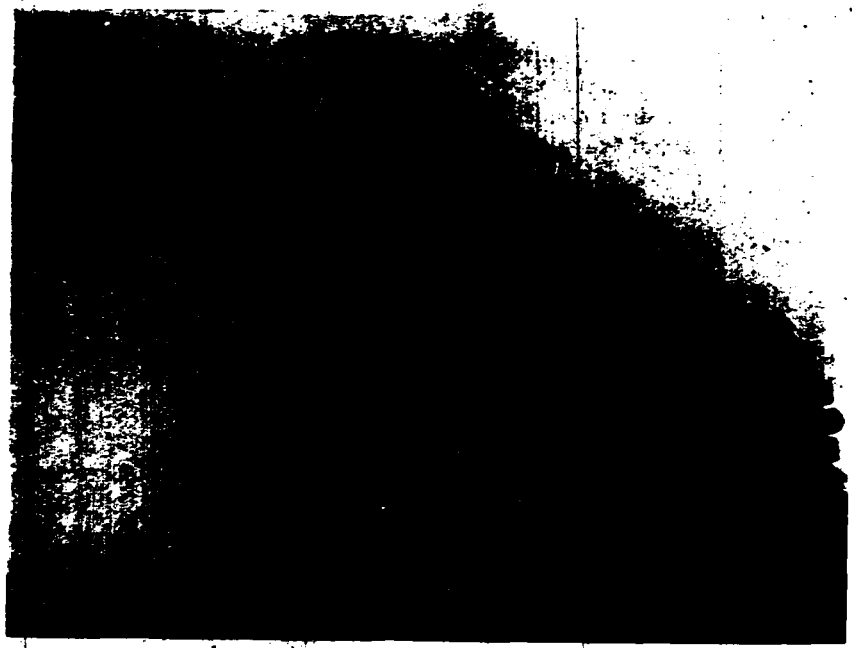
THE 1928--29 Inactive Training Period in the regiment, which commenced on October 1st, 1928, promises to be most successful, judging from the interest displayed and the number of officers and enlisted men that are turning out for this training.

The Equitation Class became so large that it was necessary to divide it into two sections, the Advanced and Basic. The Advanced Section rides and drills for two hours on Wednesday nights, while the Basic Section rides for two hours on Friday nights, and through the kindness of Captain Clement B. Wood, commanding the First City Troop, both these sessions are held at the historic armory of the First City Troop. On Sunday mornings the Advanced and Basic Sections are combined for a two-hour outdoor ride at the Quartermaster Depot.

This year's schedule includes two drills per week, and monthly conferences, map problems, and several tactical rides. The first scheduled tactical ride was a great success. The regiment marched to Wissahickon Farms Saturday, October 27th, a distance of eighteen miles, solving a tactical problem of ten situations en route. It spent the night at the

Wissahickon Club and returned Sunday afternoon, solving the continued problem on the return march. On this hike march discipline was particularly stressed and each officer was required to groom, feed and care for his own mount.

The regiment was well represented in the Philadelphia Fall Horse Shows. At the Bryn Mawr show, from September 26th to 29th, a member of the regiment took the first prize and blue ribbon in both



Equitation Class, 305th Cavalry
Sergeant Webb Working Without Reins or Stirrups

the Military Open Jumping and Military Olympic Jumping Classes, and a red, yellow and white ribbon in other military events.

At the Chester Valley Horse Show, on November 6th, the regimental horse show team won first, second and third places in the Military Jumping Class, second and third places in the Open Jumping Class, second and fourth places in the Handy Hunter Class, and second place in the Pair Jumping Class. The team consisted of Captains Livingston and Mitchell, and Lieutenants Fotterall, Taylor, and Town.

The regimental polo squad has started practice in preparation for Indoor Season, which commences on December 1st. Lieutenant E. A. Town, the team manager, has arranged several games with teams outside of Philadelphia, among these one with West Point on January 5th, 1929.

In order to encourage attendance at this year's inactive training, Colonel John C. Groome, President of the 305th Cavalry Association, has offered a most desirable prize to the officer or enlisted man who has the highest record of individual attendance, and Colonel W. Innes Forbes, Regimental Commander, has again offered a silver cup to the troop having the highest record of attendance for the year.

Officers of the 305th Cavalry Start on a Tactical Ride
Colonel W. Innes Forbes, at the Right of the Line, Takes the Regiment Out for Mounted Work from the Armory of the First City Troop, Philadelphia

306th Cavalry, Baltimore, Md.

THE Inactive Training Season of the regiment started with a conference in Washington on October 4th and one in Baltimore on October 9th on the subject of Mobilization and Organization.

These were the first of a series of instructional meetings to be held during the year, one in Washington on the first Thursday of each month and one in Baltimore on the second Tuesday of each month. At these assemblies it is intended to conduct a brief conference on tactical principles and the technique of their application, followed by a map maneuver on the War Game Map. From the attendance at the October meetings this promises to be a very successful season.

Rides are being held regularly for the members of the regiment living in the vicinity of Washington and Baltimore. Rides for the Washington squadron are held at Fort Myer on the second and fourth Sundays of the month at 9:30 a. m., and for the Baltimore squadron at the Pikesville Armory every Friday night at 8:00 p. m.

307th Cavalry

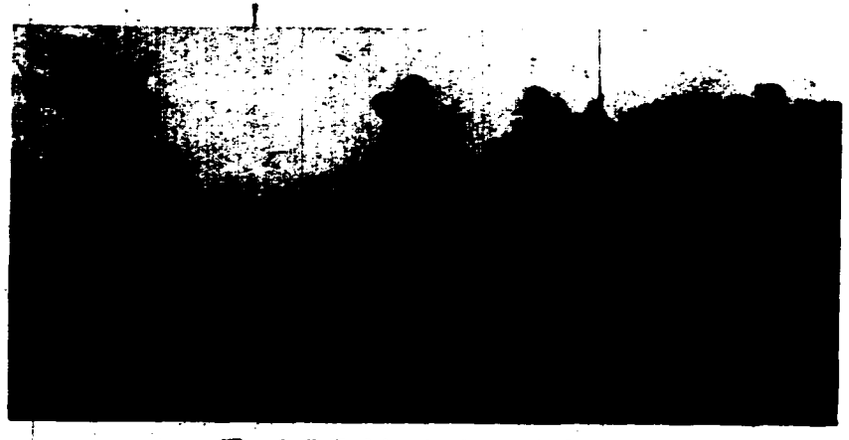
UNDER the leadership of Colonel Earnest, Commanding Officer of the 307th Cavalry, officers of this command are displaying a spirit of enthusiasm, and showing a real interest in the equitation classes conducted at the Deep Run Hunt Club of Richmond.

Effort is being made to obtain from National Guard officials a sufficient number of horses for all of the personnel of the 307th Cavalry who may desire to attend these classes.

Officers of this command have received an invitation to participate in the drag meetings held by the Deep Run Hunt Club.

308th Cavalry Notes

TWO years ago the Veterans' Bureau gave the 308th Cavalry the use of a field adjacent to their property at the Aspinwall Hospital, near Pittsburgh, Pa. Officers of the regiment first constructed a pistol range and then a sabre course on the property. During the past summer the need of a clubhouse became apparent. Funds being scarce, as they are



"Inactive" Training in the 308th Cavalry

apt to be in a military organization, the officers of the regiment pitched in and built it themselves. As a result the regiment now has an attractive and comfortable clubhouse as a center for its activities.

The clubhouse was formally opened on Friday, November 9, when the Division Chief of Staff, Colonel George T. Bowman, was present for the occasion. The informal "house warming" was held on Armistice Night, Monday, November 12. Sunday, November 11, nineteen officers of the regiment turned out in uniform for services at the church of the Regimental Chaplain, Captain Grover E. Swoyer. On Sunday, November 25, the officers held a turkey shoot on the pistol range with an attendance of eighteen. Turkeys were won by Captain George W. Conner, Lieutenant W. W. Haines and Lieutenant Wells Fay.

Attendance at the twice-a-week riding class varies between twenty and thirty. The October Unit Conference brought out eighteen and the November Conference twenty-eight.

154th Machine Gun Squadron

THE inactive training period for the 154th Machine Gun Squadron started on October 25, 1928, with a conference and practical work on the nomenclature, stripping and assembling of the Browning Machine Gun, Model 1917. Two machine guns were borrowed for the occasion from the Commanding Officer of Company M, 183d Infantry, Virginia National Guard.

This was the first of a series of conferences to be held during the winter for the officers of this organization by the unit instructor, Captain David H. Blakelock, Cavalry.

The officers of the squadron have also been holding monthly pistol practice on the pistol range installed in the 12th Street Armory and a great deal of interest has been shown in this work. There are several excellent shots in the squadron, and it is hoped that a pistol team can be organized in the near future for competition with local teams and with other units of the 62nd Cavalry Division.

The 462d Field Artillery Joins

THIS regiment of horse artillery, newly created under authority of recently revised tables of organization, as the organic artillery of the 62nd Cavalry Division, enters the pages of military history with every prospect of a brilliant future. Its organization is being guided by a Field and Staff composed of men prominent in business and social circles of Baltimore, experienced in military matters, energetic and enthusiastic, whose guiding principle is to imbue all with a thirst for military knowledge and a desire for service. Composed of World War veterans who, at no small sacrifice, have continued faithfully to support the National Defense policy of our country through the trying years of its infancy, of their sons and their friends' sons, all living in or near this city, this regiment is already, in the first days of its organization, "Baltimore's Own."

315th Cavalry

MAJOR RALSTON D. LIVINGSTON, commanding the Second Squadron in Boston, started off the inactive duty training of his organization with a bang by giving a dinner at the first meeting. It was the biggest turnout that the squadron has ever had. It was a live meeting, and barring only the yacht club dances at Burlington, there was more pep than the regiment has seen since its reorganization. As soon as the nosebag has enough coin in it the dinner will be repeated.

Two conferences and four equitation periods have been held in Providence. Animal management is discussed at rest periods of the riding class. Special instruction in training a remount is being emphasized. A

three-year-old unbroken colt, belonging to the instructor, is being used and the training will be carried through the year. Several officers have lunged it and some have ridden it .

The Annual First Cavalry Division Polo Tournament

THE First Cavalry Division held its annual polo tournament at Fort Bliss, October 14-28, under unusually favorable conditions. Two new factors were introduced this year to mark a distinct advancement in both performance and popularity.

The work on the newly grassed field in the bowl west of the Post Officer's Club was completed in time for play, resulting in a satisfaction to the dust-covered border riders and spectators that they have never known before.

The recently formed El Paso-Fort Bliss Polo-Horse Show Association with its three hundred civilian members from El Paso turned out in force to witness the games.

Three tournaments, providing a daily match over the two week period, furnished a variety of play and plenty of thrills for the enthusiasts.

In the Senior Tournament for the high handicap teams, the 1st, 5th, 7th and 8th Cavalry, Division Headquarters, and the 82d Field Artillery Battalion (horse) entered the best they had. The 7th Cavalry, 82d Field Artillery, and Division Headquarters survived the preliminary play. Division Headquarters, after a hair raising game with the artillery, went into the finals with the 7th Cavalry, which had drawn a bye in the semi-finals. The resulting match provided a contest, which for speed of play and exciting action has never been equalled at Fort Bliss. The Division riders successfully stood off the sustained attack and fresher mounts of the Garry Owen Quartette until the last two periods, when they went under on the short end of 10-7 score. The line up in the finals was as follows:

7th Cavalry	*Positions*	*Div. Hdq.*
Major P. R. Davison	1	Captain H. E. Dodge
Major Terry Allen	2	Major A. D. Surles
Captain T. B. Voight	3	Lieutenant J. S. Winn
Captain C. L. Stafford	4	Captain G. S. Finley

Each of the organizations also entered a team in the Junior Tournament which was won handily by a hard-riding four from the 8th Cavalry, which lined up with Lieutenant Sol Lipman 1, Major J. C. F. Tillson 2, Lieutenant R. L. Howze 3, and Lieutenant H. R. Westphalinger, back. The 5th Cavalry captured the Consolation Trophies after several hard matches.

As was mentioned before, polo at Fort Bliss has received a favorable impetus which will carry that thriving polo center a long ways ahead.

BOOK REVIEWS

The Remaking of Modern Armies. By Captain B. H. Liddell-Hart. 300 pp. Little, Brown & Co., Boston. $3.50.

Reviewed by Major George Patton, Cavalry

The Remaking of Modern Armies is primarily a book which should be read in an objective mood—a sort of "from Missouri" attitude.. This is not due to the fact that any thing it contains is wrong, but that many of its ideas are radical. In other words, their thoughts must be chewed to be digested, for if swallowed whole, like patented foods, their nutritive qualities will either fail to develop or else they will over-stimulate and produce mental colic.

Similar qualifying clauses, however, apply with equal truth to the works of all reformers, would-be or otherwise, from the beginning of time. Such people, due to the faith that is in them, are impatient of the slow changes of history. Indeed to them history, from which they drew their inspiration and knowledge, ceased to exist as soon as it had served its predestined purpose of lighting in their mind the lambent flame of a new idea.

Suddenly the veil is lifted, all is revealed, a New Heaven and a New Hell. They ignore the fact that this splendor which they behold is not new at all, but simply a corner of the same old show momentarily illuminated with the spotlight of special emphasis.

Furthermore in the passion of their new thought they forget the ages it has taken to evolve the system just anterior to their own, with the result that they attempt to revolutionize evolution with the inevitable congestive results.

Finally in the exaltation of fathering a new panacea for old ills, they ignore the wrestling maxim that: "There is a block for every holt."

Mechanization as a sure means of winning the war is certainly no more an epoch-making innovation than the initial discovery of the wheel as a means of movement; nor will it results be any more or any less revolutionary, though due to the diminished size of the earth its utilization may be faster.

The author begins his book with a very happy discussion of the lack of mobility which characterized the national armies of the World War, and then with the intemperate fervor of a true reformer, proposes by the adoption of an already partially discredited type of British Tank to produce a new remedy for an age old disease moreover which several times prior to the advent of the six-wheeler and the Martel-Morris Tankette has proven susceptible of evil by men; not machines.

Having dealt somewhat extensively with these experimental devices he gives in his chapter on the Rebirth of Cavalry a vivid and thought-inspiring picture of the tactical utilization of a mechanized striking force.

In his discussion of Gas, the subject is treated in the most constructive and unemotional manner which we have seen; though the harmony of the account is marred at the end by over-stating its potentialities.

The Napoleanic Fallacy, as Captain Hart is pleased to call a chapter dealing with the objects of war, starts well and while it cannot fail to arouse our animosity by its

bold attack on some of our most cherished ideas, it none the less must lead us to ponder seriously the infallibility of some of the doctrines we had hitherto swallowed whole. Unfortunately an anti-climax appears when we are informed that "Sudden and *overwhelming* blows from the air—could *destroy* Essen or Berlin in a matter of hours". Having learned by experience and by reading, the difficulty of *destroying* anything and the obstacles incident to the production of *overwhelming* instruments, one is tempted to suggest that for such cruel practices on impoverished German villages a steam roller of similar proportions would be as useful and as attainable. Moreover even the inspiring advance of our roller would be subject to some interference from the enemy, though, for reasons best known to enthusiasts, the places they envision are as alone as one of our former Presidents is supposed (from his own writings) to have been in Cuba in 1898.

In these chapters of the book dealing with the armament and drill of infantry, the author reaches a high level, and while his conclusions will cause apoplexy to attack many disciplinary drill enthusiasts, those who survive the shock will have to admit the telling logic of his arguments.

Certainly every officer on duty with the National Guard or Organized Reserves should read the chapter on the "Purpose of the Territorial Army". Not only is the subject treated in a masterly manner but the viewpoint of both the professional and the amateur are dissected and examined with great understanding; while there are numerous suggestions as to ends and methods of attaining them which are of great value to any officer engaged on such duties.

On the subject of Leadership, Hart will find his adherents and his opponents divided on the old ratio of those favoring selection and those opposed; but many of the arguments he adduces are new, at least to us, and most interestingly told. At times there appears a tendency which is always present with officers of one sided experience to over-stress the importance of theory over practice; though in maintaining his side of the case the author cites a clever story of Marshal Saxe in which, answering an old soldier who insisted that his opinions must be right due to his battle experiences, the Marshal replied that he had had a mule who had done twenty campaigns and was still a mule. Of course an apt reply would be that the author who had transcribed the remarks of Saxe was still a scribe.

The book closes with a discussion of the doctrines and training methods of the French and Germans since the war. These chapters are not only most interesting but they also supply in concrete form valuable information susceptible of wide application.

The question he asks as to the future of the French Army might, with some limitations, be asked of our own. The answer is fraught with great moment.

Soldier, Artist, Sportsman. Edited by Major General Sir Frederick Maurice. 342 pp. Illustrated. Houghton, Mifflin Co., New York. $7.50.

Reviewed by Major George Patton, Cavalry

"When through the gates of stress and strain
Comes forth the great event,
The simple sure sufficient plane
Result of labor spent,

The man who wrought the end unthought
Was neither saint nor sage
But simple one who did the work
For which he drew the wage."

These lines of Kipling's might well have been written as an epitome of the career of General Lord Rawlinson of Trent. His life as General Maurice depicts it for us through the medium of Rawlinson's diaries constantly impresses us with the fact that while we are reading of a great and successful man we are also learning about a very normal human person.

To the sportsman and man of action Rawlinson has a peculiar appeal. He celebrated his sixty-first birthday by playing back on a winning polo team while in the last entry in his diary we read:

> "I went to Dehra Dun to play cricket for Patiala against the boys—I greatly enjoyed myself and made twenty-one runs—."

All during his life he balanced work and play so justly that he never lost his zest for either. During his last years while Commander-in-Chief in India he not only reorganized the army, won the support of the legislature by his economies, increased the pay of the junior officers, but also found time to play tennis or polo daily, shoot tigers and participate successfully in the difficult and dangerous sport of pig sticking.

He utilized some of the remaining hours in painting and his work was accorded high praise by many eminent critics.

As one of his contemporaries said: "Lord Rawlinson works like a slave and plays like a boy."

Fearful lest our description of this sweaty hero may discourage those who give more reverence to the mental side, we hasten to add that in addition to his high command duties Rawlinson was at different times a member of the General Staff at the War Office and Commandant of the Staff College. True to his principles while Commandant he paid as much attention to the hounds as to the students and set a pace in the office and in the saddle such as vastly to benefit both the school and the pack.

Throughout his life Rawlinson was most fortunate both in his friendships and in his duties. Starting his career as A. D. C. to Lord Roberts in India in the eighties he returned to England for just long enough to graduate from the staff college, and then with his nose for war scenting trouble he took a leave and landed in Cairo just when Kitchener needed officers for his final advance on Khartum so that Rawlinson succeeded in getting a job and made the campaign of Omdurman as one of K's staff officers making a crescendo finish by having his horse shot under him.

Less than a year later we find Rawlinson in South Africa on the Staff of Sir George White. In this capacity he went through the seige of Ladysmith finishing the war on the staffs of first Roberts and then Kitchener and finally as the successful commander of a Flying Column.

His return to England was marked by his duty in the War Office and Staff College already referred to.

Among the many improvements he inaugurated was the introduction of a course in Amphibious warfare.

After some years at the college he left it to assume the command of an infantry brigade, and in 1910 of the 3d Division which he held until May, 1914. August found him out of a job, so for a short time he was shoved into the War Office in charge of recruiting; but in less than six weeks an accident to a general in France gave him his chance and he assumed command of the 4th Division in the last phase of the Battle of the Marne. He held this position for only a short time when he was detached and sent to Antwerp to direct the abortive attempt at its rescue. After a hectic nine days in which only his level head and unfailing spirit partially saved an impossible situation, he was relieved and assumed command of the then organizing Fourth Corps.

From here on the book proceeds in an unostentatious manner with the story of the trials and successes of first a corps, and then an army commander. But at no time does the account flag. Events of paramount historic interest are sandwiched in between accounts of personal adventure or spicy bits of intimate correspondence with the great ones of the earth.

In conclusion we repeat that while this book is interesting to all it is doubly so to the professional soldier, for in its pages we can trace the progress of a life similar in all respects to those with which we are familiar, and which by normal means and honest effort wrought at last the "The end unthought."

Custer, The Last of the Cavaliers. By FRAZIER HUNT. 209 pp. Illustrated. Cosmopolitan Book Corporation, New York. $2.00.

For more than half a century Custer has been the *Beau Ideal* of young cavalry officers, and this in spite of the unfortunate feud which divided his Indian War regiment, the 7th Cavalry, into two hostile camps, and of the fifty year controversy as to the responsibility for the disaster on the Little Big Horn, June 25, 1876.

While many young officers obtained high rank in the Civil War, the glamour of the meteoric rise of Custer was enhanced by his vivid personality, and his tendency toward the spectacular in deeds and dress.

Mr. Hunt in his book, while taking no liberty with historical facts, has contrived by means of vivid descriptions and suppositious dialogue to make this biography read like a romance.

That Custer was a descendant of a Hessian officer of Revolutionary days, named Kuster, is an interesting and little known fact. Born on an Ohio farm in 1839, Custer entered the U. S. Military Academy in 1857, and graduated in 1861 at the foot of his class. At the Military Academy he was chiefly known for his joyous spirit and disregard of academic regulations. On account of this latter characteristic it became questionable in the spring of 1861 whether or not he would be graduated, and was held back after the graduation of his class. But "Custer's Luck," in which he always expressed confidence, soon led to his following his classmates in time to get into the thick of the fight at the First Bull Run.

Thereafter Custer's brilliant exploits led him to rise from one command to another, until he became a Brigadier General in 1862 at the age of 23, in command of the Michigan Cavalry Brigade, and a Major General two years later, in command of the 3d Cavalry Division. There followed much spectacular work in the Shenandoah Campaign and in the last operations of the War, which led to the battle of Five Forks and Lee's surrender.

In the six months preceding the downfall of the Confederacy, General Custer's Division had taken 111 guns, 65 battle flags, and more than 10,000 prisoners without losing a flag or a gun, and without a failure to capture what he went for.

Although not mentioned by the author, it is interesting to note that in the grand review at Washington at the end of the War, General Custer's charger ran away with him, and his hat flew off. With his long yellow curls floating back in the wind, he was by long odds the most conspicuous figure at the review.

In 1866 Custer was assigned as Lieutenant Colonel of the 7th Cavalry, and joined at Fort Riley where the regiment was being organized. In the next few years he and his regiment participated in a number of Indian campaigns, the best known engagement of which was the Battle of the Washita in 1868, where Black Kettle and his band of Cheyennes were defeated and their village destroyed in a mid-winter fight.

CAVALRY JOURNAL readers are familiar with the Indian campaign of 1876 and the culminating disaster on the Little Big Horn, in which Custer's entire immediate

command of 225 officers and men of the 7th Cavalry was wiped out, and Major Reno's squadron narrowly escaped a similar fate. In regard to the responsibility for this disaster, the author aligns himself on the pro-Custer side and believes that but for the hatred that Reno and Benteen had for Custer, the result of the battle might have been different.

A few minor inaccuracies appear. For example, the Battle of the Washita is referred to in several places as the Battle of Wichita.

The book is for popular consumption rather than for the serious student of military history, or of the life of Custer. Withal, it is a very readable book and affords a pleasant evening's entertainment.

The War Department, 1861: A Study in Mobilization and Administration. By A. Howard Meneely, Ph.D., Sometime Fellow in American History in Columbia University. 400 pp. Columbia University Press. $6.00.

Reviewed by Major J. W. Long, Infantry (Office G-2, General Staff)

This exhaustive study of the confusion, inefficiency, and general unpreparedness which prevailed at the out-break of the Civil War is one of a series of Studies in Histories, Economics, and Public Law edited by the Faculty of Political Science of Columbia University.

Dr. Meneely presents a graphic account of the military conditions which were the natural and direct result of our traditional short-sighted military policy. In the preface he says:

> To contend that the government should have had at its command in the winter of 1860-1861 a standing army of 25,000 or 30,000 well-equipped men instead of about 16,000, and a sufficient civil organization to support it, is not to contend, as some would have us believe, that the United States should have been on a militaristic basis. It was no more than was needed for moderate defense. In proportion, it would have meant a force no larger than the United States maintains today. And after all, militarism is not a matter of numbers; it is a matter of spirit, of purpose. Neither Buchanan nor Lincoln had a spark of the militarist about him; it is highly improbable that either would have been any less conscientious, any less cautious, with 30,000 troops than with the numbers he had. But they would have been in an infinitely more effective position to repel an attack. If Lincoln had had such a force at his disposal, both North and South might have been spared much of the suffering, death and destruction that four years of civil war brought."

The author has turned impartially the light of historical research and evaluation of evidence upon the administrations of Buchanan and Lincoln, and has given us a clear insight into the characters of Secretaries Cameron and Floyd. He discloses the petty jealousies and political maneuvering which existed among the members of Lincoln's cabinet and the utter lack of system which characterized the raising of armies in 1861. On the other hand, he gives credit where credit is due.

Written in a lucid, entertaining style, *The War Department, 1861*, is a book which is indispensable to the student of National Defense and of great interest to the general reader.

104th Cavalry Book, 1928. 40 pp. Illustrated.

The excellent annual publication of the 104th Cavalry, Pennsylvania National Guard, serves a useful purpose "as a permanent record of its activities and a source of information for men and officers of the Regiment." The publication contains excellent instructive articles, with information on activities and personnel of

the regiment, and an up-to-date roster of the regiment. The description of the 52d Brigade annual night ride shows the enthusiasm for mounted work. The publication of such a year book by guard regiments could well be modeled on this attractive edition.

The United States Navy. By REAR-ADMIRAL THOMAS P. MAGRUDER, U. S. N. 127 pp. With Illustrations. Dorance & Company, Philadelphia. $2.50.

Reviewed by Major K. G. Eastham, Cavalry

The author, who has been the subject of wide comment during the past year as a result of articles on National Defense and the Navy which he has hitherto published, has written this volume in an understandable, matter-of-fact narrative style. He attacks no one nor any department. He sets forth his views as to the needs of the United States in battleships, battle cruisers, light cruisers, destroyers, submarines and aircraft carriers. One chapter is also devoted to the general subject of Sea Power and the Merchant Marine.

Each type of naval vessel is discussed and the proper employment of each is outlined. The admiral predicts that gun fire will win the decisions in the future as in the past, and, with this in view, advocates the continuance of the policy of the United States to arm its ships with the heaviest batteries.

The need for more aircraft carriers is emphasized, while the extended and increased duties of the destroyer and submarine are prophesied.

The book is profusely illustrated with official photographs from the Navy Department, and is dedicated to the memory of Representative Thomas L. Butler, 1855-1928, for thirty-one years a member of the committee on naval affairs of the House of Representatives, and for nine years chairman of that committee.

It is an interesting, intelligent and readable book on a subject at present much discussed in both private and public circles and a subject of vital interest to America.

Marching with Sherman. Being passages from The Letters and Campaign Diaries of Henry Hitchcock, Major and Assistant Adjutant General of Volunteers, November, 1864, to May, 1865. Edited, with an introduction, by M. A. DeWolfe Howe. 332 pp. With illustrations and maps. Yale University Press, New Haven. $4.00.

Reviewed by Major K. G. Eastham, Cavalry

This volume is the eighth work published by the Yale University Press on the Amasa Stone Mather Memorial Publication Fund which was established in 1922 by Samuel Mather, Esq., of Cleveland, Ohio, in memory of his son of the class of 1907, Yale College.

The first eleven pages, in the form of an introduction, relate the career and character of Henry Hitchcock, the opening sentence stating the purpose of the volume to be "to save from oblivion a remarkable young man's record of an experience quite extraordinary—his close association with General Sherman for seven months in the course of which he made his historic marches across Georgia and northward through the Carolinas."

The volume is most interesting and leaves the reader with the impression that first hand information is the surest way of getting facts. The letters, as well as the diaries, show the place and date in each instance and go much into detail, frequently describing scenery, camps, troop trains, etc. They also, in many instances, relate the plans of General Sherman, and indicate expected Confederate counter-plans.

The historical interest and value of the book is unquestionably great. It is a frank expression of the feelings of a high-minded, intensely patriotic man with a high sense of duty and a just and humane heart.

The immediate first-hand reports of Sherman's conversations, set down within a few hours of their occurrence, the account of the burning of Columbia and the story of the author's experiences as Sherman's messenger on an important mission constitute "an historic document of unique and permanent importance."

This volume should be in every complete military library.

America's Part. By BRIGADIER GENERAL HENRY J. REILLY, O. R. C. 326 pp. Illustrated. Cosmopolitan Book Corporation, New York.

Reviewed by Lieutenant Colonel W. J. Scott, Cavalry

The author has described in a most interesting and readable manner, the part taken by America in the World War and the effect this part had on the final outcome of that war. He makes it clear, beyond a doubt, that (a) war having been declared by the United States, there was no hesitancy on the part of our Government in accepting it and planning for its vigorous prosecution, (b) the American people gave their whole-hearted support to the demands of the Executive, (c) it was due to General Pershing's vision and determined character that American troops were properly trained for open warfare and fought under their own flag and officers, in American armies, corps and divisions, instead of being fed piece-meal into British and French divisions, (d) though far from home, the American soldier proved his ability as a fighting man, (e) American troops in France in July, 1918, gave to the Allies the strength necessary to enable them definitely to stop the German offensive and, by unceasing attacks, to allow the Germans no chance to recover and themselves take the offensive; an entire reversal of what had been the procedure during the three years just past, and that this resulted in ending the war in 1918, (f) the results obtained, in France, in 1918, by the Allies were due to the appointment of General Foch to "Supreme Command"; that is, supreme control of all the Allied armies in France, (g) the United States was not in the war for gain and at the peace table they took no indemnity.

If you took part in the World War or are interested in the history of the United States, you should read "America's Part".

"Without Censor." New Light on Our Greatest World War Battles. By THOMAS M. JOHNSON, Correspondent for the *New York Sun* with the A. E. F. in France. The Bobbs-Merrill Company, Indianapolis. $5.00.

Reviewed by Major Emer Yeager, F. A.

As a war correspondent at General Headquarters of the United States Forces in France, the author of this book had unusual opportunities for the observation of their operations. His view point was naturally much broader than that of the average member of those forces. He has amplified his personal observations and experiences by the consultation of available records. He has checked details with responsible American and German officers. The result is an impartial story, well written in an interesting style. It gives the reader a clear picture of the operation of the American Army, and contains enough detail to make it enjoyable reading for even those who are already familiar with its subject matter.

While Mr. Johnson has presented nothing entirely new to the regular army officer who has studied the operations of the A. E. F. at the various service schools,

or was in a position to know what was happening, he has related numerous details and incidents of which the average officer and enlisted man never heard, or at best was only aware of through rumor. Therefore this book doubtless will be read by the layman with considerable interest. However it is of value to the military student in that it offers a concise account of the strategical and tactical situations which confronted the A. E. F. commanders and relates many of the considerations which entered into their decisions. The interesting picture of the press censorship activities at G. H. Q. is well worth the study of all officers.

No doubt endless arguments will result from this book, relative to many such incidents, such as the story of how the marines gained such an outstanding reputation as fighters to the neglect of the remainder of the Second Division, and the story of the "Race for Sedan" between the 1st and 42d Divisions which was won, according to Mr. Johnson, by the French 40th Division. In this connection the author in his introductory note, expressing appreciation to a five-page list of officers for their cooperation and assistance, assumes full responsibility for the inferences and conclusions drawn and states that while his narrative is nearer the truth than the usually accepted versions, he has no illusion that it is the last word.

In short there is nothing startling in this work but it is well done, makes interesting reading, has some military value, and altogether is, in the opinion of this reviewer, entirely worth while.

MORE NEW BOOKS

In addition to the books reviewed in this issue of the CAVALRY JOURNAL, the following have been received and read in our Book Review Department. More detailed reviews will appear in a later issue.

Mexico and Its Heritage. By DR. ERNEST GRUENING. 728 pp. Illustrated. The Century Company, New York..... $6.00

Five searching visits to Mexico, covering twenty-four of its states, together with a remarkably extensive study of documents, have gone into the making of this volume. All sides of Mexican life have been minutely examined and the results of the author's studies give an authoritative picture of Mexico's present social, political and military status. The surprisingly detailed information available in this volume makes it an invaluable reference work as well as a highly readable analysis of all sides of Mexican affairs. This volume should be read by every cavalry officer.

Pistol and Revolver Shooting. By A. L. A. HIMMELWRIGHT. 482 pp. Illustrated. The Macmillan Company, New York. New edition $4.00

Many interesting phases of the subject are analyzed and discussed for the first time in the new edition, and the new text more than doubles the subject matter and illustrations of the former editions. New matter embraces Ballistics, Arms for Hunting, Arms for Home and Shop Protection, "Practical" Shooting, Exhibition Shooting, The Quick Draw, Stopping Power, etc.

Alexander. A Romantic Biography. By KONRAD BERCOVICI. 334 pp. Cosmopolitan Book Corporation, New York..... $2.50

Konrad Bercovici, after training himself by years of research, paints the magnificent picture of Alexander leading his army across the Hellespont, the brilliant smashing of the Persians, the colossal orgies of the army after the death of Darius and ten years of high adventure.

Squad. By JAMES B. WHARTON. 300 pp. Coward-McCann Company, New York $2.00

The chronicle of eight war time soldiers. Humorous and tragic, the story is a realistic picture of the life of a squad.

Meet General Grant. By W. E. WOODWARD. 512 pp. Illustrated. Horace Liveright, New York..... $5.00

The latest biography of General Grant, written in a clever and pungent style.

Stablewise: A Handbook of Stable Management. By LIEUTENANT COLONEL S. G. GOLDSCHMIDT, author of "Bridlewise". 100 Illustrations. Charles Scribner's Sons, New York..... $3.50

There are a multitude of books on riding, but few handbooks on stable management. This volume is proving as popular as "Bridlewise."

NOTICE OF ANNUAL MEETING

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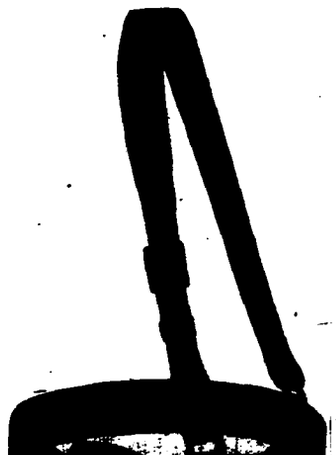

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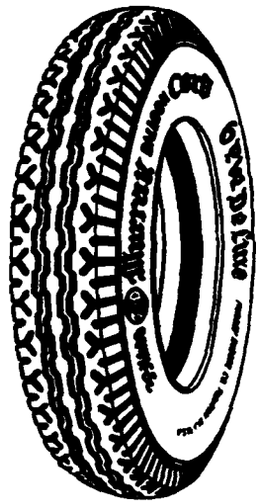

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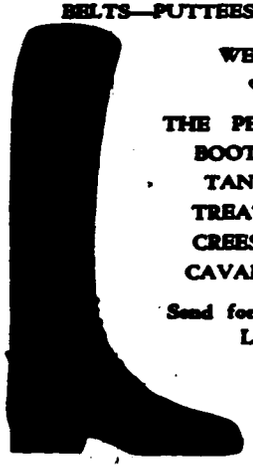

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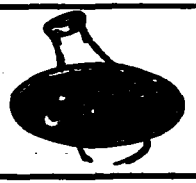
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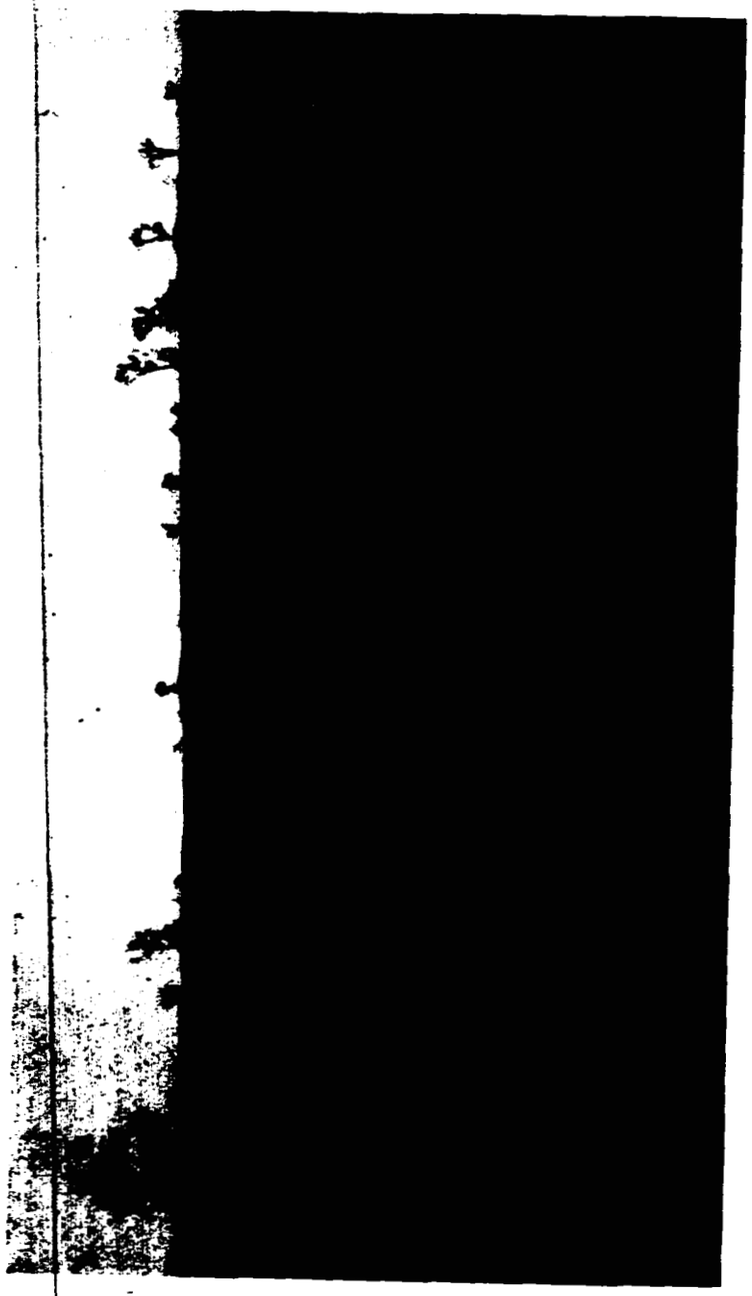


Troop A, 1st Armored Car Squadron

The
CAVALRY JOURNAL

VOL. XXXIX JANUARY, 1929 NO. 158

The 1929 Cavalry Division Maneuvers

MAJOR GEORGE S. PATTON, JR., *Cavalry*

IT IS MORE difficult to write of a maneuver than to judge a horse show. In horse shows one secures a friend with each blue ribbon; in maneuvers there are no blue ribbons.

Since, however, the guilelessness which induces one to accept either the judging or the writing job must spring from a forthright mind, we shall try to make our remarks as brief and opposite as are our awards.

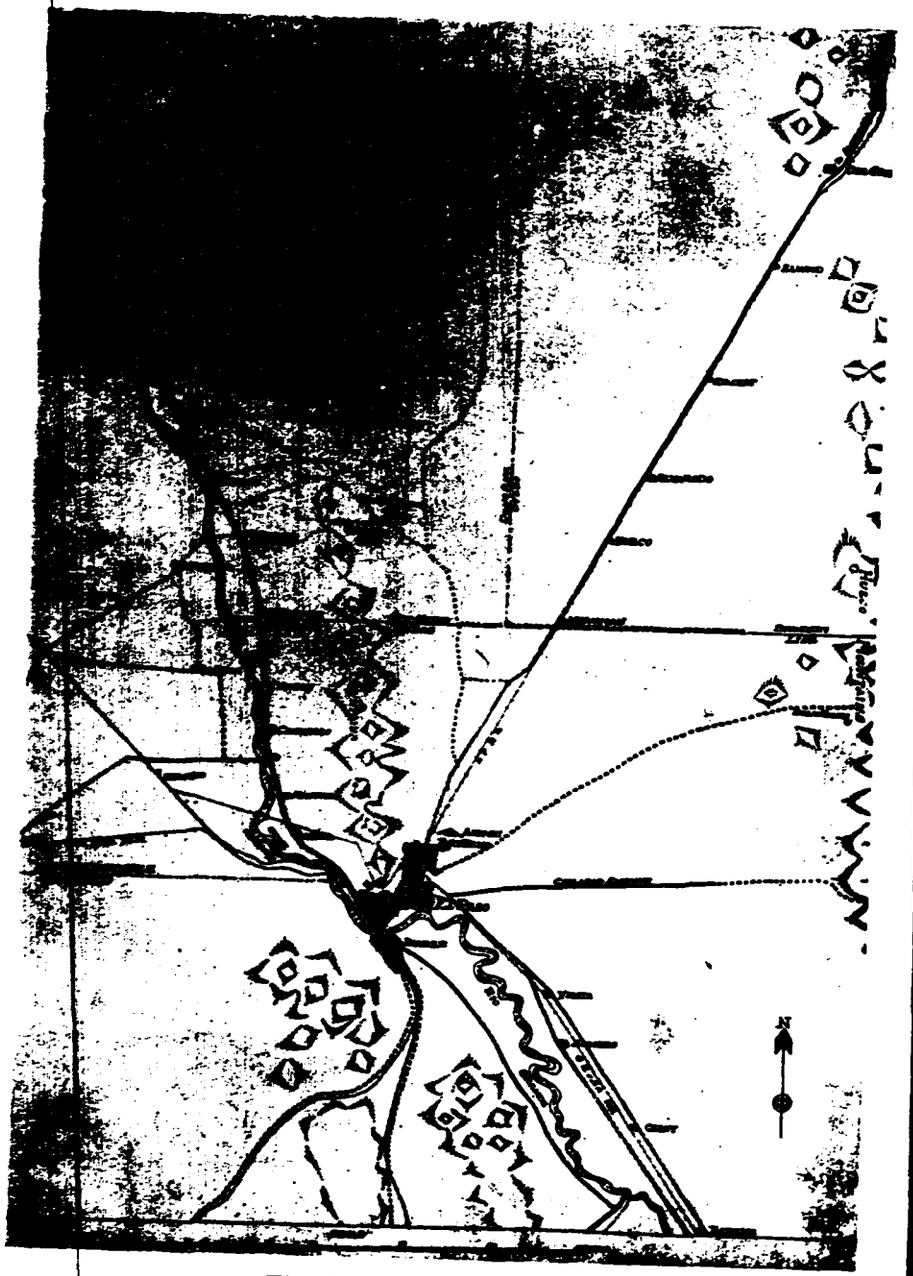
All the horrid events of October, 1929, leading to and culminating in the Corps Command Post Exercises were arranged so as to follow the probable course of a campaign in which the Browns were the invading Etruscans and the Whites the defending Romans.

The two first situations centered around attempts of the invaders to cover the loading and withdrawal of large quantities of stolen property from areas along the railway east and west of El Paso. Special interest is attached to these operations because they were so drawn as to bring out the relative strategic and tactical mobility of two forces—the defenders composed of dismounted portee cavalry and armored cars, while the attackers were normal cavalry.

The results seemed to us completely to accord with the reported remarks of a French officer commanding portee dragoons to the effect that: "Their strategic mobility was excellent; their tactical mobility zero."

In the third and fourth situations the Whites had to employ cavalry and armored cars in offensive defensive operations. In the third situation this took the form of an attempt to delay two Brown units approaching Fort Bliss from the southeast and north. In the fourth problem the Browns had to delay the Whites in order to permit a convoy time to traverse a bridge.

The next two situations—the fifth and sixth—gave a chance for



The El Paso Maneuver Area

two cavalry brigades, each with artillery and armored cars attached, to try their mettle in the attack and defense of Filmore Pass. The Whites in each case being the attackers.

In the seventh phase it fell to the Second Brigade Whites to hold a bridgehead over the Rio Grande at Mesquite against the attack of the First Brigade Browns.

The eighth phase was to have been a division in attack, dismounted, using ball ammunition. Unhappily the intervention of Napoleon's fifth element (mud) in the particularly adhesive form prevalent in the southwest, prevented the staging of this problem.

Next came the division on the defensive against an outlined enemy.

And, finally, the maneuvers ended with a twenty-four hour Corps Command Post Exercise in which some physiological change having occurred, each headquarters, down to the regiment, found itself suddenly translated into the next higher sphere of the military hierarchy.

It is quite patent, though seldom admitted, that being human we are fallible.

The purpose of maneuvers is to show up these errors, to plow as it were, the hard-plan of our self complacency so as to admit the sunlight of experience in the hope of germinating some seeds of added understanding.

In essaying the role of plow we claim no infallibility of understanding and simply state our personal opinions as to the lessons taught.

Armored Cars

Due to the fact that these exercises marked the debut of the armored car in maneuvers with our cavalry, it is probable that the machines attracted more than their due share of attention. Yet it is undeniable that they put up a splendid performance and that the officers and men manning them deserve the greatest praise. Their ability for delaying actions was most marked; while, due to the fact that most of the Texas roads are unditched and unfenced, they were able to leave them with more facility than will usually be the case. Another local characteristic which induced some to over-value their performance lay in the fact that in dry weather the plains of the southwest can be quite readily traversed by wheeled vehicles so that in many cases the cars assumed the duties of light tanks and performed them in a most efficient manner.

Their invisibility was surprising. On one occasion a number of observers, hearing firing, searched a slope some 800 yards distant with their glasses, but could only locate several clumps of bushes. Sud-

Pack Train on the March

denly one of these clumps did a Burnam Wood and rolled out of view. It was an absolutely uncamouflaged car.

The principal lesson learned with respect to fighting against armored cars is that, since they go best on roads, the best place to fight them is off the roads.

Another lesson was that in rolling country they possess considerable ability to support the attack of mounted or dismounted cavalry with oblique fire.

Efforts to cover their withdrawal by the use of smoke emitted from the car were disappointing, due probably to the everlasting wind and treeless nature of the country. Further experiment in wooded or hedged country may well prove the value of such screening methods.

Umpires had a tendency to over-value the effect of moving fire from cars. When blank ammunition limits fire effect to noise they are certainly quite impressive, but our experience with moving fire from tanks leads us to be skeptical of its lethal value.

Covering Detachments and Advance Guard

In many cases it seemed that the distance to which these forces were pushed out was insufficient. As a consequence the main body was frequently subjected to fire from enemy in position or else the information secured as to his location and movements arrived too

late to be of tactical value. Another cause for the delay in the utilization of the information derived from these detachments sprang from the custom—highly commended by our service schools—of having the commander remain back with the main body instead of accompanying the leading elements. Such a system may conduce to longevity but is hardly compatible with speed. This is particularly true in cavalry versus operations.

Patrols

There was constant comment by all observers on the lack of information secured by this means. This defect was partly due to unavoidable restrictions imposed by the situations which prevented patrols from being sent far out. This taken in connection with the rapid rate of cavalry movements prevented the patrols getting the information back in time for it to be of value. The conduct of the patrols we observed and the energy of their personnel were most excellent.

Bold Riding

The ability of the regiments to move rapidly for long distances either by road or across country was remarkable, while the excellent condition of the horses at the end of the maneuvers spoke volumes for the care and efficiency of their conditioning and training.

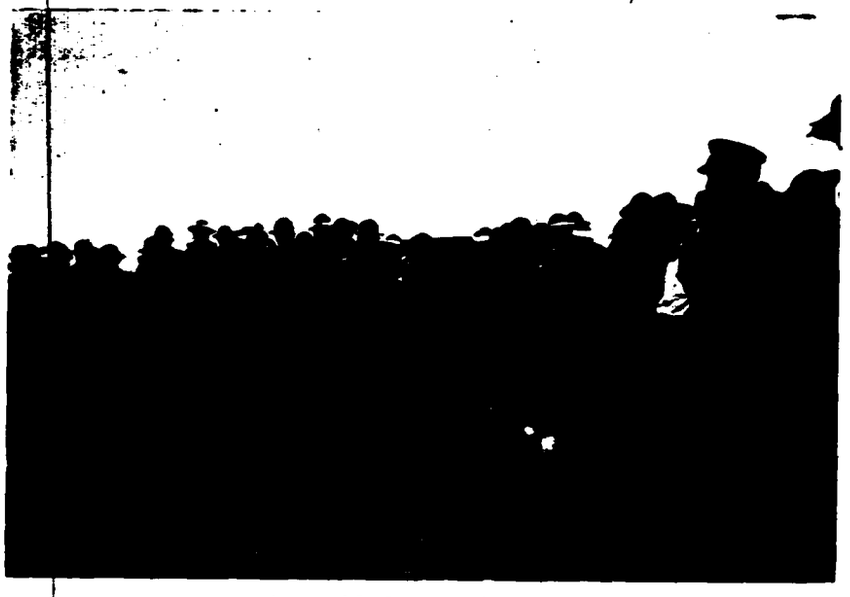
Another surprising circumstance was the very small number of shoes lost, despite the fact that the going was often deep and always rough.

The 37mm Gun

Four methods of carrying this weapon were used. In pack, as a field piece with a limber, in light wagons and on a two-wheeled two-horsed cart. Though all functioned well, it was generally believed that for all purposes the pack method was most useful. A shorter trail, or one capable of being hinged, would add to the ease of packing. The Cavalry Board is developing such a trail.

If our memory serves us, Frederick the Great was once informed that his Austrian enemy had only one flank—the right—exposed as the left was resting on an impassable obstacle. When he heard this Frederick said to the officer, General Lloyd, who had made the reconnaissance: "Are you quite certain that his left can't be turned?" "Yes, Sire," replied the Scotchman. Then, said Frederick, "We shall envelop his left for, if you are certain it is safe, he will be also."

A captain of cavalry stationed at Fort Bliss must have heard of



Assembled for a Critique

this story for he not only took his troop over an impassable mountain but also dragged a 37mm gun along with him.

Skirmish Lines

"Lost to sight (in the T. R.'s) to memory dear" is certainly true of the skirmish line for, despite much spilled ink and fluent conversation anent the virtues of a line of groups, there was a most persistent reversion to lines whenever dismounted formations were used. On the other hand, the mechanism of fire direction and control in the lines were splendidly executed by noncommissioned officers and men.

Machine Guns and Rifles

The great access of fire power which cavalry has derived from the increased use of these weapons was most impressive.

It is an open question, however, whether the machine rifles would not be more effective if combined by squadron in all actions where the squadron acts as a whole in combat with other cavalry. There is nothing in the present organization which prevents this, and in some future maneuver it might be well to try it out. On the one occasion where we saw this method used it seemed effective.

Airplanes

The information each side obtained through dropped messages from its observation plane was not only good, but too good, because undue reliance began to be placed on the constant and accurate reports dropped. It is felt that, in future, a more realistic situation could be induced by placing certain restrictions on the observation planes instead of having them, as in the last case, completely unmolested either by ground fire or the attack of hostile aviation. For example, planes having been assigned to each side, an umpire ruling might be sent to the airdrome announcing to the Brown plane that it could only observe between the hours of 10:00 and 11:30, and to the White plane that its observation would be limited to the period from 8:00 to 9:00 and from 11:30 to 12:00. With these restrictions affecting the planes and the ground commanders uninformed, conditions of uncertainty similar to those liable to arise in war might be engendered. One of the particularly excellent performances by the airplanes was not known to many observers, due to the fact that it had no bearing on the problem. But it is none the less true that an airplane using radio kept in constant communication with the division headquarters during the entire brigade period, and by its messages kept the chief umpire accurately apprised of the changing situation.

Artillery

Due to the fact that the bite of artillery is much worse than its bark, particularly when that bark is limited to blank ammunition, the great value of the 82nd Battalion (horse artillery) with the division was not brought out. Yet on every occasion when its fire was demanded it was there in place ready to deliver it, while its marching power and condition of equipment were of the highest order. The usual claims were made by enthusiastic gunners, either machine or 75, that annihilating fires were brought on massed enemy formations at effective ranges. While it is perfectly certain that such fires would be brought on massed troops it is equally beyond question of doubt that they would not remain on them long because, human nature being as it is and the horse having the speed God gave him, it does not take long for complete dispersion to occur.

Envelopments

While many observers did not concur in the views to be expressed, it seemed to us that commanders were a little chary about making a full use of the mobility of cavalry to effect very wide turning move-

Headquarters in the Field
General W. C. Short, General E. L. King, Major George Patton, General C. J. Symmonds and General H. W. Hawkins.

ments with a view to the delivery of an attack, not from the flank, but from the rear. This reluctance to reach far out is partly traceable to the fact that many officers have graduated from schools where a great part of the map problems deal with infantry, where very wide movements are impossible, and have subconsciously absorbed fixed ideas as to justifiable extensions based on such problems. The advent of armored cars which can be used to protect the inner flanks of such turns seem to us to have given impetus to this class of operation.

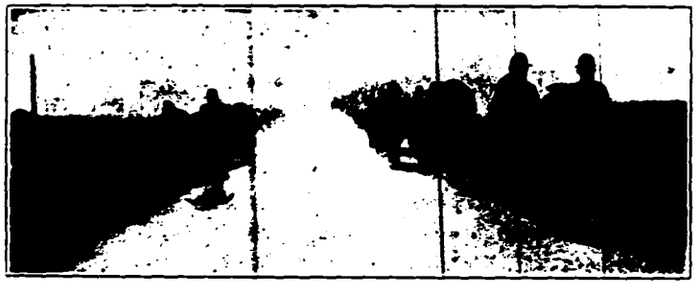
Control

There were many comments at all critiques concerning the lack of control over units once they were engaged. It is our very personal opinion that often such comments were incorrect.

In dismounted actions control is certainly possible. So it is in map maneuvers dealing with mounted troops. But until some much more perfect and simple radio is available, or until we can devise a scheme of thought transference, it seems doubtful if very much control can be exercised over such fast moving units as cavalry or mech-

anized forces. Instead of complaining about the absence of control it might be more advisable to so simplify out tactical ideas that less control will be necessary. Possibly a modified application of Nelson's dictum of "Attack the enemy wherever you meet him" might produce better results.

In glancing over the rather alarming list of imperfections we have had the temerity to adduce it might seem that many defects existed. Such is not the case. The final remarks of the Corps Commander, General Lassiter, and of the War Department representative, General King, should make the cavalry division not only proud of its achievements but confident of its future.



Philippine Campaigning

The following letter was written by General Charles Morton, then a major in the Fourth Cavalry, to his brother in the United States. Written in the field at the time of the incidents described, it gives a vivid picture of the type of campaigning done by the cavalry during the Philippine Insurrection, thirty years ago. The original letter was furnished the JOURNAL by Colonel C. E. Morton, son of the writer.—EDITOR.

San Miguel, Luzon, P. I.
December 15th, 1899.

WE got in here yesterday after a very adventurous trip. We culled out our worst horses and weakest men at Cabanatuan and evened up our six troops to fifty each and, with five days' rations packed in saddle pockets and on lead horses, left that town 6 A. M. on the 9th inst. to reach a point near Sibul, a few miles east of this town, which was to be taken at daybreak. (The order said the 10th, by troops from San Isidro.) We were to cut the enemy off from reaching the mountains on the east. We followed the main road to San Isidro, to a point below Santa Rosa, in order to cross the streams on the bridges and avoid the muddy rice paddies and bad crossings on the direct trail, and at the same time deceive the enemy as long as possible as to our probable destination. Before leaving the road three men from one troop of my squadron had to be left on account of sickness. We turned to the left and followed trails and the river bed to Penaranda where we rested two hours and fed our horses rice straw. We then followed trails, guided by a native we picked up at Cabanatuan until 11 P. M., plunging into the struggling through quagmires in the darkness that exhausted the strength of the poor leg-weary horses and patience of the riders. Finally we dropped in the long, coarse grass and slept until daybreak, waking up cold and wet from the heavy fall of dew.

We marched until 8 o'clock, walking much of the way to save our animals. Coming to a rice paddy we halted to give them feed and cook our breakfast. We were within three or four miles of San Miguel, almost due east.

We had listened all the morning in vain for the firing of guns. Starting at 10 A. M. we had not got half a mile, and making our way in columns of troopers through a rice paddy, when fire was opened upon our advance guard and the head of the column, wounding a corporal who was acting interpreter and accompanying the colonel.*

My squadron was leading that day. I deployed it as skirmishers and we sailed in. We had a very brisk fight, the enemy breaking and

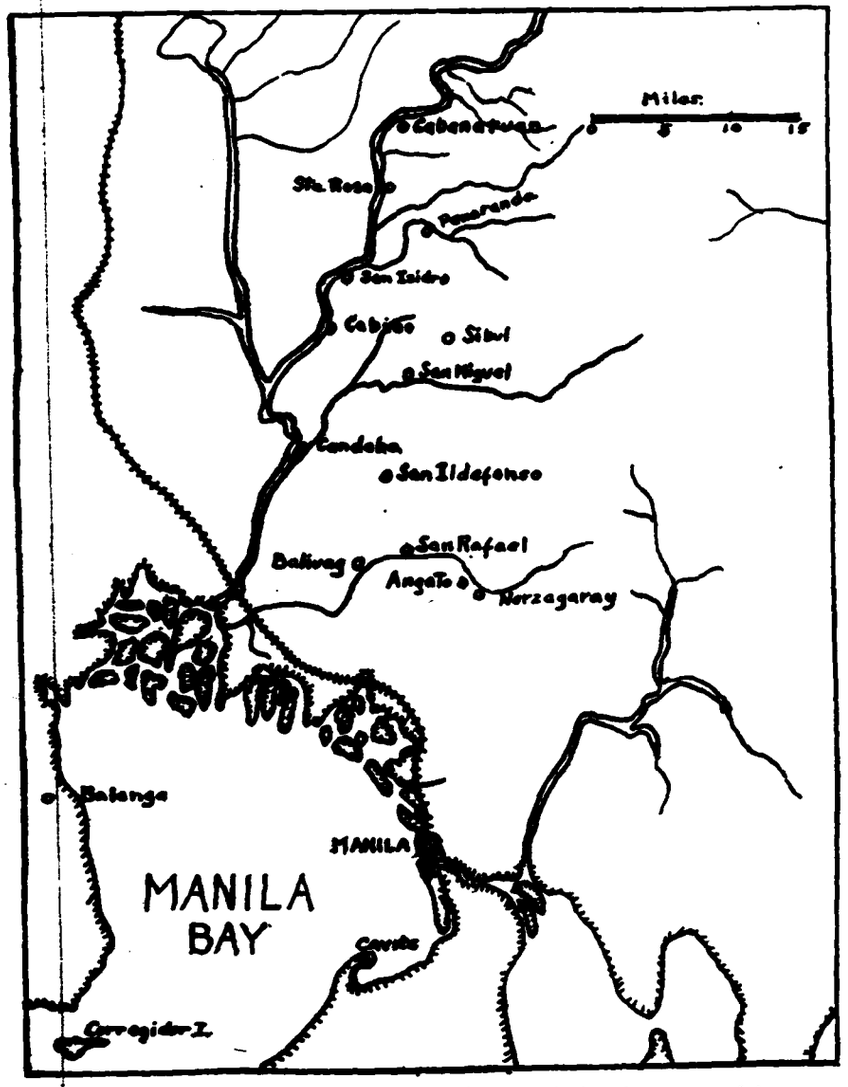
*NOTE: Colonel Edward M. Hayes, now deceased.—EDITOR.

we followed as fast as we could and till some men succumbed from exhaustion. The rice paddies were so muddy that the tired horses could not be utilized by the other squadron. A corporal, Richardson, of Troop H, was wounded in the thigh and has since died from tropical gangrene though the bone was not touched. He was a most excellent man and was for some time acting as Sergeant Major of my squadron. To me the Philippines are not worth his loss.

Three dead Filipinos were found on the field and two wounded, one of whom died; shot through both hips. The trails had blood upon them, and natives have told us they had six wounded. Troops on the drill ground could not have deployed with more coolness and deliberation. Our wounded delayed us some time as we had to construct litters and carry them. The prisoners told us the enemy was 200 strong, General Pio del Pilear's forces, and that they were going to Sibul. We kept on to that place and a mile or two out captured an insurrecto who rode into our advance guard at a short turn of the road. He was from Sibul and was so badly scared he choked up when he attempted to talk. He said there were 200 insurrectos in Sibul—100 men and 100 "infermo." Sibul has a large sulphur spring and is a health resort where General Pilear had had his wife and family for a month or two. We struck many mud holes out near the town which we could not see—a long quagmire our horses could hardly struggle through.

The headquarters party, myself and a few men had just gotten through it when the advance guard commenced firing. I waited for a few more men and pushed forward. Each man, as he got on to solid ground, pushed forward—and we went through the town on a string bean charge. A bull cart was stuck in the mud in the outskirts and soon the firing ceased. The advance had killed one of the enemy in the running fight but we had no one hurt. I report only what we saw and make no estimates. We returned to the town and camped in its streets. We found the bull cart contained General Pilear's official records, his wife's plunder and much provisions, clothing, etc., some eight or nine Mausers and ammunition. I was too tired to gratify my curiosity and thereby lost my share of the venison, though someone gave me some of the large quantity of cigarettes. All got some of the latter and I see the men still smoking them. It was a busy day and we were tired of chasing and we put out very few outposts, preferring an attack rather than the trouble of hunting them.

Still we did not know what was going on at San Miguel, and the wounded were a care and impediment. At 8 o'clock P. M. we sent up a rocket as agreed upon to show our position and we looked in vain



Sketch showing the district in which the Fourth Cavalry operated in December, 1899

towards San Miguel for one. We could get no native to take a message there and we had received no word as was promised. We were not alarmed, but incumbered with the wounded. We got a native we had brought from Penaranda to take a message to that place and on to San Isidro. We were afterwards told a doubtful story by the natives that he was stopped by the insurrectos—as a fact the message was never delivered.

Getting no news, the colonel next morning called in Major Augur and myself to consult on the situation. We agreed that San Miguel must have fallen twenty-four hours after the appointed time, and by a slight detour from our course for the day we could approach nearer that place and send in a party for an ambulance, which we did, after carrying one of the wounded nearly all day, but delayed much by small attacks and chasing small squads.

As a fact, the advance on San Miguel was delayed one day and found empty, the enemy leaving after our approach in their rear became known. Troops from Baliuag had moved on this place and had given them fits at Ildefonso and Norzagaray, and they were completely demoralized at all points in this section, and had no set plan I suppose. But we did not know this. We struck a large fresh trail leading towards the notorious stronghold, Biac-na Bato, but too late and impracticable to follow until we got rid of our wounded. An ambulance came in the night and in the morning we started out on the trail, retracing our steps for some distance to a point where we had had considerable scrapping the day before. We soon found a trail well beaten by the enemy leading towards the famous stronghold the Spaniards could never penetrate, called Biac-na Bato, where sixteen insurgents stood off between 800 and 900 Spaniards in 1896, and where the treaty was made with Aguinaldo purchasing peace so much talked about by the press.

We had with us a prisoner we caught in one of the scraps the day before, but he could speak only Tagalo. But we had a Tagalo that we brought from Cabanatuan who could understand and speak Spanish and a soldier of the 34th Infantry who is from Los Vegas, New Mexico, who could talk with him. I will not try to give you the details of crossing and recrossing deep gorges and muddy ravines and finally coming out on a fairly good mountain trail along which there was a telegraph line leading to the stronghold. This we cut. We kept passing lookout and outpost stations, and finally heard the cracking of rifles in front. Our poor weary horses could hardly keep up with our intrepid advance guard under Lieutenant Arnold* of my squadron. We finally

*NOTE: Lieutenant Frederick T. Arnold, now Colonel, retired.—EDITOR.

wound down into a large pocket where there still remained many—what we call—shacks that had been occupied by the insurgents as barracks and storehouses and the residence at one time of Aguinaldo himself.

A Spaniard we had found in a shack on the trail in the morning told us that thirty insurgents had passed into the stronghold. So that is probably the party that our advance ran out of this pocket. As we wound down the hillside one insurrecto opened on the column with a Remington rifle and fired a dozen or more shots. One cut a twig close to the Chaplain who then jumped down and commenced firing with a small party. I asked him if he had blood in his eye and loot in his heart. He looked up and said, "I will do anything I can for these poor people, but I will shoot at any man with a gun in his hands." Our chaplain is a wonderfully fine man, the very best I have ever seen of his class, and he can see more ways to do good and be helpful than any man I ever saw.

This place was impregnable for troops without artillery if courageously defended. But we have been demoralizing them since they see that the cavalry can and will go anywhere and with a rush. It is pleasing to me to say "I told you so"—and you know I did last summer—that I would rather have 3,000 cavalry with pack trains than 15,000 or 20,000 more infantry. We have not had pack trains and have done much more than has ever been done before. But with pack animals we could have done twice as much in the same time, done it more thoroughly and with half the wear and tear on animals and men. But, like the Cuban Campaign, it has been a success and that always settles an argument and cuts off inquiry. There was a useless slaughter of our men at San Juan through the worst possible mismanagement, but the blunderers were promoted with indecent haste, while most of the army thought they would be courtmartialed. I have wandered somewhat from my theme.

The man in the tree was silenced, someone saying they saw him drop. No one had the curiosity to climb among the rocks to see if he simply quit or skedaddled. But the infantry that has been there since and heard our account of it have reported to General Lawton that they found a dead insurrecto and a gun under the tree.

Our valiant advance was below him in the creek canyon while he was firing at us, but pushed up the trail. The colonel halted the column here to wait their return, intending to go back a mile or two to some rice fields to camp, as there was nothing for our horses to eat. We waited hour after hour, not daring to abandon the party, and it being too late to hunt rice paddies, the colonel concluded to bivouac

for the night after a messenger had come from Lieutenant Arnold that he had struck the stronghold, etc. Lieutenant Arnold got back not long before dark and reported a terrific trail up a bosky canyon that was next to impossible to traverse afoot; where a dozen men could stand off an army, with lookout stations from point to point, etc., etc; that the store house contained over 30,000 pounds of rice alone, many arms, bolos, etc., etc., including ninety-five sticks of dynamite and ammunition. They brought away all the plunder they could, such as valuable instruments, swords, money, etc., and set the house on fire, and believed there must be much beyond in the mountain fastness.

All were anxious to explore the place whatever the peril, and run the enemy out and totally destroy the stores. The colonel believed that the lieutenant had destroyed everything. I insisted that that was only guesswork, that we ought to know, and I was willing to undergo the physical effort to determine just what was there and to show the enemy we could drive them out of any place. The colonel pleaded our horses were on their last legs and were wanted for the campaign. I told him to give me twenty men from each troop and he might take the horses away for feed and he might send them back to us as we would join him anywhere. He said the effort was too great for the men, and he would not leave a part of the command in such a situation. I said I thought the information might be worth some sacrifice of future expectations and I would take ten men from each troop. Finally he said I might go.

* * *

Norzagaray, Dec. 20th.

I was interrupted at the above point and have had no opportunity to continue till now.

One squadron of the regiment was ordered into Manila and one to remain in this country, one troop at San Miguel and two with the squadron commander at this point. A rule was made to fit the case as desired and my squadron was designated to remain. The other troop was absent—in McArthur's division. So I left San Miguel early the 17th, took the road to Baliuag through Ildefonso and camped at San Rafael. The people were very hospitable and begged me to get some troops stationed in their town, that they were friendly to the Americans and were afraid of the "ladrones", composed of the scattered remnants of insurgent forces.

It is a beautiful town—principally one long beautiful avenue—numbering 7,000 in population. I accepted a fine residence and the

—U. S. Signal Corps Photo.

Troop K, Fourth Cavalry, mounted on native ponies, passing through a Philippine town in 1899.

owner told me that if I came there to remain I should have it all the time. We marched along the north bank of the river nearly to Angat. This has been a fine place, I should judge, from the numerous ruins of apparently fine buildings probably destroyed by the insurgents, because belonging to wealthy Spaniards. A company of infantry belonging to the battalion is stationed there. We arrived here about noon, the 18th, and found that Major Short* and the three other companies of his battalion of the 35th Infantry hold down this place. He and most of the force were away looking for Pilear towards Santa Maria, having learned that that fleeting gentleman was in that direction.

Short is from Cleveland and was sent to my troop for initiation, precept and example when first appointed in the army. He was soon in harness in the Garza troubles and found a fine field for his energy, daring and recklessness. He was wounded storming the trenches at San Juan, and he has had the most perilous trip of any officer (excepting those with him) in the Philippines, I believe. I cannot give you details.

After two reconnaissances had been made towards San Miguel from San Isidro and reported three lines of intrenchments—which General Lawton was not satisfied could be true—he sent Short, two officers and fourteen picked men to advance, find out and report upon

*NOTE: Major Walter C. Short, now Brigadier General.—EDITOR.

the strength and nature of the first formidable resistance that would be met in an advance upon the place. The bridges had been destroyed and the General wanted to know if he would have to have artillery in the movement. Short and party went beyond the Filipino intrenchments but got in a trap between two rivers with only a bamboo pole to cross either, was ambuscaded and surrounded on three sides. He was under fire for hours, resisting and retreating, and while it is a marvel that all were not killed or taken prisoners, it is miraculous that all got back and but one wounded. Two or three canteens, haversacks, etc., etc., were shot through and some fainted from exhaustion but they all got back together and brought the information desired. This was why the General was one day late taking San Miguel (according to our instructions) while we were whooping along behind the place. The fight would have detained the enemy a few hours. The General advanced without artillery as soon as Short reported. I was pleased to learn he would be under my command, and he says he is pleased that I am the one to have command over him, but that he did not know who was coming until he saw me on the street when he returned. It has been raining blue blazes ever since I got here and has interfered with an enterprise I have on foot by raising the streams and making the country impossible. Our telegraph line does not work and we are cut off from the world by bad roads.

This is a beautiful country but a miserable rumble-shackled town without a decent house in it. We have no tents and, owing to the rain, I had to dispossess many people of their shacks. I sympathize with these people very much over the chaotic condition of political affairs. I have not seen an officer who has not expressed surprise over their uniform degree of civilization. I expected to see, or rather find, a few wealthy and educated, like Mexico, and the rest barbarians. There are many highly educated, but all have homes and home life. Simple, it is true, as the climate requires very little clothing, wood only for simple cooking, and a sheet and pillow for bedding. They seem to live almost entirely upon rice, a few eggs and a little fruit. They are docile and tractable and I believe susceptible of a high education and civilization.

I might as well go back and finish what I was going to say about the Biac-na Bato affair.

The colonel said he would not order the men to go, in their physical condition, but would permit volunteers. Counting myself, one of the doctors and Major Beach*, who had been with us since we left Cabanatuan, ten officers volunteered. Beach is a captain of the 3d, but

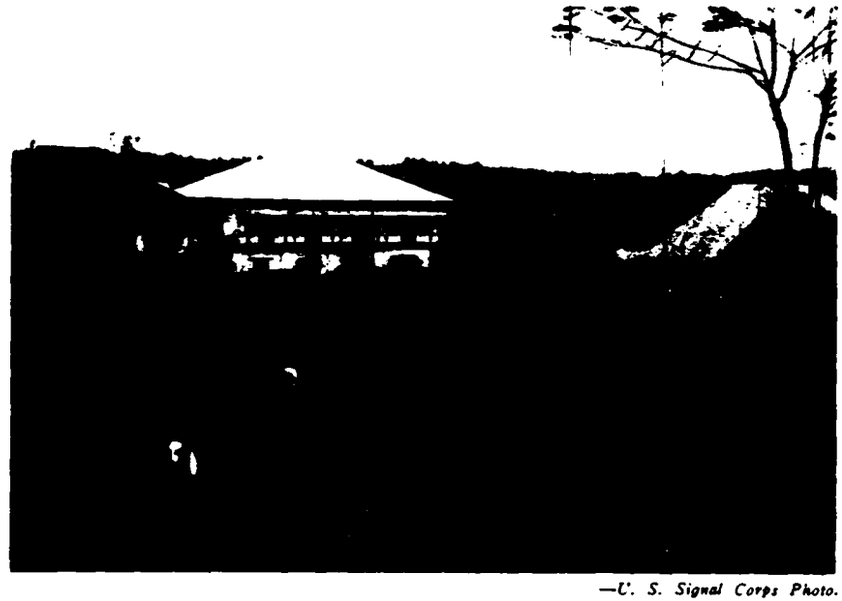
*NOTE: Major William D. Beach, now Brigadier General, retired.

a major and inspector of volunteers and, you may remember was for years my first lieutenant. We selected ten of the most robust men of the volunteers from each of the six troops and, counting officers, hospital corps men, orderlies and all, we numbered seventy-eight to start at 6 o'clock in the morning. We could not start earlier, the canyon was so dark.

I got hold of the insurrecto prisoner we had and the native guide that we brought from Cabanatuan and had a long talk with them. They both spoke of the place with awe and said the Spaniards had fought many battles there but could never get in, that the natives rolled rocks upon them, etc., etc. The prisoner said he had been before to the place we were then, but not up in the terrible stronghold The guide had never been there even, but like all the natives all believe that as the last resort the insurgents can there dictate their own terms for peace.

We were off at the appointed hour, I giving Lieutenant Arnold the advance. It was a deep box canyon with the bottom covered with boulders, so we had to crawl on hands and knees many places and jump from rock to rock, crossing many times the running stream that wanders from side to side.

Lookout stations were passed from point to point, and many places where a few men could stand off an army. One place we passed through a crevice in a large rock where but one man could pass at a time. At one place there was a high natural bridge that could not be passed under on account of the jumble of large boulders and rocks that filled the gorge. On the south end there was a chasm half-way down to the stream bed, and through this the dim trail passed after an exhausting climb. In it was a regular station for troops—large shelters that would hold a ton of rice each, one of which was two-thirds full. Two old cannons lay on the ground and there were many signs of former occupation and ruins. A mile further up over about the same kind of trail a branch trail led up some 300 feet to a deep sway in the side of the canyon. Up there I found the smoldering ruins of the storehouse, the rice still burning like a grain elevator under similar conditions. From a big iron cauldon some four feet in diameter and numerous large *ollas* and other articles too ponderous to be brought over the almost impossible trail we had come, I was convinced that there must be some other trail leading into the place, so left two officers and detachments to search in the vicinity and sent the remainder up the canyon, giving all instructions to send me any information at once and to be back by 12:30, as Colonel Hayes had limited our time to be back at 2:00 P. M.



—U. S. Signal Corps Photo.

Fourth Cavalry Entering Manila, 1899

At the time this photograph was taken, the regiment had received American bred horses.

Five trails were followed until they petered out by the detachments with me without finding anything of importance.

About 12:15 a soldier reported he had found and followed a trail about a mile that had become quite plain and indicated recent use. The time had about come to return, but Lieutenant Sievert* was anxious to explore the trail, and I was to have him, and let him go with eleven men, but to be at the mouth of the canyon not later than 6:00 P. M., and he set out.

About 12:30 a shout came from the depth of the canyon and I knew the party that went up it had returned. They had followed the trail some three miles and come to an open country but had to swim for several yards a deep hole of water or climb some 500 feet up and down. They had chosen the latter course as they could not carry their arms and ammunition and swim so far. They found the storekeeper of the house, another man and two women trying to get away. The storekeeper was in the insurrecto uniform and carried a Mauser with a belt full of cartridges cut off so as to mushroom when they hit. They destroyed his gun and ammunition and some 500 rounds they found concealed near the trail. I cannot give you all the particulars without

*NOTE: Lieutenant H. A. Sievert, now Major, retired.

writing a big book. I think I have written a small one already. They finally turned them all loose, the officer promising to come into San Miguel, which he had not done up to my departure.

Indeed we (the cavalry) have turned all our prisoners loose—telling them to go home and behave themselves, and that if they do not we will hunt them down. They all say they are tired of the war and want only peace, and confessed when we left them go that they expected to be killed when taken prisoners.

The party had found the trail up the canyon about like we had found it as far as the storehouse, with lookout stations all along and places fixed for defense. They found high under the cliffs a large cave with bunks fixed up for a large number of men. We got back just at 2 o'clock and found the 16th Infantry and a battery of artillery had arrived. The colonel was somewhat provoked at my allowing the party under Lieutenant Sievert to go on. He and party joined us about dark. They had followed the trail three or four miles until it came to the open country evidently just beyond where the party going up the canyon had turned back. They found about a dozen houses constructed recently for barracks, a few tools, etc., all of which they destroyed, and finding nothing more returned—thus solving the mystery of Biac-na Bato, the wonderful stronghold, which it really is, but also a great bugaboo. General Lawton was very much pleased over the exploration and gave the regiment and Colonel Hayes great praise for the work it had done.

* * *

The rain has stopped pouring at last, and I have hopes that we may be able to ford the river tomorrow for a little *pasear* against some of General Pilear's forces said to be in another stronghold.

Short caught a lot of men the day I came here, eleven of whom confessed to be insurrectos, and rescued a Spanish soldier they were holding a prisoner. He was found in a bamboo cage in a storehouse. The party was left as sick and unable to keep up on the march. The man who guided Short told me he was told by the town people where there was a large number of insurgents and promised to go out to see for himself and locate them. While he was away I had a long talk with the Spaniard. He said that eighteen months ago 600 Spanish troops were coming down the Agno river (I understood him to say), the officers on a steam launch, the men on cascos behind. Insurgents fired upon them, the launch cut the cable and the officers went to Manila, all of the men being made prisoners, he among the latter. I asked how many insurgents there were, and he said not over thirty.

This shows the valor of the Spanish people after centuries of rottenness in public affairs, for the Spaniards were a valorous people when they discovered and conquered the New World.

He showed me the map of his wanderings as a prisoner and said they did not send him north as he was sick when the others were sent up. I showed him where our troops had been, and are, and where I had been. Then I showed him and assured him I had been in, and our soldiers through, Biac-na Bato. He was astounded, looked alarmed and asked me if I were not mistaken. He expressed great surprise and became enthusiastic, and finally said they had just one other stronghold and it was near here—that on those two they pinned all their faith to succeed and that if we could get this, it would end the war. I asked where it was. He could not say, but said it was so near here that all the men in town know where it is. They will say they do not, but they do, and you make them tell you. I asked him the name and not understanding the pronunciation, got him to write is for me. He wrote it "Minullan."

When our emissary returned he said the people all advised him not to go into the insurrecto camp, but he went near it and drew up a map and explained how we could get there. I asked him the name and he wrote it "Minuyan." You know that *ll* in Spanish has the same sound as in our word "brilliant." So it is one and the same place. But the high waters have prevented our sailing out, as we cannot cross the river, which the cavalry will have to do twice to perform its part. Short went to the railroad yesterday to see about supplies, as the bacon sent his company was rotten—the boxes marked "Santiago, Cuba." I suppose they will say that we are all liars as they did of all that told the truth about the bad roast beef on the Santiago campaign. We get only part of the ration here at best, can get nothing in the country but rice, and when they send us spoiled rations it is simply a crime. Instead of correcting abuses, those who tell the truth are denounced as liars and the abuses concealed.

I expect Short back at 2:00 P. M., and then we will arrange a pastime on Minuyan. Emmet is with Easton at Arayat. A rumor came late last night that General Lawton has been killed. I do not believe it. The wires don't work, so I can't get light. He is the only pusher in this war, and if he is gone the war will drag on much longer.

Tank Reorganization

MAJOR SERENO E. BRETT, *Infantry (Tanks)*

By special arrangement with the editors, this article appears in the January issues of several other service journals.—EDITOR.

REORGANIZATION seems to be the order of the day. It is submitted that any reorganization should be accepted solely for the purpose of increasing battle mobility. Battle mobility is the only logical objection for any organizational study. It is all-encompassing, and is the essence of successful combat. It embraces fire power, movement, supply, security, mental processes, and all other phases of battle. Any attempt to set up numerous requirements for reorganization is certain to invite confusion, the introduction of useless equipment, formations and methods, and the adoption of complex and unwieldy organizations. In the last analysis, it is simply the question: Will or will not this gun, this type of transportation, this method of supply, reconnaissance or security, this formation, this system of cooperation or coördination, etc., increase our battle mobility?

The present-day possibilities of increasing battle mobility are demanding reorganization and reëquipping. This reorganization must not again produce static units, but in the future must be a continuing process if we are to make full use of the developments in the prolific scientific field in our scheme of national defense.

The reorganization of rifle units of the infantry is now undergoing serious and practical study. It is also important that we analyze our tank organizations. Tremendous possibilities for offensive and defensive power have been developed with kaleidoscopic speed in the automotive field within the past few years. Antitank methods have received the most serious consideration in foreign armies since the World War, and in most of those armies powerful armament is provided for security against armored vehicles. In face of all these developments and the ever increasing number of tank enemies, our tank organization remains practically the same as in 1918. Even the lessons we learned in combat have not been applied to our post war tank organizations.

There is little question but that the present tank organization, confronted by modern antitank means, will produce little but grief for tank commanders, and probably considerable embarrassment to the tactical plan of the higher commander who is depending on tank support. The tank is a most powerful weapon, but we must give it a chance to live by giving it a usable, well-balanced organization. At

least it must keep pace with its enemies if it is to remain on the battlefield. Here again, it is important that the reorganization should be a continuing process, but there are certain drastic changes which should be made now to modernize the tank service.

In any organization study of tank units, it is necessary first to determine the basic characteristics of the individual unit—the tank. When these basic characteristics, good or bad, have been determined, it is then necessary to determine how the good ones can be exploited and the effect of those which are bad minimized through intelligent and progressive organizations. The outstanding characteristics of the tank are: protected mobility, protected fire power, shock action, poor combat vision, dependence on supplies, relatively poor power of concealment, vulnerability to antitank weapons, and the limitation of its powers by antitank terrain. It readily can be seen that the good characteristics are most desirable on the battlefield, but when the poor characteristics are critically analyzed the uninitiated are apt to ask embarrassing questions about the sum total result of the balance between the good and bad. Based on our present organization, the tank officer of today must do considerable squirming before he can produce a satisfactory answer. He has for years been juggling with abstract thoughts on coöperation, teamwork, and so on, which may or may not have developed in him a sense of false security. If he has been analytical to the smallest degree he will have come to the realization that he has not in his own command those elements, normal to every battle, which will give him a powerful, well-balanced weapon. He must ask outside agencies for his normal needs—his smoke, his artillery protecting fires, his engineer support and his communications. Also he realizes that his supply and maintenance echelons have not the mobility of his combat echelon.

With this makeshift team he has the ball snapped to him and he attempts to "carry on." Vital members of his team he has never seen before and are working with him only on a supporting basis. The team has never practiced a single normal play together, and the mobility, training and equipment of his supporting members are not suited to his needs.

The progressive tank officer has a vision of a powerful, well-balanced team; a team sufficient within itself to meet the normal events of a good tank fight, and a unit which is able to give intelligent and powerful support to the rifle units it is supporting. Such a dream will only become a reality by a reorganization which will exploit fully the powers of the tank and provide those elements which are normal and necessary to every tank fight. Again, the objective

of such a reorganization should be to increase the battle mobility of the tank unit; thus making it a much more flexible and powerful aid to the supported rifle troops.

Study any tank action and it readily can be seen that there are certain elements which, had they been provided in tank organizations, would have greatly increased the battle mobility and, incidentally, the battle life of the tanks. A relatively small number of tanks with properly balanced supporting services unquestionably will accomplish more than a large mass without such support or a larger number depending on the very uncertain support from outside agencies which must be secured through a complex system of liaison or communications. When certain classes of support are needed by tanks, that support must "click" or the action is over and the battlefield becomes a tank graveyard. Witness the frightful execution done at Flesquieres by one German officer manning a 77mm gun. Purely a case of a gun against a mass of unsupported tanks. The immediate result, sixteen tanks knocked out in a few minutes; the real result, the failure of the infantry division to reach its objective due to the loss of tank support.

Specifically, those elements or services which are needed to make up a properly balanced and more effective tank organization are, smoke, antitank gun destroyers (self propelled artillery), pioneers, antiaircraft protection, reliable and fast communication, and suitable and sufficient reconnaissance, command, maintenance and supply vehicles. Just how to fit these services into the scheme of organization to give tank units proper balance must be determined by practical and extensive field tests. They are, however, as necessary to tank organizations as are the various auxiliary weapons the rifle units were forced to adopt when confronted with modern battle conditions.

It is inconceivable in modern war that tanks should not make use of smoke as fully as is practicable. Aside from the smoke produced on general areas by supporting artillery or aircraft, tanks should have smoke immediately available to them for neutralizing hostile antitank guns and OP's and for covering their withdrawal, their maneuver against hostile armored vehicles and for many other purposes. This requirement for smoke within the tank organization immediately brings up the question as to how it should be produced. Obviously, the simplest way would be to provide smoke shell for the tank cannon. However, the small caliber of the cannon and the limited amount of available ammunition precludes the possibility of developing an adequate volume of smoke by this means. Another method, which has received considerable attention experimentally,

is to provide the tank with a smoke-producing apparatus which can be turned on and off at will. The release of smoke clouds by the tank itself is not favorably considered in many tactical situations. However, in many situations, such as screening a maneuver of the tanks, it should prove to be very efficacious. Inasmuch as this method of smoke delivery cannot be employed in all situations requiring the immediate development of smoke, it must be supplemented by other means. The remaining possibility is to produce smoke by guns or mortars which accompany the combat tank unit. It is believed that tank units should be equipped to employ both methods for producing smoke.

Artillery support is a constant need of assaulting tanks. Divisional artillery, by its preparation fires and concentrations or barrages, assists, of course, in breaking down the general resistance. During the actual assault, however, tanks must have immediate artillery support to engage antitank weapons and to assist in the destruction of hostile tanks if encountered. Hostile antitank weapons will remain concealed until our tanks offer a favorable target. Due to their poor vision, it is almost a hopeless task for a tank definitely to locate an antitank gun in the excitement of battle. Under our present organization, if a hostile antitank gun be located, the tanks have two alternatives open to them: first, to call for support from the divisional artillery or infantry auxiliary weapons, and second, to rush the gun themselves. The time necessary to secure support from outside agencies, even with the most perfect communications now employed, is so long that it permits hostile antitank guns to exact frightful toll of our assaulting tanks. During the World War tanks almost invariably chose the second alternative; rushed the gun and took their losses. This method or overcoming antitank defense was most costly to them—now, with a highly developed system of antitank defense, and without effective supporting fires, it would be rank suicide. What is needed is a gun of sufficient mobility to operate directly with the tank combat echelon; this gun to take position behind the assault waves and cover the advance of the tanks from one local objective to another. The gun, or guns, should be an organic part of the tank unit, as training in the recognition of antitank targets and in tank tactics is of paramount importance. During the last war such a gun would have been invaluable—in future war, on account of the vast increase of tank enemies and the necessity for decentralizing support due to the increased mobility of the tank, this type of weapon will be indispensable.

Before and during action engineer service is constantly required

by tank units. Routes must be reconnoitered, marked and often prepared; obstacles must be removed; bridges strengthened and fords prepared through streams; mine fields destroyed or rendered harmless and so on. At present the tank commander must ask for engineers to be detailed from other important work to render this service. If he gets them, he finds they are not specially trained to his needs and they are not equipped with proper tools or transportation. And again the tail wags the dog! A small detachment of pioneers is needed—probably in the battalion headquarters company—to meet engineer requirements of normal tank operations. The personnel, of course, should be specially trained and equipped with proper tools and adequate cross-country transportation.

At present our tank organizations are totally unprotected from air attack. They have no weapon which can be brought to bear against hostile aircraft. It is not recommended at this time that anti-aircraft units should be included in tank organizations, but some thought should be directed toward the employment of present tank weapons against hostile aircraft, while on the march or in bivouac, or it may be found desirable to issue additional weapons, such as the caliber .50 machine gun, to provide additional protection.

Tanks operate on relatively wide fronts. Hence, to fully exploit the mobility of the tank and to insure greater flexibility and ease of control, the most rapid applicable means of communication should be developed and provided for tank units. Slow means of communication seriously reduce the battle mobility of tanks and cause delays which may prove disastrous. Our present organization provides radio telegraph down to the company. From the company down, the only dependable means of communication provided for combat is the runner. True, the company is provided with a cross-country car and two motorcycles, but these are required for necessary reconnaissances, for communication with supply and maintenance echelons and in maintaining liaison with the unit supported. With the combat echelon of a company operating over an area roughly twelve hundred yards deep it readily can be seen that runner communication is so slow as to practically paralyze the unit. The British have been experimenting for several years, and have had considerable success, with radio telephony for tanks. At present some of the units of the Royal Tank Corps are equipped with radio telephone receiving sets to include the individual tank. It requires no particular intelligence to determine the relative value of tank units controlled by radio telephone and partially armored command vehicles and similar units controlled solely by runners. Our authorities, of course, are

keenly alive to the possibilities of radio telephony for tank use and considerable attention is now being directed toward the development of suitable equipment.

Reconnaissance, before, during and after action, is of vital importance in tank operations. Suitable vehicles, in sufficient quantities, must be provided to insure rapid execution of reconnaissance, else the battle mobility of the tank again slows down to the pace of the reconnaissance service. Often reconnaissance must be carried out under small arms fire. Therefore, reconnaissance vehicles must be provided with some armor protection to allow them to negotiate fire-swept areas, secure desired information as rapidly as is possible, and stand some chance of returning with the information. A vehicle similar in size to the British Carden-Loyd, preferably a wheel-cum-track type, will probably answer the requirements of a tank reconnaissance vehicle.

Behind the combat echelons of tanks follow the vital services of supply and maintenance. There is nothing more useless or annoying on the battlefield than a tank out of gasoline or broken down due to the failure of some small part. At St. Mihiel an entire American tank battalion was completely immobilized for nearly twenty-four hours because its supply train was jammed in a road block. Then, and now, supply and maintenance vehicles were of the heavy truck type which must confine their movements to roads. Fast cross-country cargo carriers, capable of negotiating the same type of terrain as the tanks, should be provided to insure adequate maintenance and supply service close behind the combat elements. A cross-country combat unit which must depend solely on roads for vital supply is far from a well balanced, efficient organization.

Balancing of organizations, along the above lines is most desirable even in our present tank units equipped with slow moving war time tanks, if we wish fully to exploit the powers of this weapon and give it a chance to survive modern battle. With the adoption of the modern fast tank this balancing will become more necessary if we are to derive full benefit from its increased mobility. It will immeasureably increase the flexibility and range of uses of tank units by eliminating the drag from the rear. Basic training will take the place of the present multitude of details connected with co-ordination on the eve of battle.

Stuart Rides Again

By Lieut.-Col. William Waller Edwards, *Cavalry*

Part II

In the preceding installment, published in the April (1929) Journal, the author gave an account of General J. E. B. Stuart's Chickahominy and Catlett Station raids, carrying the account to the defeat of Pope at the Second Battle of Mannassas.—Editor.

Situation in the Fall, 1862

THE victory over Pope at Manassas opened to Lee the gates of Maryland, which closed upon his first invasion of the North at the battle of Antietam.

With the barrier of the Potomac between, McClellan and Lee lay confronting each other while each recuperated from the exhausting operations of the past year. The lovely Virginia autumn had succeeded the heat of summer. The Confederate Army lay in camp near the pleasant waters of the Opequan in the western section of the Valley of Virginia.

It was Lee's plan after retreating across the Potomac to keep his opponent in a purely defensive attitude. If he could do this until the snows of winter, the chances were that another advance on Richmond would be indefinitely postponed.

The Army of the Potomac extended on the north bank of that river from Williamsport to the north of the Monocacy, anxiously watching the crossings where an offensive return might be expected. (See sketch No. 3.) So far as McClellan was concerned, Lee's anxiety as to a Union advance was entirely wasted. He had greatly overestimated the strength of the Confederates at Antietam and he was awaiting recruits, animals and supplies to reorganize his army. That his policy was not altogether approved at Washington is shown by a telegram from the President in answer to one from McClellan asking for horses to replace those rendered unserviceable by fatigue. to which Lincoln asks "What his horses have done since the battle of Antietam which would have fatigued anything."

The Chambersburg Raid

In the first week of October, President Lincoln made a personal visit to the Union camps and on his return to Washington issued direct and peremptory orders to McClellan to advance on Richmond not later than October 10.

In order to disarrange McClellan's plans, find out something of

his movements and obtain horses and supplies from Pennsylvania, thereby lessening the burden of Virginia, Stuart was called upon to organize another raid.

The often pressing and immediate need of obtaining supplies during the Civil War, laid a new significance upon the military use of the word "raid," which had years ago been of questionable repute along the Scottish border. But in Stuart's raid into Pennsylvania there was considerably more significance than that. It was the menacing shadow of Lee's recent invasion of the North.

Of the cavalry force presumably at McClellan's disposal, part, owing to lack of recruits, existed only on paper. Too much of it instead of being concentrated under a capable leader was frittered away on orderly duty; and an epidemic of "hoof and mouth disease" had swept away hundreds of serviceable horses. These conditions made the task alone of supplying pickets to watch the innumerable forces along the hundred and fifty mile line of the Potomac, even with the help of the Infantry, one that assumed the most formidable proportions.

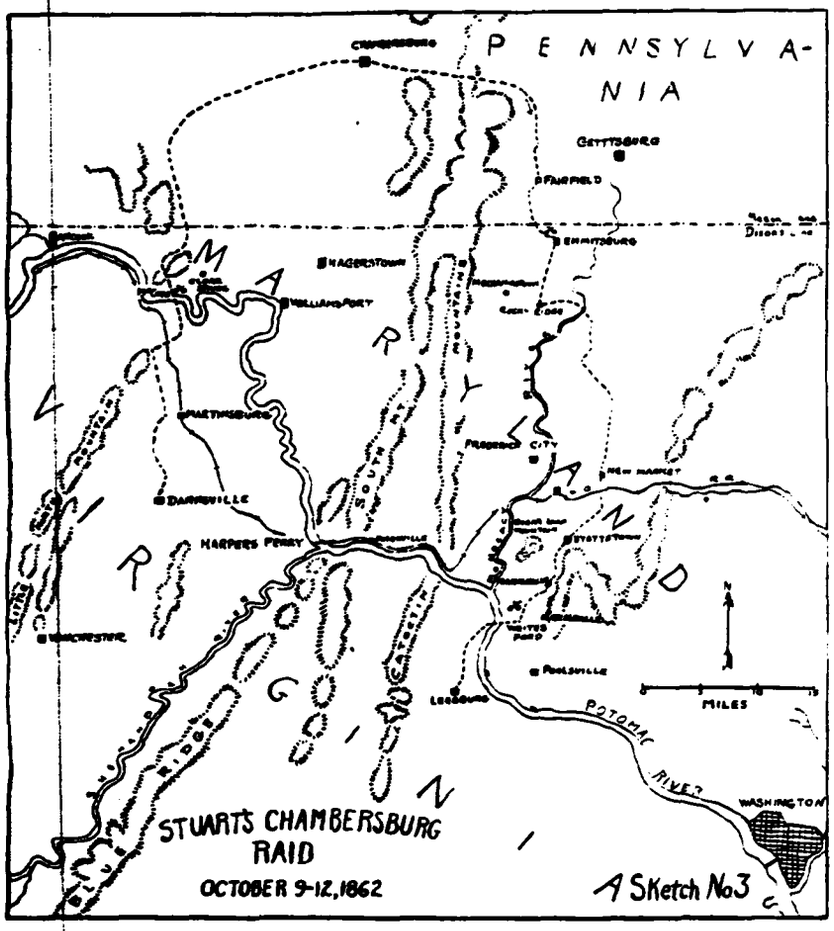
Under these circumstances it was quite a simple matter for an alert cavalry leader like Stuart to pierce the line at any place he chose. To strengthen his opportunity however and divert the Federal attention from the raid, a feint was made along the upper Potomac.

The Union Cavalry occupying the Cumberland and Stancock Railroad, ascertained on October 6, 1862, that the enemy had shown himself in force in the Valley of St. John's Run, a small southern tributary of the Potomac, and as McClellan was expecting just such a contingency, the Union Cavalry Commander, General Averill, was immediately ordered to proceed to the threatened point and protect the railroad and river crossings.

This was just what Stuart wanted, for as soon as the information was borne to him by his experienced scouts that his ruse was successful and a large Union Cavalry force was detained above Stancock, he immediately hastened his secret preparations to cross further down. Eighteen hundred selected men and horses were chosen from his three best brigades—Hampton's, Fitz Lee's and Robertson's.

The four guns which accompanied this expedition were commanded by Jackson's brilliant young artillerist, Major Pelham.

At peep of day on the morning of October 10, 1862, a heavy fog which hung over the Potomac at McCoy's Ford hid the crossing of Stuart's raiders from Averill's Union cavalry which, following Cox's Union infantry division, had crossed at this identical spot the previous day on their way to West Virginia. Having slipped unper-



ceived between these two menacing forces and deciding that the Union stronghold of Hagerstown on his right was too well defended for him to dare attack, Stuart continued north by way of Mercersburg to the little town of Chambersburg, Pennsylvania. Being almost as badly in need of horses as was the Union cavalry, he pursued his own method of replenishment. Instead of petitioning a Government which it was well known was unable to respond to his needs, Stuart took the present occasion amply to fill his picket line from Pennsylvania stock en route.

With six hundred men scouring the rich farming country on each side of the line of march, he reached Chambersburg with a fine string of led horses at eight o'clock on the evening of the same day he

crossed the river and found the town garrisoned by a few militia organizations which, having never seen service, readily acceded to his unexpected demand for unconditional surrender.

Two pieces of Pelham's artillery were posted to command the town, while headquarters was established in the public square.

The next day passed into the town calendar as the day of rebel rule in Chambersburg. Not that the inhabitants of this quiet little community appear to have changed the even tenor of their ways

All through the dark rainy day, in so far as the Confederates were concerned, obtaining horses overshadowed every other consideration. Conspicuously posted in the public square was the stalwart equestrian figure of Stuart himself with his rakish plume-crested hat and his bushy brown beard as he watched the squads of grey foragers who came in hourly, leading their tired horses and riding fresh ones they had found at adjacent farms. He must have considered each arrival as an added prospect to insure his safe and speedy return to Virginia. These Pennsylvania horses, however, while they tided his troops over an emergency, were found ultimately to be far from equal in speed and endurance to the Virginia stock, and most of them were eventually turned over the the Quartermaster for draft purposes.

Several depots of Union supplies at Chambersburg also furnished the replenishment of equipment which had been completely worn out in the recent fruitless invasion of Maryland in which Stuart's cavalry had performed meritorious and arduous service.

At the end of the day, with no more horses or supplies in sight, there seemed no good reason for prolonging their stay in Chambersburg. The town was miles away from Lee's army in Virginia, and even if Stuart were able to hold it temporarily, there was nothing to be gained for the Southern cause, and there was for his own little force a very grave probability of sacrifice. There was, besides, another serious consideration. A dismal night of downpour succeeded the rainy day of rebel rule in Chambersburg. It seemed that the answer to the question as to whether Stuart's horses could march faster than the rain water could flow from the surrounding mountains would determine whether he could reach the Potomac while there was yet time to ford it.

With the two-fold object of circumventing the flood, as well as the enemy, Stuart turned back from Chambersburg at dawn the next morning (Oct. 11, 1862) towards Gettysburg.

On his return march he constantly changed his route, like a fox before the pack, to throw his pursuers off the trail. At Cashtown,

for example, instead of going to Gettysburg as the direction of his course seemed to indicate, he turned directly south and marched through Fairfield to Emmitsburg. He feared the fords of the upper Potomac. The enemy would naturally be expecting him there, as it was nearer for him and farther for them. He would pursue the same tactics which had worked so admirably on the Chickahominy. He would pass around the Union army. They would never expect him to move three times the necessary distance and apparently jeopardize his command by crossing at a ford so far below his own army and so near their own. Emmitsburg was reached about sunset, and that night he plunged into the valley of the Monocacy aiming at one of the fords near Leesburg. He did not stop, except at rare intervals barely sufficient to conserve the strength of his men and horses.

At Emmitsburg, where he stopped only a few minutes, he had marched thirty-one miles since leaving Chambersburg, his pace being slower than it might otherwise have been as he picked up many more horses en route. The distance he had yet to cover to reach the Potomac was forty-five miles. At a rapid trot kept throughout the night, Stuart riding with the advance guard long enough to regulate the gait and to give orders to ride over any opposition, the column descended the right bank of the Monocacy towards Frederick City.

Soon after dark they captured a Union courier carrying dispatches which indicated that Frederick was fully garrisoned, and the route was quickly changed by turning to the left at Rocky Ridge to Monrovia. Brushing away a small scouting party of Union cavalry and replacing artillery horses three or four times during the night by captured animals, the clatter of their horses' hoofs resounded at daybreak (October 12) on the stony streets of Hyattstown.

Again with scarcely a pause, although he had marched all the preceding night and day and had kept his artillery up, he moved rapidly on southward through Barnesville, intending to continue to Poolesville, but his alert scouts gave him warning that Poolesville was occupied by the enemy. He had changed guides at Hyattstown. The guide in whose hands he now placed the destiny of his command had lived in Poolesville for years and was thoroughly familiar with the country. The Union signal station in plain sight on Sugar Loaf Mountain was scrutinizing their movements as an open book.

Suddenly, about two miles beyond Barnesville, the guide led them into a large wood that completely enveloped the command, and by an old unused road reopened by throwing down a few fences brought them to a road between the mouth of the Monocacy and Poolesville

which led to White's Ford on the Potomac not more than three miles away.

The dispatches of the Union courier captured outside of Emmitsburg indicated that the enemy was at that time unaware of Stuart's position, though the Federals were using every means to intercept him. The news of the raid had reached McClellan's headquarters the evening of Stuart's arrival at Chambersburg.

Averill, whom Stuart had so narrowly avoided on crossing the Potomac, was first ordered to start in his pursuit. Pleasanton was then directed with the remainder of the cavalry towards Hagerstown.

As Stuart's guides had selected covered routes, the Federals had no luck in finding him during the part of his return march in which we have already followed him. This was due rather to their lack of coördination than to their lack of information. The Union cavalry did not act with the same independence as that of Stuart. There were different detached commanders hampered in initiative by orders emanating from McClellan's headquarters. Though the arrival of the Confederate cavalry at Chambersburg was telegraphed to the nearest headquarters at Baltimore, a day was lost waiting for orders.

It was only after Stuart had started back on the 11th that the dispositions for intercepting him before he reached the Potomac were finally made. Perhaps McClellan, in addition to deprecating a "stern chase" which he gives as his reason for the delay, did not consider that haste was at all necessary in stopping such a hair-brained venture as Stuart's, for he says in his report: "I did not think it possible for Stuart to recross and I believed that the capture or destruction of his whole force was perfectly certain."

On the 10th, General Pleasanton with his cavalry was held in readiness near Knoxville, a small town on the Potomac near South Mountain, this position being looked upon as a central point whichever way Stuart migh jump. At the early hour of four o'clock the following morning, before Stuart had departed from Chambersburg, Pleasanton was ordered to Hagerston to guard the upper fords. Reaching there at noon, after a difficult march, he received false intelligence that Stuart intended crossing still higher up the river so he started at once to move westward to Clear Spring.

Intelligence of the direction of Stuart's march from Chambersburg to Gettysburg did not reach McClellan's headquarters until noon on the 12th. An order was immediately sent to Pleasanton to turn back and intercept Stuart if possible near Emmitsburg or Mechanicstown. General Stoneman, who was stationed at Poolesville with

three brigades of infantry and one regiment of cavalry, was ordered to be on the lookout to intercept Stuart at any of the lower fords.

The time which Pleasanton had lost was commensurate with the fatigue of an unnecessary march, notwithstanding which he reached Mechanicstown—about twenty miles from Hagerstown—at 8:30 o'clock that evening, a small scouting party meeting Stuart's advance guard on its way to Hyattstown.

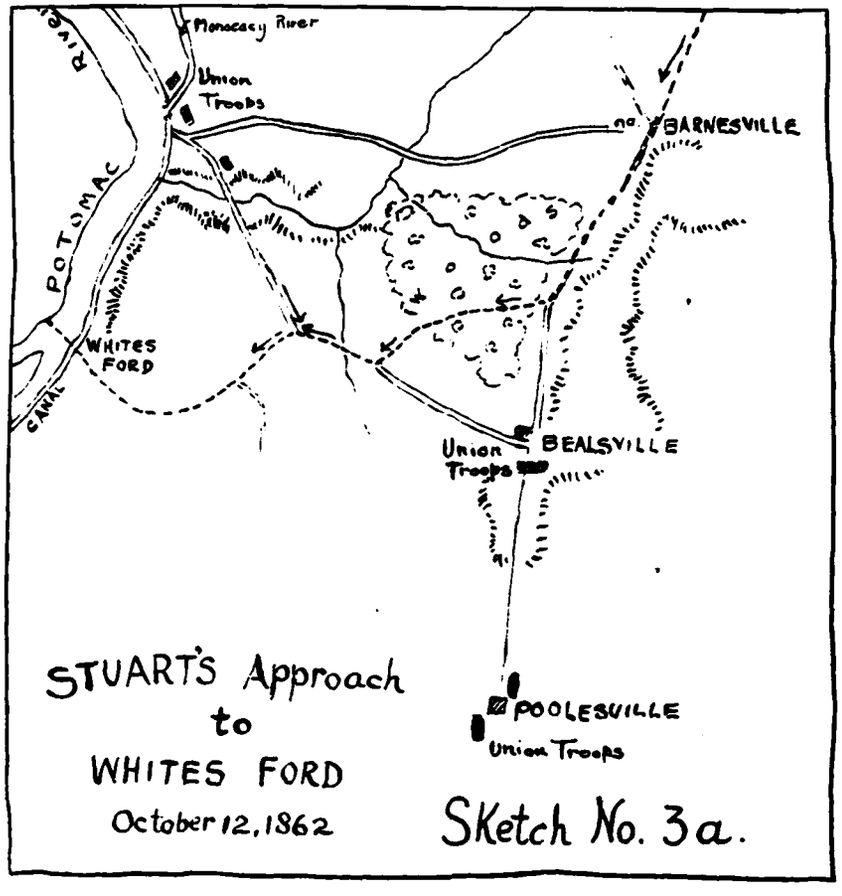
The large infantry detachment which Burnside had thrown across Stuart's track at Frederick City from his camp in one of the valleys of the Blue Ridge, though apprised of Stuart's passage by a cavalry patrol which had watched him going through Woodsborough ten miles distant, benignly sat and waited for an enemy who never came.

At McClellan's headquarters it was readily surmised, when Stuart headed east of the mountains towards Gettysburg, that his objective was some ford near Leesburg, for that point lying directly south then offered the nearest route to an already roundabout march. But as there were several practicable fords in the vicinity of Leesburg and Stuart's movements continued to be very rapid and uncertain, it was mere conjecture on the part of Stoneman as to which of the several fords Stuart would choose.

Stuart reached Barnesville just after it had been vacated by a company of Stoneman's regiment of cavalry, and about the time that General Pleasanton, with that portion of his original cavalry command of eight hundred men and two guns which had survived a night's march from Mechanicstown, had reached the Monocacy. There he found that a regiment of Stoneman's infantry had already preceded him. Failing to find the raiders at the mouth of the Monocacy, Pleasanton, though his command was weak and decimated from having made a remarkable march of seventy-eight miles around all points of the compass in the last twenty-eight hours, set out on the road to Bealesville hoping to meet Stuart and delay him long enough to allow two brigades of infantry along the Monocacy to reinforce him.

No news had been received of Stuart since he had been seen shortly after dark the evening before near Mechanicstown. It was by chance alone that Pleasanton happened to take the very road in the opposite direction by which Stuart's guide was leading him to White's Ford (See Sketch No. 3a).

To combat the chill night air from the river, the Confederates were enveloped in blue overcoats which they had foraged from the Federal depots at Chambersburg as they had no others. In this disguise they had barely emerged from the woods when they met Pleas-



anton's cavalry face to face. The brief bewilderment which the blue uniforms occasioned enabled Stuart to deliver a surprise charge with what force the jaded condition of his horses permitted, which nevertheless produced the desired effect upon his still more exhausted opponents and swept clear the road toward the Monocacy down which Pleasanton's cavalry had approached. The Union cavalry was driven back beyond a high bluff which extended to the Potomac and which not only served to protect Stuart's right flank but held out its cloak to hide his further movements from the startled view of the enemy which had so unexpectedly encountered him.

By this stroke he gained a position commanding White's Ford which had now become his sole chance of crossing the Potomac. Two depleted Union infantry regiments belonging to Stoneman's command—the 3d and 4th Maine—a total of about 600 men, were posted

at the mouth of the Monocacy. Two others, the 99th Pennsylvania and 40th New York, had been sent to White's Ford. The latter regiment happened to have been sent that morning on reconnaissance to Leesburg. So only the 99th Pennsylvania was left to meet Stuart when he arrived. To quote the statement of its commander: "It extended along the river in various picket posts for a distance of about four miles with two reserves, one of three companies at White's Ford, another of one company at a ford a mile and a half below."

When Stuart's leading detachment, General W. H. F. Lee commanding, having with them the led horses captured in Pennsylvania, burst into view about nine o'clock on the morning of October 12, 1862, this compact body of horsemen seems to have been the first notice served upon the commanding officer that Stuart's troopers were anywhere in the vicinity.

The Union infantry pickets were drawn in and the reserves hastily moved to a precipitous quarry bluff separated from the ford only by the width of the canal which here followed the course of the river. Although there were only about one hundred and fifty men all told in Lee's detachment, it was quickly followed by the other two brigades.

A demonstration by Pelham's artillery under cover of the ridge at Stuart's right convinced Pleasanton that Stuart was going to cross at the mouth of the Monocacy, and persuaded Pleasanton to await the arrival of infantry and artillery reinforcements.

Stuart, meantime, with his goal in sight, made the most strenuous preparations to wrest White's Ford from the Union regiment there at all hazards, his plan being to assail their line on the quarry bluff in front and on their nearest flank, while a strong mounted party was to make a dash across the river through the enemy fire.

Before these preparations could be entirely put into effect, a demand on the Union commander for surrender was followed by the abandonment of his strong position, as his weak force was now entirely without support. The last obstacle in Stuart's path was thus removed. The ford lay before them not only accessible but easily passable, for as the ripples of the shallow stream bed danced gaily in the sunlight their forebodings at last vanished; they had outmarched the high water. Down the dry bed of the canal and over the rocky crossing was rushed a single piece of artillery which soon triumphantly crowned a bluff on the Virginia side. Another gun was trained on the tow path along the canal and other approaches to the cherished ford.

Pelham maintained his position alone before Pleasanton until the rear guard had splashed over at a hard gallop, carrying with them the gun which had guarded the tow path and then he tenaciously withdrew from one position to another, firing at the enemy approaching from both directions until he too had placed the river between them amid the booming of the guns which had reinforced Pleasanton and the scattering fire of both Union infantry and cavalry which had united within range. It was literally by a margin of minutes that Stuart and his command had escaped to the Virginia shore.

The comparison which is invited by the Chickahominy and Chambersburg raids, in both of which Stuart rode completely around the Union army, points to the lost advantage which was afforded McClellan by the "breathing spell" of two nights and one day when the Confederate raiders tarried at Chambersburg. Such a pause, which was not vouchsafed in Stuart's raid on the Chickahominy, seems certainly sufficient for McClellan to have drawn in a net to enmesh him.

The story of these two raids throws into high light the most serious of McClellan's faults—overcautiousness—a perpetual hallucination regarding the strength of the enemy and an inclination to place his mind upon the difficulties in the way rather than the means of achieving his ends by a skillful and vigorous use of the resources at hand. The resulting vacillation was felt by his command as was demonstrated by the utter lack of coördination on the part of the Union troops among which Stuart passed, a great advantage to the Southern cavalry leader accentuated by his rapid and direct decisions, instant action and astonishing marching ability.

These two raids give us also the best possible means of comparison between the Union and Confederate cavalry at this stage of the war. When Stuart reached the Potomac from Chambersburg his men still had the spirit and vigor to deliver the final blow necessary to place him upon the Virginia shore, while Pleasanton's troopers, disheartened and exhausted from a march not as long as Stuart's, lacked the morale to withstand him. The reasons for such contrasting conditions are not far to seek. The Union cavalry, both as regards men and horses, was recruited indiscriminately throughout the country. Stuart's cavalry had come from Virginia and other parts of the South which were widely known as "horse country." There horsemen were born and bred. Cavalry was therefore a favorite arm. Longstreet once jocularly remarked that he could not keep men in his infantry when Stuart was in camp. The horses were worthy of their riders, for Virginia was at that time, as she has remained to the present day, the breeding place of horses of noble

blood which gentlemen fond of following the hounds raised for their own use.

Stuart's troopers furnished their own mounts when an insolvent government was unable to do so, and they greatly preferred to stake their fortunes on the march and in battle upon the proved endurance, speed and courage of some favorite animal than on a nondescript stranger which was all their government could furnish. Lee, himself, having served in the cavalry before the war appreciated its value and the value of Stuart as an independent leader. McClellan, himself, also knew the value of cavalry but he had not the wholehearted support of his government, by which there was at this time little appreciation of the advantage and even necessity of cavalry as an independent arm.

Thus the many difficulties attending the organization of a suitable cavalry force had naturally never been overcome. The plan in the Union army was to tie cavalry in small numbers to infantry units and this would in itself have been a sure means of killing its efficiency even if its strength and quality had been up to the standard, which it was not. The damaging effect of this policy was one of the outstanding features of the Chambersburg raid, for McClellan states in his report that "the exhausting service (by which he probably had particular reference to Pleasanton's march) broke down nearly all the Union cavalry horses and rendered a remount absolutely necessary before they could advance upon the enemy." It was indeed on this account that twenty days elapsed before McClellan even began to execute President Lincoln's peremptory order of October 6 to cross the river and attack the enemy."

The series of events just narrated, by which Stuart had within a few months twice ridden around McClellan, drew forth from Lincoln the following remark: "When I was a boy we played a game called 'three times round and out.' Stuart has been round McClellan twice. If he rides around him once more, McClellan will be out." But other events which followed closely removed McClellan before the "third time" arrived.

As McClellan, on account of the lateness of the season did not fear a countermove by Lee across the Potomac, he advanced over the river east of the Blue Ridge. In opposing him, Lee left Jackson in the valley to threaten his flank and sent Stuart's cavalry east of the mountains to observe and embarrass the Federal movements. The indefatigable and vigilant Stuart executed his orders with his usual skill and boldness as he fell back before the Union advance.

By November 6 McClellan held Warrenton (See Sketch No. 4).

Whether he would have carried out the plan he purposed of giving battle on the upper Rappahannock we shall never know, for before his strategy could be tested his military career had come to a close.

His discord with the administration reached a climax when on the night of November 7, 1862, orders came from Washington displacing him and putting General Burnside as his successor in command of the Army of the Potomac.

Burnside, diverting the original plan of McClellan by marching to Fredericksburg, delayed his attempt to cross the Rappahannock and to strike at Richmond until Lee's whole army was in his front. Having granted Lee ample time to checkmate him, he selected the place where his foe was best prepared to oppose him, and finding the enemy ready to meet him at every point, made partial and half-hearted attacks which did not compromise the safety of his army and these being unsuccessful he withdrew.

The Dumfries Raid

Though Lee remained quiet after the Battle of Fredericksburg, his cavalry did not cease the activity they had maintained throughout the campaign. Even while the Union army was facing the withering Confederate fire from the heights at Fredericksburg, Hampton's brigade of Stuart's command had, in keeping with their past record, been raiding in Burnside's rear, having surprised and captured the town of Dumfries on the 12th of December.

The vulnerability of the Union line of communications along the Potomac being thus exposed, Stuart organized a larger similar expedition on December 26—his usual quota of 1,800 men under Hampton and the two Lee's. Around and between numerous well guarded posts he again led his command in the same miraculous manner as before, striking blows at weak points and overpowering quickly such resistance as he encountered. Changing his tactics by giving his three brigades three separte objectives toward which to hew their way, he reunited his command north of the Occoquan and dashed northward to the Alexandria railroad which he struck at Burke's Station. Here, capturing the telegraph operator, whom he replaced by one of his own, he created a furor of excitement in Washington a few miles away by telegraphing to the Quartermaster General, complaining of the quality of mules furnished Burnside's army and registering his great embarrassment in consequence of his dependence upon them to get the wagons he had captured back into the Confederate lines!

A diary kept during the Dumfries' raid by an officer of the Third Virginia Cavalry will bear a brief quotation as it gives a vivid side-

light on some of the details of the raid: "Reaching the Little River Turnpike, the division turned down toward Fairfax Court House and arriving within a mile of that place, the enemy's infantry in ambush opened on the head of our column. . . . We made no reply to their fire and only withdrew out of musket range. Whereupon the enemy, not knowing how to interpret it and thinking it might be a party of their own men sent a flag of true to ask if we were friends or foes. They were told they would be answered in the morning. On this being reported back they began to shell the turnpike, but in the interim we had built camp fires as if about to encamp for the night and had left."

Situation After Chancellorsville

We now span a period of time culminating in the Battle of Chancellorsville. In the kaleidoscopic succession of Union generals, Hooker had succeeded Burnside in command of the Army of the Potomac. Hooker, having crossed the Rappahannock only to sustain the severe repulse at Chancellorsville, recrossed to the north side of the river where he could not be attacked except at a disadvantage. The Confederate army of Northern Virginia had one of two alternatives; to again retreat on Richmond or to again advance north.

The victories of Fredericksburg and Chancellorsville had raised Southern morale and the time seemed ripe for a second invasion of the enemy's country. Lee determined to threaten Hooker's flank and draw him from his position by crossing the Potomac.

After the Battle of Chancellorsville and the death of Jackson, Lee had reorganized his army into three corps instead of two as formerly. These were commanded by Longstreet, Ewell and A. P. Hill. These units were successively withdrawn from the Rappahannock and concentrated in the vicinity of Culpeper.

A Union cavalry reconnaissance culminating in the successful Battle of Brandy Station having disclosed Lee's withdrawal, Hooker followed close on his rear. Lee had at first intended to take a northern route east of the Blue Ridge with his cavalry on his flank to screen his movements, but this plan was given up and the Cumberland was selected as the highway of invasion. Along the latter route the mountain range intervened between the two armies and as the only means of crossing it was at the "gaps" or passes, which could be easily held by a small force against a much larger one, it afforded excellent flank protection.

Ewell's corps having cleared the Shenandoah Valley of a Union force under Milroy at Winchester, crossed the Potomac at Williamsport on the 15th of June, 1863. His objective was Harrisburg, the

capital of Pennsylvania. His orders were to make a dash up the Cumberland and thence northeast on the York Pike to the town of York.

The cavalry protecting Lee's march was distributed in the following manner: Jenkins' brigade, detached from Stuart's corps, was thrown out in advance. This brigade, accompanied by White's Battalion of Jones' brigade, moved by way of Chambersburg to Carlisle. While Jenkins was in front, General Imboden with is independent cavalry brigade was to drive off the Union troops guarding the Baltimore and Ohio Railroad and destroy the important bridges on that Union line of communication from Martinsburg to Cumberland, besides taking occasion to inflict serious damages on the Chesapeake and Ohio Canal and otherwise perform the duties of a left flank guard.

Ewell started the following day the cavalry battle of Brandy Station. The next day Stuart moved the remainder of his cavalry division to Berryville, west of the Blue Ridge, his orders being "to guard the passes of the mountains, observing the enemy which he was to harass and impede as much as possible should he attempt to cross the Potomac."

Hooker, having followed Lee's movements south of the Potomac, had his seven corps distributed over an area twenty-five miles in length with his right at Leesburg and left at Thoroughfare Gap.

As Ewell's advance did not have the effect that Lee expected of causing the Federal army to leave Virginia, nor did it seem disposed either to advance upon the opposition held by Longstreet who remained behind, and as the progress of Ewell rendered it necessary for the rest of the army to be in supporting distance, Longstreet and Hill's Corps were marched to the Potomac on June 24. Hill crossed at Shepherdstown and Longstreet at Williamsport; the two columns united at Hagerstown and followed Ewell.

The Gettysburg Raid

It was originally intended for Stuart to keep along the eastern base of the Blue Ridge and guard Longstreet. "The enemy kept his cavalry near enough to his army" however (as General Stuart says in his report) "to make attack upon the latter productive of no solid results."

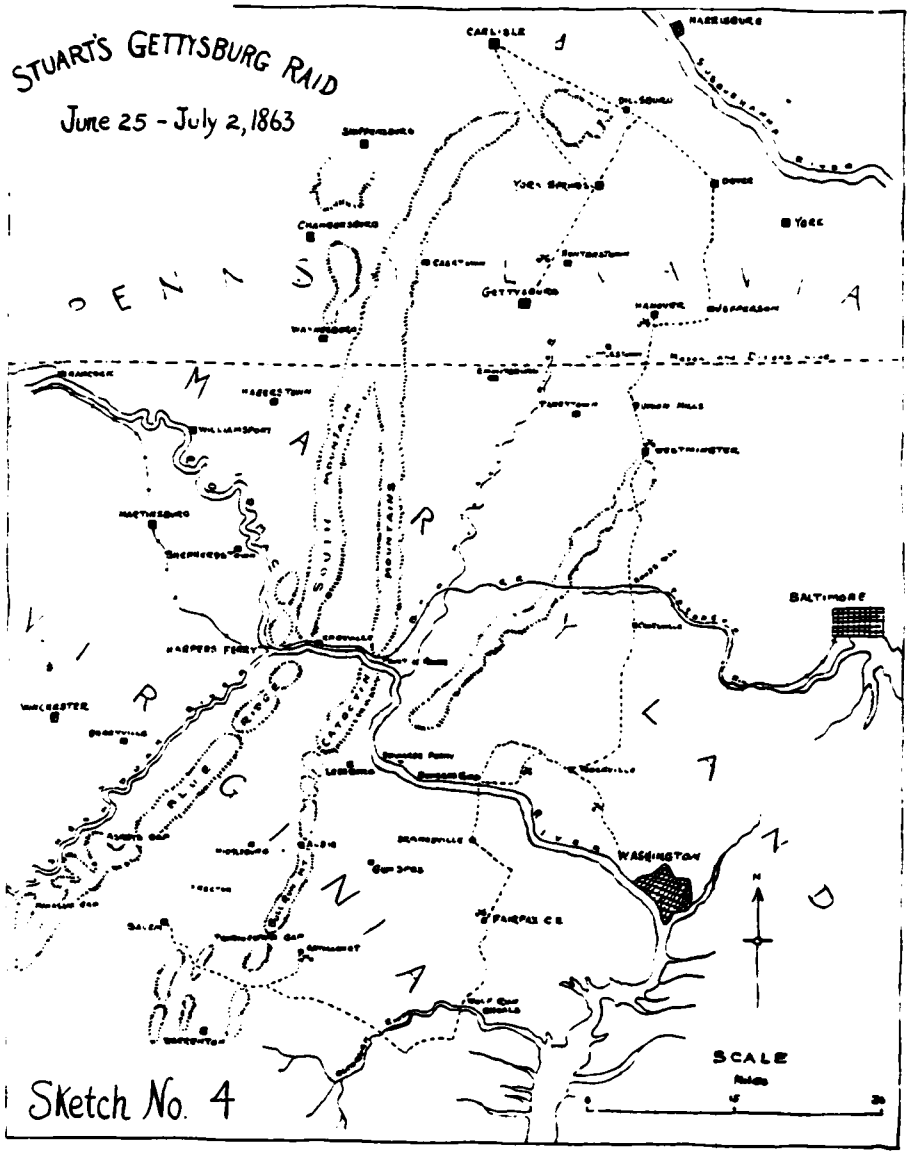
So he began to look for some other point at which to deal an effective blow. His Chief of Scouts, Major John S. Mosby, submitted to him the plan of crossing Bull Run Mountain and passing around Hooker's army, which as yet gave no sign of movement. Acting upon

the idea of Mosby, whose information was obtained at first hand and upon which the probability of success was estimated, Stuart unhesitatingly recommended the plan to Lee with the suggestion that "a brigade or so be left in their present front" and that the cavalry attain the enemy's rear, passing between his main body and Washington, and crossing into Maryland to join the main body north of the Potomac.

A close study of what Stuart himself has written discloses that he implicitly believed that by this route, though necessarily detached for a certain period, he would be able to place himself on the right of the army in ample time to keep his Commander-in-Chief advised as to the salient movements of the enemy. After some correspondence and conferences, General Stuart received his final orders from General Lee for this expedition (the Gettysburg raid) June 23, 1863, in a characteristic informal note of which these are essential extracts: ". . . If General Hooker's army remains inactive you can leave two brigades to watch him and withdraw the other three. . . . . You will be better able to judge whether you can pass around their army without hindrance, doing them all the damage you can and cross the river east of the mountains. . . . After crossing the river, you must move on and feel the right of Ewell's troops, collecting information, provisions and so forth. I think the sooner you cross into Maryland after tomorrow the better. . . ."

In a letter from Lee on the preceding day it had already been stated to Stuart that one of the two columns of Ewell's corps would probably move to the Susquehanna by the Emmitsburg route and the other by Chambersburg. This letter stated in stronger terms his duties when he reached Ewell, which were clearly defined "to place himself on Ewell's right, in communication with him, guard his flank and keep him informed of the enemy's movements."

In planning this raid, Stuart seems to have placed his entire confidence in Lee's carrying out his original plan by which he reckoned that he would find Ewell at York. The route which he took in the exercise of the discretion given to him by General Lee, although not the one which General Lee favored, was chosen because it was the most expeditious one by which he could reach York. He did not observe his rule of selecting detachments as on his previous raids. Three entire brigades were chosen to accompany him. The two which were left behind were of the same excellent quality; that of Robertson's had been recruited from Ashby's men after that redoubtable chieftain had ridden to his death in the valley. Jones' Brigade which was also left behind was by far the largest in the division and



together with Robertson's numbered 3,000 men—almost as many as there were in his own contingent.

No especial praise could, however, be bestowed upon the commanders of the two brigades. Robertson, the senior, judging by his record, was lacking in initiative and Jones apparently so in loyalty to Stuart.

Of Stuart's own command, McClellan, his adjutant general, says "he was about to undertake a hazardous movement in which he needed not only veteran troops but officers upon whose hearty coöperation he could confidently rely. These qualities were united in the . . . Brigade commanders (Fitzhugh Lee, W. H. F. Lee and Hampton) whom he selected to accompany him."

That Stuart himself recognized the characteristics of the two brigade commanders which he left behind is clearly admitted by his sending orders not to the senior alone but to both. The pertinent part of these duplicate instructions was: "Watch the enemy. . . . Be always on the alert. . . . Let nothing escape your observation. . . . Report anything of importance to General Longstreet with whom you will communicate by relays. . . . After the enemy has moved beyond your reach, cross the Potomac and follow the army, keeping on its right and rear. . . ."

When Robertson received these orders he was at Middleburg, and Jones some miles north and nearer the Potomac. The sequel shows that Robertson failed both to understand the importance of his trust and to carry out the spirit of his orders.

Assembling the three brigades which were to accompany him at Salem, early on the night of the 24th of June, Stuart marched out at 1 o'clock the following morning through Glasscock's Gap for Haymarket. As he approached Haymarket, he discovered that Hancock's corps (2d) of Hooker's army, in marching northward had appropriated the same road on which he had intended to move. The words of one of Lee's informal messages sent to him several days previously must have come quite vividly into his mind—"I fear the enemy will steal a march on us and get across the Potomac before we are aware"—for after satisfying himself from the capture of prisoners that Hancock's corps had left Thoroughfare Gap and was on its way to Gum Springs, he took the precaution to send the information to Lee by a courier. But this courier never arrived. To have remained long in Hancock's presence would have strongly hazarded the object of the expedition by disclosing his strength and giving the enemy a most excellent opportunity of divining his purpose. Stuart therefore diverted his course and being soon lost behind the enemy's advance, another opportunity to communicate with his Chief during this raid was not forthcoming. On account of Hooker's sudden northward march which he had expected to precede, he was compelled to make a still wider detour east.

The Shepherdstown route west of the mountains which was that favored by General Lee was not now open to Stuart, even if he had

chosen it, as it was filled with Hooker's troops. Breaking away from Hancock's corps, he marched in a general easterly direction on the 26th to the vicinity of Wolf Run Shoals on the Occoquan. Thence, turning north toward the Potomac, he passed on the 27th through Fairfax Court House, where General Hampton's brigade had a small encounter with some Union cavalry which, though sharp, did not hinder his march or prevent his reaching Dranesville, a few miles from the river, late in the afternoon.

Having found himself unable materially to delay the enemy in crossing without unduly endangering his commands, Stuart effected a very difficult and dangerous night crossing of the Potomac in the vicinity of Bowsers Ford. The river was high, the ford narrow and uncertain with no moon to show the ripples. The artillery was at times submerged, artillery ammunition being carried across by cavalrymen in their hands. Ever and again, when the swift current mercilessly hurled some daring rider down stream a comrade who had crossed before him would ride out from the opposite bank and pilot him across. Surmounting these difficulties and while darkness still enveloped them, the command stood on June 28 safe upon Maryland soil.

The Union army had also crossed the Potomac and was sweeping north. Stuart's main objective clearly was now to join Ewell as expeditiously as possible, yet being a raider, his active impulses could not refrain from the opportunities which lay well within his reach. At noon of the same day that he crossed the river, he entered Rockville, where he destroyed telegraph lines and captured some supplies.

Hearing of the approach of a large wagon train with a slender escort, on its way to Frederick, he promptly diverted his attention to its capture, following it to within sight of the defenses of Washington, where much excitement was created. Instead of burning the train at once, he persisted in holding on to it. It was not possible to his ardent nature to abandon any undertaking until he saw it utterly beyond his power, and this characteristic made him, in this instance, his own enemy. In his valiant, though misguided attempt to bring a large captured wagon train through the enemy's line, he allowed his own tenacity allied with the realization of the ever immediate and pressing need of supplies within his own army to cloud his judgment. He impeded his mobility and fatally delayed his march.

*At dawn on the 29th, after a wearisome night in which the im*pressed drivers continually went to sleep and allowed their wagons to block the roads—a condition which was subsequently repeated on

other night marches—Stuart reached the Baltimore and Ohio Railroad and began tearing up the tracks and burning bridges.

Though this was the line of communication which joined the Union army with Washington, the damage Stuart inflicted was not worth the precious hours he spent at Hood's Mill while doing it, the cost being one day's marching time. Of the three divisions of cavalry which accompanied the advancing Union army, Buford's was on the left while the other two were in rear occupied with Stuart. Gregg's division moved to head him off at Westminster, but being delayed by roads blocked with Union infantry and trains, he was too late effectually to intercept Stuart, who slipped by before the bulk of Gregg's force reached its objective.

Reaching Westminster at 5 P. M., June 29, Stuart delayed after overcoming the slight resistance he met there only long enough to procure provisions for his hungry men and horses in such abundance as they had not known for days, and then moved on to Union Mills on the Gettysburg road where an attack on the town failed, one brigade being driven out before it could be reinforced. After a safe withdrawal, under cover of darkness, a biovouac was made for the remainder of the night (June 29-30) half way between Westminster and Littlestown.

Finding that Kilpatrick's division was waiting at the latter place, Stuart attempted to avoid an encounter by moving early the next morning (June 30) to Hanover. He was, however, not altogether successful, as one of Kilpatrick's brigades was struck at Hanover.

Hampton's column, being in advance, was separated from the next brigade by the whole of the captured wagon train and the action of the supporting troops was so crippled that a retirement on the part of the Confederates to the hills south and east of the city was the inevitable result. Had Stuart been unimpeded by the wagons, he would probably have passed Hanover before the arrival of Kilpatrick and might have been in communication with Lee before nightfall. If he had moved on Heidlersburg or in that direction from Union Mills, he would have been in rear of the Union forces at Gettysburg and once in that area he would probably have been able to discover and to inform Lee of the Union lack of strength prior to the battle of July 1. This is mentioned as a mere chance of war since Stuart, being in entire ignorance of Lee's change of plan, had of course no means of knowing of the vast importance of this change of route.

So far as his own army was concerned, Stuart was as completely in the dark as if he had been traveling in Africa. Any scouts or patrols which he might have sent out would have gone straight into

the jaws of the enemy. Every accessible though meager source of information had been weighed and tested and comparing these with the lapse of time since he started, it was conjectured that the Army of Northern Virginia must be near the Susquehanna.

Due to the encounter with the Union cavalry at Hanover, another detour was considered imperative. Stuart thought that the chance of saving the wagon train, which had been given in charge of Fitz Lee, would be better through Jefferson to Dover. He had already passed within seven miles of the rear of Ewell's Corps on its way to Gettysburg without either knowing of the other's proximity. It was not, however, until Fitz Lee's brigade on its way to Dover had reached the road leading from York to Gettysburg that it was first learned that Early's division of Ewell's corps, with which Stuart was to gain connection, had retraced its steps and marched westward, leaving behind no patrol to acquaint him of its new destination. Had Ewell or Early done so after hearing Stuart's guns at Hanover, it would have saved Stuart the additional roundabout march to Carlisle and thence back to Gettysburg. Citizens informed him along this stage of his route that Ewell was going to Shippensburg.

Stuart still believed that most of Lee's army was before Harrisburg, and as Carlisle seemed the most likely location for him to obtain communication with it, and also to obtain rations, of which his command was entirely destitute, he struck out for that place.

Meantime, in Stuart's absence and of course without his knowledge, a number of unexpected events had happened of vital importance to him. The two cavalry brigades under command of General Robertson, which Stuart had left "to watch the enemy and follow his movements" had remained *in statu quo* in the vicinity of Middleburg where at his departure he had left them guarding the Gaps and picketing the river from Harper's Ferry to Williamsport.

It was only by Lee's order to concentrate on Gettysburg that their location was changed, and meantime Hooker had stolen a march on Lee and slipped across the Potomac before he was aware.

Three days had elapsed; it was not until June 28 that General Lee received the news of Hooker's crossing, not from Robertson as might have been expected but from one of Longstreets's scouts who had been working independently within the Union lines. Except that he was approaching South Mountain, Hooker's intentions were not known, but this intelligence made a drastic change in Lee's plan. With his cavalry dissipated in different directions he suddenly decided that as Hooker now threatened his rear, he would forego his intended threat upon Harrisburg and concentrate his army east of

the mountains at Gettysburg where, in case of a reverse, he could still guard a back door of escape through the mountains at Cashtown.

Never was cavalry more needed by a commander than was the Confederate cavalry at Gettysburg and never was it more conspicuous by its absence.

Jenkins was far to the north pounding at the gates of Harrisburg. Imboden raiding on the left, Stuart on the right and Robertson inactive in the rear, all beyond immediate reach of army headquarters!

A change of plan suddenly and unexpectedly ordered and the only thorough means of reconnaissance not at hand by which Lee could definitely satisfy himself as to the intentions and dispositions of the enemy!

Meantime, there was also confusion within the Union camps due to another cause. In his military policy Lincoln had violated one of his favorite maxims: "to never swap horses while crossing a stream." The Union army had again changed commanders. "Fighting Joe" Hooker had given place to George B. Meade. General Meade's plan, hastily arranged as dictated by the urgent conditions into which he had been thrown, was outlined quite lucidly for our purposes in his letter to General Halleck of June 29.

It was "to move towards Westminster and Emmitsburg . . . the cavalry guarding his flanks and rear . . . . If Lee moved toward Baltimore, . . . to get between his main army and that place. If he crossed the Susquehanna . . . to fall upon his rear. To hold the Union forces well together with the hope of falling upon some portion of Lee's army in detail. To pursue Stuart's cavalry when sufficient information had been gotten of its movement; . . . To make his main point, however, to find and fight the enemy and in whatever measure it was necessary to do this to submit to Stuart's cavalry raid."

Though this raid resulted as before in the breaking of enemy communications and the damage and capture of property and also in spreading consternation to the very gates of Washington and Baltimore, it is doubtful even with all this if it affected in the slightest degree the outcome of the campaign. The Confederate army was in such close proximity that as Meade leads us to infer in his letter, it commanded their entire attention.

Two divisions of the Union cavalry, it is true, were drawn from an aggressive attitude toward the flank of the Confederate army near Williamsport and Hagerstown and left off any annoyance to Lee's trains which they might otherwise have given to rally to the defense

of their own communications which were threatened by Stuart. This resulted unquestionably in Lee's being able to march without molestation during the early stages of his advance, but this protection could probably have been given equally well if Stuart's cavalry had stayed close in to the slopes of the Blue Ridge to guard the right and rear.

After Lee passed under the protecting shadow of the mountains, the enemy cavalry could not have dealt him telling blows, at any rate, except at the gaps, and these could easily have been held.

In accordance with Meade's plan, Buford's cavalry division of Pleasanton's corps had during the concentration of his forces guarded his left flank and in so doing had taken possession of the town of Gettysburg. It was there that Heth's division of A. P. Hill's corps precipitated that memorable battle by entering the town on a foraging expedition in search of shoes.

In addition to the two divisions of Union cavalry which had become interested in Stuart's capture, Meade's original plan was somewhat altered by sending the entire 6th Army Corps (General Sedgwick commanding) to intercept Stuart at Westminster. Its arrival there the morning he had left accounts for their non-participation in the engagements of the first two days at Gettysburg.

The effect of this advantage to Lee was, however, totally counteracted by his lack of information that this corps was absent from the Union side.

On the morning of July 1, Stuart halted at Dover some twenty-five miles distant from the guns at Gettysburg. A short rest was necessitated by the condition of his command, exhausted as it was by continuous marching until the limit of their endurance had been reached. Sending out detachments, one to find Ewell and one towards Gettysburg, Stuart moved on toward Carlisle where he hoped for supplies and more definite information of his own troops since he stood sorely in need of both. He found the town in possession of the enemy by whom his summons to surrender was refused. While throwing a few shells into the town, this enforcement of his demand was interrupted by the simultaneous return of both his staff officers, each bearing orders from General Lee to proceed at once toward the Confederate position in the vicinity of Gettysburg. Delaying the feeding of his hungry troopers to a more opportune time, which was indefinitely postponed, he sent Hampton's brigade first as it was nearest (being his rear guard). It reached Hunterstown from Dillsburg tardily on July 2. At Hunterstown it received battle instructions to take its place on the left of the Confederate infantry. This was accomplished only after skirmishing with Kilpatrick's cavalry which was advancing on the same objective. Stuart, with the other two

brigades, reached Gettysburg later on the same day and joined Hampton.

For eight days and nights they had been marching and fighting almost incessantly, a longer period than on any previous raid, yet notwithstanding it was able to take its place in the third day's battle.

The long train of captured horses and mules with the one hundred and fifty captured wagons for which Stuart had risked and forfeited so much were now safe at last, though doubtless Stuart would have now joyfully sacrificed the wagons and all they contained to have been there two days earlier.

The Gettysburg raid, considered merely as a raid, was a success. If it had been accomplished two days sooner, as it could have been had Stuart's column been unencumbered, it would have easily accomplished its entire mission. The haste which the combination of changed circumstances required, however, was inconsistent with the exigencies of a raid, and to a raid Stuart had committed his command, making every other consideration subservient. In this lay his error of judgment rather than in his choice of route. By his raiding activities he did not delay the advance of the Union army and he did materially delay reaching his position on Ewell's right which was all-important. This raid was on these two counts therefore very clearly ill-timed and strategically must be considered a failure. The absence of the cavalry of the Army of Northern Virginia at Gettysburg resulted in its chance encounter with the enemy and an utter lack of knowledge of its superiority over the part of the Army of the Potomac which at first confronted it.

Stuart as A Cavalry Leader

Of the three major raids of Stuart which I have described in detail, all carried with them the mission of reconnaissance. In two, the Chickahominy and the Gettysburg raids, it was of primary significance. In the former, as the return of Jackson from the Valley did not make the forward movement possible for ten days after Stuart's return, ample time was afforded and the reconnaissance mission did not suffer, the raid being eminently successful. In the Gettysburg raid, however, Lee's advanced corps under Ewell had started forward ten days before the raid began and the time was so limited that the reconnaissance mission was lost.

The Chambersburg raid was different from the other two in that it was launched primarily as a raid, in which it succeeded admirably. To obtain information of the state of McClellan's army though always of timely value was decidedly in this instance of secondary importance as Lee did not at that time contemplate an advance.

At the beginning of the Battle of Gettysburg Lee's fevered ejaculation "Oh! If Stuart were only here!" implied that with the recognition of his need was linked the hope that in spite of shifting conditions he would reach his goal, a hope which had turned to ashes when upon a battlefield which after two days had been virtually lost, Lee met him with the forlorn greeting: "At last, General Stuart." The only task then left for Stuart was to cover Lee's retreat.

A true descendent of the cavalier type projected into another civil war, in a distant country and another century, Stuart was by nature wonderfully endowed with the combined qualifications of a leader of light horse. The very sight of his youthful and martial figure inspired confidence, and his strong character begot earnestness and loyalty. His piercing blue eyes which were fierce and laughing by turns, his knightly face, the drooping rakish slouch hat looped up significantly with a single golden star and decorated with a black ostrich plume, the "fighting jacket" as he termed his tight fitting military coat and the tall cavalry boots must, as General Fitzhugh Lee tells us, have formed one of the most jubilant and striking pictures of the war; a figure about which might well be woven the spell of romance.

And those who followed his black plume were in all respects worthy of him—as fine a body of light horsemen as could ever be assembled. Though they lacked the pageantry of uniforms and dazzling equipment, their *esprit de corps*, which did not depend upon tangible or visible things, was never lacking. Stout hearts made up for lack of numbers and hardships were treated as jests. They drank their "peanut coffee" and, when they did not spend the night in the saddle, lay down on the hard earth or upon three fence rails tilted on end with one flimsy blanket as a cover and the starry firmament for a tent, deeming it a privilege to follow Stuart's plume. He once told a friend who wished to join his command that if he could not stand the hardship incident to long rides under all conditions he was of no use to him. Stuart's intense nature shines throughout his campaigns and gives us the impression of a man of great enterprise, unbounded courage and rare determination.

To the dash of Murat, he added a rollicking gayety all his own. No one of his followers, when opportunity was ripe, loved a good time more than their sunny, jovial leader. His headquarters boasted a French chef and an accomplished banjo player while his own black servant, Bob, was given frequent opportunities to demonstrate that he possessed a good share of the musical ability of his race. Perhaps the memory of his popular accomplishment with the castanets may have mitigated somewhat the feelings of his master when, upon the return march from Chambersburg, word reached him that Bob had

gone to sleep by the roadside and allowed the General's two favorite thoroughbreds of which he was in charge, ignominiously to fall into the hands of his pursuers.

Even with his mind burdened by the unending chances incident to his being separated from his own forces on an independent mission in the enemy's country, the spring of his good nature never ceased to bubble, for a laugh was always lurking on his lips and a song was just behind it. He has even been known to lead a march with Sweeny, his banjo player, strumming at his side.

At Chancellorsville he beguiled the long uncertain hours of the day after he had suddenly succeeded the wounded Stonewall Jackson in command, by repeating the snatches of a song he had improvised for the occasion and which ran in this wise: "Won't old Joe Hooker be glad to get out of the Wilderness—out of the Wilderness—out of the Wilderness." His love of a practical joke, in which he took a boyish delight has already been shown in the Dumfries Raid when he electrified Washington by sending the impudent message to the Quartermaster General complaining of the character of the mules furnished the Union army, and which in lieu of better ones he had been forced to hitch to his captured transportation. Being a true man he does not belong to any particular time or place. He does not appertain to cause, but to the country and the age. His honor is reflected by an incident published shortly after the war by a southern journalist who knew him well. In one of his numerous engagements he had met a Union classmate, riding carelessly with a small escort, a half mile in front of his battery. In the genial salutation neither recognized that the other was on the opposite side. When the mutual mistake was presently discovered as the battery flying the Federal colors came over the hill, the advantage was in Stuart's favor. He might easily have captured its detached commander but instead there was an exchange of West Point nicknames: "Goodbye Perk" yelled Stuart. "Goodbye Beauty," yelled the classmate who saw Stuart suddenly wheel his horse and plunge from sight into the neighboring forest.

Could his unfailing optimism, so often the stay of his men, be better exemplified than by his last dispatch which he sent to Bragg May 11, 1864, and which reassured Richmond " . . . I intersect the road the enemy is marching on at Yellow Tavern . . . My men and horses are tired, hungry, jaded, but all right." That dispatch was signed at the early hour of six-thirty in the morning. Before the end of the day "Jeb" Stuart was brought mortally wounded into the city for which he had risked himself and his command so many times to save.

The Cavalry Leadership Test, 1929

By Lieutenant T. Scott Riggs, *Cavalry*

About five years ago, a friend of the cavalry established a prize of One Thousand Dollars to be presented each year to a cavalry platoon which received the highest rating in a test of efficiency and training. Since that time the "Cavalry Leadership Test for Small Units" has been held every year at some cavalry post.

In 1929, Fort Bliss, Texas, was the scene of the test. The board in charge was appointed by the Commanding General, First Cavalry Division, the personnel of the board being taken from officers not assigned to any of the competing regiments. The purpose of the test, as outlined by the board, was "to encourage the training and physical development of the individuals and their mounts and to test combat efficiency of small cavalry units."

In order to carry out the above purpose, the test was divided, as in previous years, into two phases: the Individual Phase and the Leadership Phase. Of the total possible score of one hundred per cent for the entire test, twenty per cent was allotted to the Individual and eighty to the Leadership Phase.

Five regiments entered platoons in the contest, one entry being allowed from each of the First, Fifth, Seventh, Eighth and Tenth Cavalry regiments, which had been assembled at Fort Bliss during October for the division maneuvers. The board conducting this test eliminated the platoon entered by one regiment due to the fact that that platoon failed to carry out that part of the mission assigned it requiring it to cross the Franklin Mountains at Cottonwood Springs, and failed to follow the route prescribed in the order it should have in the part of the test from Cottonwood Springs Pass to Canutillo.

In reporting the conduct and results of the test, a description of the problems confronting the platoons and a record of the scores awarded the contestants will be given. No attempt will be made to remark upon the errors made by contestants, but the scores will be left to speak for themselves.

Individual Phase

The Individual Phase was conducted on October 28th, 1929. A five-mile cross-country course, running principally over uneven terrain of sand hills and "caliche" banks, was taken, mounted, by all contestants. Twenty obstacle-jumps, slides, banks, and sand-pits—were scattered along the course. In addition seven pistol targets and

gone to sleep by the roadside and allowed the General's two favorite thoroughbreds of which he was in charge, ignominiously to fall into the hands of his pursuers.

Even with his mind burdened by the unending chances incident to his being separated from his own forces on an independent mission in the enemy's country, the spring of his good nature never ceased to bubble, for a laugh was always lurking on his lips and a song was just behind it. He has even been known to lead a march with Sweeny, his banjo player, strumming at his side.

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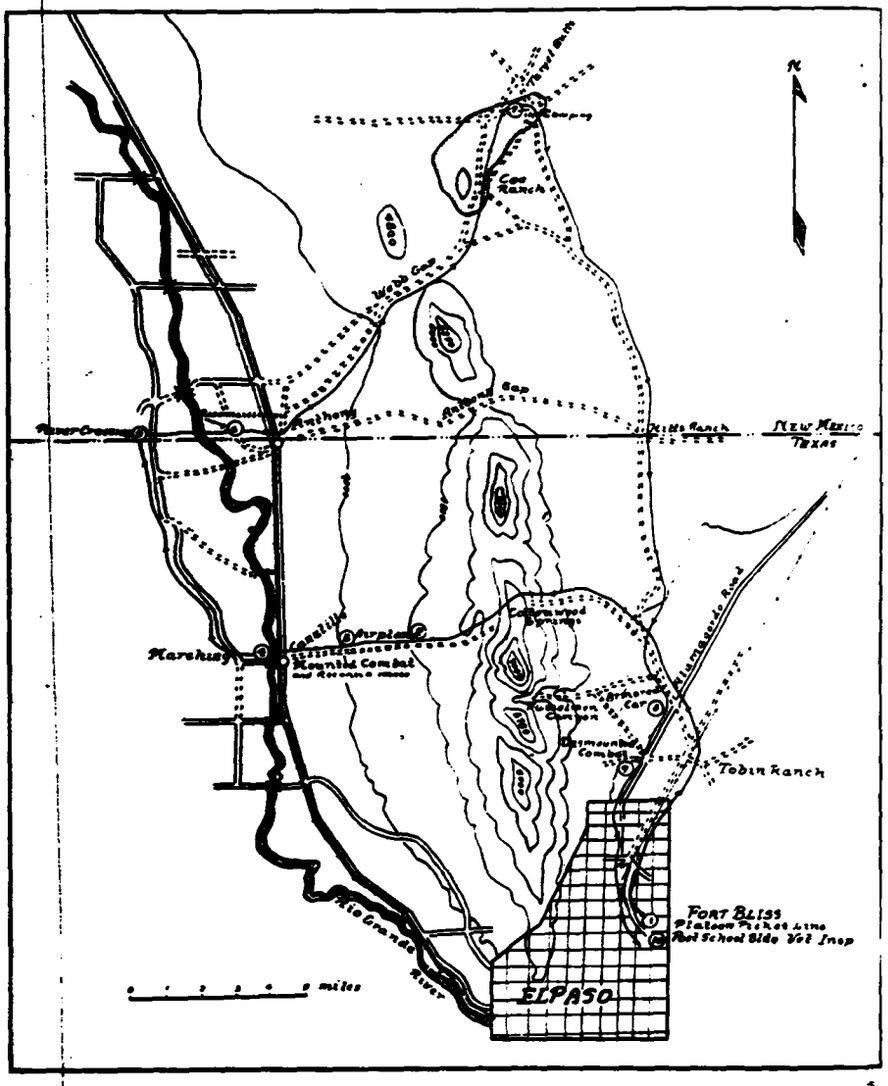


Map Showing Route of Platoons in the Leadership Phase, 1929 Leadership Test

six sabre heads were spotted at unexpected points of the route. These obstacles and targets were attacked at a full gallop, deductions being made in the contestants' scores for refusals, misses, run-outs, and decreased gaits. A time limit of twenty-five minutes for lieutenants and thirty for enlisted men was set, and a deduction of ten per cent of his total score was made from the score of any individual for each minute of overtime. At the conclusion of this phase, horses were inspected by veterinary umpires, who awarded a zero score to contestants whose horses showed exhaustion or other maladies which could be attributed to poor horsemanship on the part of the rider.

Immediately upon dismounting after this phase, lieutenants were required to run two miles across country (also over a varied course including sand hills), the allowed time being twenty-four minutes. No score was awarded for this run, it being considered merely as a test of the courage, endurance and physical fitness of the lieutenant to qualify him to lead his platoon in the remainder of the test. Lieutenants who failed to finish the two-mile course were eliminated from the contest.

Scores for the Individual Phase were as follows, based on a possible maximum of 20% of which 6% was assigned to the lieutenant and 14% to the enlisted personnel:

Troop F, 1st Cavalry (2d Lieut. H. W. Johnson): 16.47%.
Troop B, 7th Cavalry (2d Lieut. T. F. Van Natta III): 14.33%.
Troop E, 8th Cavalry (1st Lieut. J. K. Baker): 16.81%.
Troop E, 10th Cavalry (2d Lieut. T. F. Trapolino): 16.76%.

Leadership Phase

The Leadership Phase comprised a two-day march, under simulated wartime conditions, all platoons following identical routes and being marked upon their actions by the same umpires. Three platoons marched on the morning of October 29th and two on October 30th, order of march having been determined previously by lot. They were given a reconnaissance mission, with orders to pass consecutively certain control points, returning to Fort Bliss on the second day. The test will be described, by control points as the situations were encountered by the platoons, reference being made to the sketch map made from the Dona Ana Maneuver Map, and the first platoon to march being used as a model. The following is a tabulated outline of the scoring system, by control points:

Control Point No. 2, Defense against Airplane Reconnaissance	4
Control Point No. 3, Mounted Combat and Reconnaissance of a Town	21
Control Point No. 4, Marching	11
Control Point No. 5, River Crossing	5
Control Point No. 6, Reconnaissance of Anthony	6
Control Point No. 7, Camping	10
Control Point No. 8, Defense against Armored Cars	3
Control Point No. 9, Dismounted Combat	15
Control Point No. 10, Condition of Animals	5
	80%

Control Point Number 1 (Fort Bliss)

At 6.00 P. M. on the day before the platoon was scheduled to march, the platoon leader was issued the following situations and orders:

"GENERAL SITUATION: *a.* Dona Ana Maneuver Map, 1 inch=1 mile; Dona Ana, Canutillo, and Ysleta Sheets."

"*b.* A line running due north from Smelter (just west of El Paso) and the Rio Grande from Smelter to the southeast is the boundary between two States, Browns (east and north) and Whites (west and south), which have recently declared war. El Paso has many White sympathizers among its population."

"SPECIAL SITUATION: (Brown) The 1st Cavalry Division is concentrating at Fort Bliss. Information has been received that Whites are contemplating an invasion of Brown territory and are detraining infantry at Afton (18 miles west of Berino)."

"WARNING ORDER: At 6.00 P. M., October 28th, 1929, Lieutenant Johnson commanding the 1st Platoon, Troop F, 1st Cavalry, is informed of the above situation and is told that his platoon, with a machine rifle squad attached, will proceed on reconnaissance at 3.30 A. M., October 29, 1929; that he may be away two days; that complete orders and maps will be given him at his troop picket line one-half hour before the time set for the departure of his platoon; that one cooked meal and one feed of grain will be carried on the saddle; that there will be no transportation with the platoon."

At 3.00 A. M. the next day, the platoon leader was issued the following order at his troop picket line:

1ST CAVALRY DIVISION
FORT BLISS, TEXAS
29 OCTOBER, 1929. 3:00 A. M.

FIELD ORDERS
NO. 5

Maps: Dona Ana Maneuver Map, 1 inch=1 mile, Dona Ana, Canutillo, and Ysleta Sheets.

1. Enemy infantry was reported as detraining at AFTON (about 18 miles west of BERINO) at 4:00 P. M., yesterday. Small patrols of enemy cavalry were reported last night at the crossings over the RIO GRANDE at ANTHONY and CANUTILLO. Troop A, 1st Armored Car Squadron is in contact with enemy infantry about 15 miles west of BERINO.

2. This division remains today at FORT BLISS.

3. *a.* (1) The 1st Platoon, Troop F, 1st Cavalry with its machine rifle squad attached will proceed on reconnaissance at 3:30 A. M. today, crossing the FRANKLIN MOUNTAINS at COTTONWOOD SPRINGS and moving via CANUTILLO, LA UNION, ANTHONY, WEBB GAP, RJ6 (2½ miles north of COE RCH Ruins). It will return to FORT BLISS October 30th.

(2) Enemy detachments encountered the size of a troop or larger will be reported.

(3) Prompt report will be made of the results of the reconnaissance of CANUTILLO and ANTHONY.

(4) Identifications will be obtained.

(5) Water supply and amounts obtainable will be reported.

(6) The platoon will act generally in an aggressive manner fighting when necessary to obtain information or secure identifications.

4. One cooked meal and one feed of grain will be carried on the saddle. After these are consumed the platoon is authorized to live off the country, giving receipts for subsistence and forage obtained (consult umpires).

5. Messages to FORT BLISS.

By command of Major General A.

K
Chief of Staff.

The first part of the march presented only the problem of following the prescribed route in darkness and fog. The passes of the Franklin Mountains were pretty well obscured by low hanging clouds. and one platoon became lost and failed to cross by the required pass. Cottonwood Springs Pass proved to be a severe test for both horses and men. The approaches were exceedingly steep, rocky, and slippery, and it was necessary for troopers to dismount and lead during the entire crossing, a period of from three to four hours.

Control Point Number 2

At Control Point Number 2 (see map) a special umpire assumed control of the situation. He arranged with the Air Corps so that a reconnaissance plane arrived at the exit of the pass just as the platoon marched out. The pilot made no particular effort to locate the platoon, for the scoring was based entirely upon the orders given and the dispositions made to avoid observation. When the plane had passed out of sight, the platoon was assembled and the march resumed.

SCORES (MAXIMUM 4%)

1st Cavalry	1.80
7th Cavalry	3.72
8th Cavalry	2.80
10th Cavalry	3.64

Control Point Number 3

At a point about a mile and a half east of Canutillo, the platoon ran into an enemy patrol of two squads, dismounted on the road. The enemy mounted and moved to attack the Brown patrol, falling back, however, as soon as the Browns began an attack. The White squads retreated around the north edge of Canutillo, west across the bridge, continuing west if the Brown attack was vigorously pressed. If the Browns did not pursue, however, the Whites took up a defensive position on the west side of the river, disputing the crossing and delaying the Brown platoon. The platoon leader was thus presented with the combined problem of mounted combat, reconnaissance of a town, and passage of a defile. The platoon was allowed one prisoner. a wounded soldier from the White patrol, who stated that his patrol had been ordered to cross the Franklin Mountains and that he thought there were other patrols from the White army operating along the Rio Grande.

The principal points upon which platoons were marked at Canutillo were: Defeat of the enemy patrol; pursuit across the bridge; establishment of a march outpost on the west side of the river; investigation of points likely to yield information; security during the halt; capture, examination and disposition of prisoners; messages to Fort Bliss; destruction of the enemy communication system; and departure from the town.

SCORES (MAXIMUM 21%)

1st Cavalry	17.88
7th Cavalry	20.16
8th Cavalry	17.17
10th Cavalry	18.21

Control Point Number 4

At the west end of the bridge, a march umpire joined the platoon. accompanying it for about seven miles and marking it on march discipline and march conduct. Particular attention was paid to marching by bounds, smooth functioning of the point and main body, careful reconnaissance at important terrain features, security measures, and lookouts to observe for airplanes. The umpire accompanied each platoon for over an hour, so as to include in his marking the hourly halt and the use of a march table.

SCORES (MAXIMUM 11%)

1st Cavalry	9.53
7th Cavalry	9.85
8th Cavalry	7.40
10th Cavalry	9.85

Control Point Number 5

As the platoon approached Anthony from the west, it received fire from three White soldiers concealed at the east end of the bridge. These men surrendered if the point pressed vigorously across the bridge. Platoons followed the points across the river, questioned their prisoners, and received the following information: That the prisoners were stragglers from Troop A, 1st White Cavalry, which marched east through Anthony that day; that their troop arrived in Afton by train late the day before, camped in Afton that night, and marched northeastward to an unknown destination on leaving Anthony.

As in the situation at Canutillo, platoons were marked on the passage of the bridge and on the collection and dissemination of information and disposal of prisoners.

SCORES (MAXIMUM 5%)

1st Cavalry	4.50
7th Cavalry	3.30
8th Cavalry	4.95
10th Cavalry	3.35

Control Point Number 6

On arriving at Anthony, the platoons found only one enemy soldier, a straggler from a White armored car, who had been left in Anthony drunk. He told the platoon leaders that his car was attached to the White troop, that it had moved east through Anthony that morning, and that he did not know its destination. He said also that there had been many White infantrymen in Afton the night before.

At the telegraph office there was a telegram from the commander of the White troop, making a negative report of his reconnaissance, and stating that he would proceed on his mission.

Platoons were marked on the same points here as at Canutillo. Scores were as follows:

SCORES (MAXIMUM 6%)

1st Cavalry	3.09
7th Cavalry	4.46
8th Cavalry	4.89
10th Cavalry	2.64

Control Point Number 7

From Anthony to the Dona Ana Target Range, the platoons were confronted with no more prepared situations. At Dona Ana they were met by an umpire who directed them to make camp anywhere within a radius of two miles of the water tank. Rations and forage which had been spotted at the Range were delivered to platoon leaders on requisition. Platoons were marked on making camp, care of animals, security measures, morale, and concealment from air observation.

At 2:30 A. M. the next day, the platoon leader of the first platoon was told to break camp and continue on his mission. Other platoons were started at intervals of an hour and a half. All were marked on breaking camp and the initiation of the march.

SCORES (MAXIMUM 10%)

1st Cavalry	7.02
7th Cavalry	9.71
8th Cavalry	8.75
10th Cavalry	8.63

Control Pont Number 8

At Control Point Number 8 (see map) the platoon met an enemy armored car, traveling north on the road at fifteen miles per hour. The car fired blanks from its machine gun; it passed the platoon and continued up the road without stopping. Platoons were marked on the actions of the leaders and their men in scattering and taking cover. As soon as all dispositions had been made, the leaders were informed that the car was out of the problem and that they could continue their march.

SCORES (MAXIMUM 3%)

1st Cavalry	1.95
7th Cavalry	2.85
8th Cavalry	2.40
10th Cavalry	2.85

Control Point Number 9

At this point (see map) the platoon was met by a special umpire who directed it to rejoin its troop at Castner Range and gave the following order:

"Patrols report that enemy cavalry, strength estimated as a troop, is now at CASTNER RANGE.

"This troop marches at once to drive the enemy west of the mountains."

The platoon then moved to a point five hundred yards in rear of the line of departure, designated by an umpire, where it halted and received the following verbal instructions, the umpire pointing out designated localities to the platoon leader:

"Patrols report that the enemy, dismounted, holds a line from that point to that point."

"This troop attacks, dismounted, at once and will drive the enemy west of the mountains. Line of departure from there to there."

"Attack on my signal."

"Your platoon will be the right assault platoon. You will deploy

with your left at that point on a front of seventy-five yards. You will advance by fire and movement. Your objective will be from that point to that point. You will not hold out any support."

"The second platoon (assumed) will attack on your left."

"The third platoon (assumed) will be in support and will follow the right platoon at two hundred yards. He will furnish flank protection for the right flank of the troop."

"Machine rifle squads will accompany their platoons."

"Led horses there."

"I will be with the support."

Five minutes after the platoon was in position on the line of departure, a group of twelve prone targets appeared at a range of four hundred yards. These targets were visible for ten minutes. Five minutes after they disappeared, eight targets appeared five hundred yards from the line of departure, remaining visible for five minutes. Five minutes after their disappearance a group of twenty prone silhouettes appeared at eight hundred yards (from the line of departure) and remained up for five minutes. Hostile fire was represented by machine guns concealed in trenches, which fired blanks while their groups of targets were in sight. Four casualties were awarded in each platoon during the problem; the Platoon Sergeant, a squad leader, and two privates.

Platoons were marked on the number of hits, targets hit, and conduct of fire.

SCORES (MAXIMUM 15%)

1st Cavalry	11.79
7th Cavalry	10.44
8th Cavalry	11.19
10th Cavalry	9.92

At the completion of the fire problem platoons were directed to return to Fort Bliss.

The Veterinary Umpire inspected horses at Castner Range to check Preston Brands and find horses which had lost shoes on the march.

Control Point Number 10

At 9:00 A. M. on the morning following the return to Bliss, horses were inspected on the halter by the veterinary umpires. Cuts were awarded for lame horses, lost shoes, sore backs, or horses that would be unable to continue the march.

Following is the consolidated score sheet:

Platoon from	Troop "F" 1st Cav.	Troop "B" 7th Cav.	Troop "E" 8th Cav.	Troop 'E" 10th Cav.
Individual Phase	Lieut. Johnson 16.47	Lieut. Van Natta 14.33	Lieut. Baker 16.81	Lieut. Trapelino 16.76
C. P.- 2	1.80	3.72	2.80	3.64
C. P.- 3	19.88	20.16	17.17	18.21
C. P.- 4	9.53	9.85	7.40	9.85
C. P.- 5	4.50	3.30	4.95	3.35
C. P.- 6	3.09	4.46	4.89	2.64
C. P.- 7	7.02	9.71	8.75	8.63
C. P.- 8	1.95	2.85	2.40	2.85
C. P.- 9	11.79	10.44	11.19	9.92
C. P.-10	4.65	4.47	4.24	4.56
Totals:	80.68	83.29	80.60	80.41

The winning platoon, that from Troop B, 7th Cavalry, with a score of 83.29%, was composed of the following personnel:

Platoon Leader: 2d Lieutenant Thomas F. Van Natta, 3d.

Sergeants: Arthur West, Joseph A. Bourque.

Corporals: James V. Crawley, Stephen McGregor, Harold J. Boyersmith.

Privates: Clarence G. Larson, Claude E. Fairchilds, Anton J. Cherne, Richard T. Miller, Reuben B. Allen, John R. Kirkendall, James R. Hunter, John E. Harrington, William T. Evans, Harry C. Haines, Joseph E. Daughetry, Taddeus Pawliz, Henry O'Quinn, Henry J. Morlas, Laudis A. Coleman, Edward J. Lessing, Herbert R. Darmody, Richard S. Hoyle, Benjamin B. Smith, Francis H. Bain.

Monkey Drill

By First Lieutenant Alexander George, *Cavalry*

A MONKEY drill squad is a distinct asset to a cavalry troop. There are few troops that are not called on from time to time to give exhibitions at fairs, horse shows or in their own riding hall for the entertainment of the public. Where variation from purely military demonstrations is desirable nothing is more popular nor more spectacular than a well organized monkey drill. A great advantage to the work is that the active, athletic men really enjoy it and develop a great pride in their work. With an enthusiastic squad, patience, and a little work, a surprisingly good monkey drill may be whipped into shape in a very short time, and I believe that you will find that it will add greatly to both the horsemanship and the morale of the outfit.

Equipment

A. Single snaffle bridles, with reins just long enough to reach to the surcingle. The bridle should be properly adjusted to the horse and the reins tied in a knot so that when they are dropped on the neck they will not dangle and be in the way. The knot should be so tied that the off rein is slightly shorter than the near so that a direct pull on the end of the rein will pull the horse's head slightly to the right. This tends to keep the mount in to the wall (the drill for the most part being done on the left hand) and thereby aids in keeping the horse in column.

B. Saddle blankets. The saddle blankets should be adjusted well forward on the withers so that when the rider goes from the sitting position to the stand his hands will rest on the blanket instead of an uncovered part of the horse. During a ride when the horse becomes sweaty the hand is liable to slip unless in contact with the blanket. The loose end of the blanket should be towards the front in order that the flapping ends will not fly back and cover the surcingle and its loops.

C. Breast strap. The breast strap should be securely fastened to the surcingle beneath the horse's belly and should fit snugly upon the horse so that it will not slip when pressure is applied to it.

D. Surcingle—leather or canvas. The surcingle should be made of either canvas or leather. Leather is much more satisfactory as it will stand a greater strain and will not stretch as much as canvas does. It should be made along the lines of a saddle (officer's) girth with two straps and buckles for fastening it. Quite often during a

drill a buckle or strap will rip or pull, and the additional buckle will keep the surcingle in place. It should be fitted with leather loops, one on each side of top-center to offer hand grips for the vaulter. They should be made of strong, soft leather and should be large enough so that the hand can readily find them. They must be soft and flat so that they will not form too great a bump on the horse's back. For the purpose of linking the horses together the surcingle should be fitted with two heavy "D" rings, one on each side about half way down the girth.

E. Halters. Usual issue halters, making sure that the halter rings are securely attached as the horses are linked together, halter to halter.

F. Links. The links should be about a foot long, made of heavy leather and fitted on the ends with halter-shank snaps. When not being used they should be carried snapped to the halter rings, as they prove rather cumbersome when dangling from the surcingle.

G. Shoulder straps. For the building of pyramids at the gallop shoulder straps should be used. They consist of two leather loops that fit about the arms at the arm-pits, and a connecting strap running across the back of the shoulders. They will save many a torn shirt. The men should be outfitted with thin-soled tennis shoes. The heavy basket ball shoe is not flexible enough and may hurt the horse's back. Issue leggins or spirals may be worn, but it is believed that long athletic stockings are more suitable for the work.

Mounts

After getting his equipment together, the instructor should next turn his attention to the selection and training of his mounts. He will find that any man with the desire to monkey drill and the ability to sit on the top side of a horse will readily pick up the exercises and with practice will develop into a competent exhibition rider. But with his mounts he will be up against an entirely different angle. Many horses for one reason or another, although good troop horses under saddle, are unsuitable for this work.

Only by the "cut and try" method can the best horses be obtained. The ideal mount is one of *slow,* regular gaits, not given to kicking in ranks and not ticklish in his back. A horse with the last fault should be discarded from the drill immediately. You can regulate the gaits, and with careful work eliminate a great deal of the kicking, but I have never seen a horse with a touchy back made into a good monkey drill horse. Invariably when the rider comes to a stand at either the trot or canter, the horse will either hump his back or buck,

Monkey Drill Squad at the Stand
Note equipment of mounts and riders.

either of which is disastrous during a drill, as even the most experienced bareback rider cannot maintain the stand on a horse of uneven gaits. Especial care must be given to the kicking horse when the rider is vaulting, because the horse if inclined will reach him with a side kick when the rider dismounts to vault.

After choosing about sixteen or more suitable horses (twelve and a leader will be necessary for a finished drill), they should be thoroughly schooled at all the gaits in single column and linked in pairs and threes. A well gaited leader with an intelligent rider should be used in front of the column at all times.

Most of the work should be carried on on the left hand as the average man works better from the near side of his mount. A great deal of care must be exercised in maintaining distances and position in column. This will be simplified when the horses are linked in teams, as they are always under the control of a rider, but in single horse work when the rider dismounts to vault the horse has a tendency to leave the column and come towards the center of the ring. Also the rider when standing on a single horse has very little control of his mount. Therefore it is very necessary that the horses be taught to keep their place in column if a smooth team ride is desired.

Gaits should be kept rather slow, a six mile trot and a ten mile gallop, although the latter gait will have to be increased considerably for the more difficult vaults. The riders should try to get the horses to keep in column without the aid of the reins and when this has been accomplished he should practice shifting his position on their backs, tug at the surcingle and apply pressure over the back and loins with the heel of his hand until the horse learns not to flinch at this added pressure. After you think the animals know how to travel in single

column they may be linked in teams. The following rules may be followed to advantage:

a. Place the fastest horse on the near side. (This has a tendency to crowd the wall and assists in keeping the team in column.)
b. Place kickers next the wall. (This protects the vaulters.)
c. Place small horses on the near side. (This is of no great importance, but a small horse is slightly easier to vault from than a larger animal.)
d. In three horse teams place the most unruly of the horses in the center as this is usually the rider's mount.

Teams after once chosen should be worked together at all times, and should be so arranged in single column as to offer the least confusion when it becomes necessary to link in teams. This adds much to the smoothness of the ride from the spectator's view.

Don't allow the men to practice standing or vaulting during the first schooling of the horse. A little patience at the beginning will be more than compensated later by smooth gaited, well-behaved mounts.

Training of Riders

When you have reached a place where you are satisfied that your horses will maintain gait and position you are ready to begin with the training of your riders, and the routining of your drill.

When you begin your work with the riders insist that there is but one right way of doing each movement. This is not entirely true, for the conformation of the man may enable him to accomplish a vault or other exercise in some different way from the prescribed manner, but if you would have a smoothly timed drill it is necessary that everyone do the same thing at the same time in the same way. The first exercise to be taught should be the single horse stand at the trot. The movement should be carefully explained and the positions practiced at the halt before being tried at the increased gait. Have the men take off their waist belts and fasten them to the breast straps and have them use the belt for a support while standing (this belt can soon be dispensed with.) Under no conditions must they pull back on the reins in order to maintain balance. Holding the reins in the right hand and the belt in the left, place the hands on the horse's withers, fingers to the front. Bend the body forward until the weight of the body is over and supported by the hands, bend the knees and "kip up" in one count placing the feet upon the horse's back. Rise to the standing position. At first it will be found necessary to balance the weight against the belt attached to the breast

The Pyramid
Note the method of linking mounts together.

strap, but this will soon be overcome by practice. The important thing is to see that the "kip up" from the sitting to the standing position is done in one count and that the rider doesn't bodily "climb" into the stand. When he climps his toes rake the horse's flanks and cause him to increase his gait. The actual movement of coming to the stand is greatly simplified when at the gallop because the movement of the horse helps throw the rider into position, but the one count "kip" can be accomplished at the trot with a little practice. Before trying this exercise at the trot teach the rider how to sit down from the stand. He bends down, places his hands on the withers, then lowers himself until his thighs are in contact with his elbows, and all his weight supported upon his hands. Then he gently rolls back until he comes in contact with the horse's back. This is very important because if he allows himself just to drop from the stand to the horse's back, he will hurt the horse and cause him to flinch the next time the movement is made. After these two exercises are mastered at the halt it may be tried at the trot. Insist upon the rider sitting down the moment that the horse makes an effort to leave the column or lag in gait.

At either gait, trot or gallop, the rider when in the standing position, bends his knees enough to take up the jar of the horse, and keeps his head up and looks ahead. The moment he begins to glance down at his horse he is liable to lose his balance and fall. The rider should only come to the stand when the horse is traveling on the straightaway and not when rounding corners. The stand will seem to be a very difficult exercise at first, but with a little practice it becomes quite simple. If you should find a man that cannot learn the stand after three or four afternoon workouts he should be eliminated from the drill, provided of course you have enough men for your completed exhibition.

The next exercise to be taken up is the simple one-horse vault. It should of course be explained at the halt, but only practiced at the gallop. The vault at any other gait develops into a climb to the horse's back, whereas the vault at the gallop is a graceful swing up propelled by the beat of the gallop and the speed of the horse. The rider should first be taught how to sit sideways on the horse and should practice this movement at the gallop until he is secure in this position before attempting to vault. Hold the rein in the left hand and with the same hand grasp the near loop of the surcingle between the crotch. Place the right hand upon the horse's withers. Pushing back with the right hand, throw the body well back, raise the right leg and pass it over the horse to the left side. Take the reins in the right hand. It is necessary to push the body back before raising the right leg, otherwise this leg may hit the horse's neck while passing over and make an awkward movement. To resume the astride position, drop the reins, pass the right leg back over the horse and again take up the reins. After this movement has been learned satisfactorily, you are ready for the actual vault.

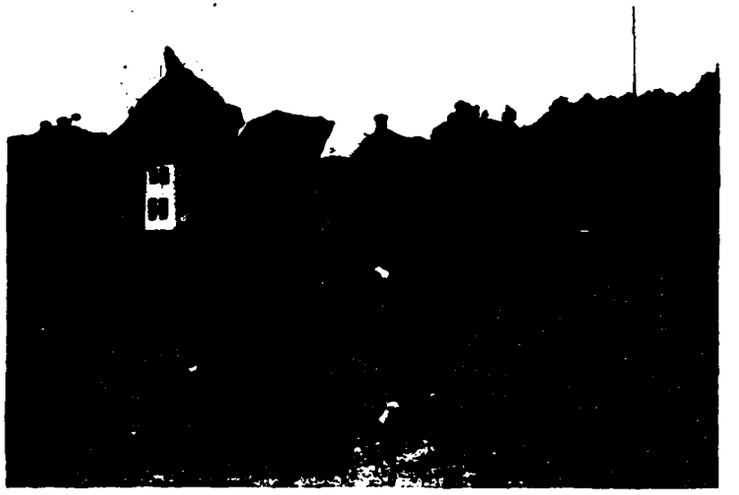
Sitting sideways, the reins in the right hand, grasp the off loop with the same hand, back up and fingers to the front. With the left hand grasp the breast strap about two or three inches down from the withers on the off side. Supporting the weight upon the arms throw the body from the horse, facing the same direction as the horse and plant your feet together as far as possible front of the horse's forelegs. The moment of impact with the ground pull up with the arms and on the horse's back. At first the rider will find that he is doing the entire movement with a slight spring in his legs and the pull of his arms, but with practice and only with practice he will learn to let the speed of the horse swing his body up and his arms will only be used to guide him back into his seat. For a finished vault it is necessary to hit the ground as the stride of the horse hits the ground but this is something that will come naturally to the rider. At first don't

Rider Starting the Vault

let him worry about the beat of the horse for he will soon learn to time his dismounting to the animal's stride. Insist from the start that the vaulter leaves the horse's back the moment he gets the command to do so. There is a great tendency, even amongst experienced riders, to hesitate before doing this, or to hang upon the side of the horse before touching the feet to the ground. For a smooth ride all vaulters must be able to instantly leave the horse upon command.

Once more a great deal of care must be exercised in keeping the horse in column, as the strain on the neck during a vault tends to pull the horse off the track towards the center of the ring. Immediately after the vault the horse must be put under control and back on the track. For team work I believe that the simple vault facing to the front is the only one that can be used with satisfaction. Any other vault leaves the horse too long without control and is liable to break the column. The vaulter should also be taught to gallop alongside of the horse, taking the same lead as the horse. This is the only way, should he fall off, that he can make a smooth vault. He gallops along with the horse for two or three strides, then throws himself forward planting the feet together and makes the vault as prescribed before.

As soon as the riders have been thoroughly drilled in one-horse



Rider Completing the Vault

work, two and three-horse work may be taken up. Two-horse work is very easy if the single horse exercises have been mastered. It is much easier to ride Roman on two or three horses than to stand on one. In coming to the stand on a team the rider (if he is sitting on the off horse) places his right hand on the withers of his own horse, his other hand on the withers of the horse on his near side, bends his left knee until he can brace his left foot against the horse on his near side and in one movement rises to the stand, one foot on each horse. If it is a three-horse team he merely shifts one of his feet to cover the third horse. For the purpose of exhibition work tall men are better for three-horse work since they have a greater spread.

The vaulting is similar to the one-horse work, but since the team is under control of a driver more difficult vaults may be made. The following are four simple effective vaults that may be made on two horses. The driver is normally mounted on the off horse, leaving the surcingle of the near horse free for the use of the vaulter. (The vaulter when riding with the driver normally sits sideways on the near horse, thereby not having his legs cramped between the team.)

a. Vault to the rear of the driver facing the front. (Executed exactly the same as the one-horse vault except by aid of the arms guide the body and seat it upon the off horse.)

b. Vault to the rear of the driver, facing to the rear. (Begin the vault in the usual manner. When in the air and about level with the horse's back, turn loose with the left hand, twist the

body completely to the left and guide with the right arm on to the back of the off horse. Must be careful not to land too far towards the rear. A pull with the right arm will bring the body as far forward as you desire.)

c. and *d*. (The same vaults as the above except landing in front of the driver. As the vaulter leaves the horse for his vault, the driver leans back, flat on his horse's back. The vaulter then completes his vault with a good strong forward pull of his arms that brings him over the driver and on to the horse.)

The first two vaults may also be done with three horses. (The driver should be on the middle horse.)

After the above movements have been learned it is a very easy matter for the instructor to begin routining a ride using a combination of the learned exercises. He should of course start with his one-horse work, then two and finally three and climax with something a little spectacular, such as a Roman race or a galloping pyramid. To form a pyramid, two men mount upon the horse next to the wall (more effective if done at a gallop), then one behind the driver on the middle horse (a light man), and two on the near horse. The rear men on the two outside horses come to a stand bracing their feet, one on their own mount and the other on the middle horse. They link their arms nearest each other, and brace themselves with their other hand by holding the shoulder strap of the rider of their horse. The rear man on the middle horse then comes to a stand, climbs upon the shoulders of the driver of the middle horse and cradles himself against the two standing men. It is very effective and very simple.

When routining the ride the instructor must look for smoothness and uniformity. He must insist on everyone doing the same thing at the same time and in unison. When linking into teams he should have some little act interpolated into the ride to fill in the time necessary to complete the linking.

The Sixth Cavalry Marches Through Dixie

By Major Arthur E. Wilbourn, *6th Cavalry*

NOTE: But few written notes were available for use in the preparation of this article. Much of interest contained herein was gleaned from conversations by the author with participants in the activities described. Such inaccuracies as may exist are due to faulty memory.—*Author.*

Probably for the first time since the Civil War, a United States cavalry regiment has marched through Georgia, covering parts of the historic route made famous by Sherman in his Campaign of Atlanta and entering many of the cities and towns that he occupied in his march through the Carolinas. But how different were the conditions under which this march was made both for the troops and for the civil population! It is true that fires did blaze upon the landscape from time to time but they were cheerful looking and comforting fires, serving the sole purpose of furnishing the heat necessary for cooking food and for warming and drying a wet and half frozen body of troops.

Although excitement among the populace ran at fever heat all along the route of march, this was due to intense interest on the part of citizens of all ages and stations in the every action of "the boys." Whether the route lay through the rural districts and small hamlets of the mountains of North Georgia or the more prosperous and pretentious cities of the plains beyond, past country schools or city high schools and colleges, children, dismissed from the schools for the purpose, lined the roads and streets to cheer the regiment on its way. And other members of the citizenry, falling into line, greeted the soldiers in like manner. Whenever and wherever tents were pitched for the night, then and there great crowds assembled. And these crowds had an insatiable curiosity as to how modern troops live in the field, what equipment they carry, what food they eat, how they prepare their food, and what a machine gun is like. Many were the comparisons drawn by soldiers of an older day between modern methods and equipment and those of the long departed Civil War days. And then, when the rains came and the waters rose, helping hands were invariably extended, not for purposes of financial gain but because the age-old hospitality of the South would not down. Citizens donated shelter for the men when it was needed, they fed them, they entertained both the officers and the men, and in every way showed that the 6th Cavalry, which is largely recruited from the

South, "belongs" in that section. Certainly no victorious troops, returning from the most arduous of campaigns, were ever received by a more enthusiastic and a more hospitable populace.

Plans and Orders

On the 18th of April, 1929, the Corps Area Commander addressed a letter to the Commanding Officer of the 6th Cavalry, stationed at Fort Oglethorpe, Georgia, outlining plans for the concentration at Camp Jackson, by October 1st, 1929, of all regular troops in the Corps Area. The letter further stated that the troops so concentrated would, between October 1st and October 21st, engage in combined tactical maneuvers, during which time, the Corps Area Commander would make his annual tactical inspection. Also, information was furnished, that the 6th Cavalry would proceed to and from Camp Jackson by marching.

On August 1st, 1929, the Corps Area Commander addressed a letter of instructions to all commanders concerned in the concentration of troops at Camp Jackson. This letter indicated that the following described units would be so concentrated:

Headquarters & Headquarters Co., 8th Infantry Brigade; 8th Infantry; 22d Infantry; 6th Cavalry (less Troop B); 2d Battalion, 16th Field Artillery; 17th Field Artillery (less one battalion); Battery A, 1st Observation Battalion; Company A, 4th Engineers; 1st Platoon, 4th Tank Company; 22d Observation Squadron; 4th Photographic Section; 34th Ordnance Company; certain Medical personnel. All commanders were to proceed with their commands to and from Camp Jackson by marching and were directed to make reconnaissances of routes and submit reports of those selected for the movement. The animal elements of the 3d Battalion, 22d Infantry, were to be attached to the 6th Cavalry for the march to Camp Jackson.

Preliminary Preparations and Plans

The receipt of the original letter, which set forth the plans for the concentration and maneuvers, found the 6th Cavalry in the midst of an intensive training program. This program had as its goal, complete preparation for the type of work that would have to be carried out by the regiment during the period of the summer training camps. During the latter part of May, the Corps Area Commander visited Fort Oglethorpe and conducted his annual tactical inspection. Between the middle of June and the end of August, the regimental mounts and a large percentage of the personnel of the regiment were constantly employed in the training camps. Therefore, the time

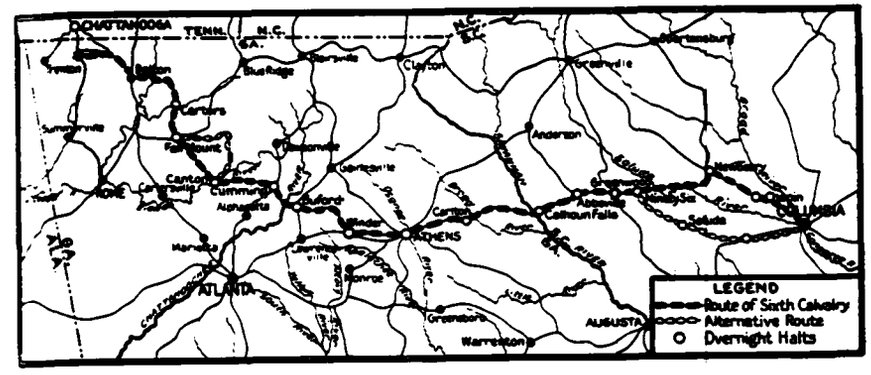
available for necessary conditioning of mounts of the regiment was quite limited. Little more could be done than to work all pack animals under pack daily. For the same reasons, march and tactical training in the regiment was largely at a standstill during the summer. Between the middle of June and September 10th, it was possible to conduct but two regimental tactical problems. In such circumstances, it was apparent that great care would have to be exercised in planning the march to Camp Jackson.

The route of the regiment between Fort Oglethorpe, Georgia and Camp Jackson, South Carolina (see Map) lay across north Georgia and west central South Carolina. An examination of the Geological Survey Map seemed to warrant the conclusions that a direct route southeast through Dalton, Ellijay and Dawsonville to Athens, thence by way of Abbeville and Newberry to Columbia was feasable and desirable since the use of such route would necessitate but little travel on paved roads. Therefore, during the month of August, S-4 was sent to reconnoiter camp sites and arrange for the purchase and delivery of supplies to the camps while the regiment was en route. This reconnaissance developed the real nature of the terrain and of the road net between Fort Oglethorpe and Athens and resulted in the selection of a route between those places which lay farther to the south (See Map). Both of these routes traverse the mountainous country of North Georgia. Close, broken, and rugged, this terrain is cut by numerous streams which flow generally from northeast to southwest, with elevations of but a few hundred feet in the main stream beds. The ridges between rise to altitudes of from 1,000 to 1,500 feet. Long steep slopes abound. Generally free from loose stones, the soil is either clay or gravel. There are numerous good watering places. To the eastward of Athens, the terrain rapidly flattens out into the more or less level cotton fields and the swamps of eastern Georgia and of South Carolina. This terrain too, is well watered by such streams as the Broad, Savannah and Saluda Rivers and their affluents. But here the soil is soft clay and sand. The stream beds are deeply cut; the banks are all but vertical; the water level is invariably well below the surface of the ground; and the beds are usually boggy. A moderate amount of rainfall serves to make the going on unsurfaced roads very heavy and the approaches to watering places difficult and treacherous. Thus, although water abounds everywhere, the watering of animals, particularly in wet weather, becomes a serious problem. Only by the use of portable troughs and buckets can a plentiful supply of water to animals be insured.

Bearing in mind the condition of men and animals in early September, the daily camp sites were selected at such intervals as seemed most likely to insure the gradual conditioning of animals during the march. The march table, as approved by the Corps Area Commander, follows:

Date of March	From	To	Mileage
Sept. 10	Fort Oglethorpe, Georgia	Catoosa Target Range, Georgia	13
Sept. 11	Catoosa Target Range, Georgia	Dalton, Georgia	21
Sept. 12	Dalton, Georgia	Hemphill Farm, 8 miles south of Chattsworth, Georgia	22.5
Sept. 13	Hemphill Farm, 8 miles south of Chattsworth, Georgia	Fairmount, Georgia	18.5
Sept. 14	Fairmount, Georgia	Jasper, Georgia	21
Sept. 15	Rest over Sunday		
Sept. 16	Jasper, Georgia	Canton, Georgia	24
Sept. 17	Canton, Georgia	Cumming, Georgia	27
Sept. 18	Cumming, Georgia	Buford, Georgia	15
Sept. 19	Buford, Georgia	Winder, Georgia	23
Sept. 20	Winder, Georgia	Athens, Georgia	24
Sept. 21	Athens, Georgia	Carlton, Georgia	30
Sept. 22	Rest over Sunday		
Sept. 23	Carlton, Georgia	Calhoun Falls, S. C.	30
Sept. 24	Calhoun Falls, S. C.	Abbeville, S. C.	20
Sept. 25	Abbeville, S. C.	Ninety Six, S. C.	25
Sept. 26	Ninety Six, S. C.	Newberry, S. C.	32
Sept. 27	Newberry, S. C.	Chapin, S. C.	21
Sept. 28	Chapin, S. C.	Camp Jackson, S. C.	28

In his letter of instructions of August 1st, the Corps Area Commander prescribed that forage and subsistence would be procured by local purchase during the march; that funds sufficient for these purposes, together with funds for the purchase of other supplies and services, would be allotted; and that the shipment by freight of certain garrison equipment for use at Camp Jackson would be authorized. In order to facilitate the purchase of supplies and to reduce the costs of subsistence, the regimental S-4 was appointed Agent Officer for the troops and Acting Quartermaster. This would enable him to make all purchases, pay for same (except for subsistence, payment for which must be made by the troops), pay the



command, receive soldiers' deposits, cash final statements, issue transportation requests, and prepare bills of lading.

The motor transportation available for the march consisted of one Ford sedan, three White and one and one-half ton trucks, and one motor ambulance. It was planned to carry, on the trucks, the Personnel Section and its impedimenta, the regimental staff tentage and equipment, the band instruments and the personnel of the band. These motors were to precede the command each day, traveling by the best available road; pitch camp headquarters in the new camp site; and do such other work in the camp site as S-4 might deem advisable. In order that S-4 might precede the command to the new camp site each day, make final supply arrangements, lay out the camp, and supervise such work as could be done therein by the personnel which was to be carried in motors, the Ford sedan was assigned for his use. The motor ambulance was to perform its normal functions, following the tail of the combat troops.

The light wagons of the regiment, consisting of trailmobiles which had been fitted for animal tractive power, were to be grouped under the command of an officer and, carrying organization kitchens and cooks, were to proceed to the new camp site each day, leaving the old camp at the earliest hour practicable after breakfast had been served.

The regimental field and combat trains, grouped likewise under the command of an officer, and carrying such articles of Equipment "A" as were not with the troops or with the light wagons, were to proceed to the new camp site each day, leaving the old camp at the earliest hour practicable after breakfast.

The hours set for reveille and for starting the march were 4:30 A. M., and 6:00 A. M., respectively.

The March to Camp Jackson

Under sunny skies and with the mercury hovering around the nineties, the 6th Cavalry formed on the parade ground at Fort Oglethorpe on the morning of September 10th, and, at 8:00 A. M., with band playing and standards flying, began a march around the parade ground as a farewell to the women, children, and home guards. The beginning seemed most propitious. The prancing of the steed of a newly arrived major did mar somewhat the regularity of the formation and indicate that to at least one animal in the command, band music was a novelty. But all else seemed serene. And then the first tragedy! Unaccustomed to the weight and rattle of a newly designed and bulky kitchen pack with which he was laden and which had evidently been lashed to him by untutored hands, a pack horse rebelled. With pack swinging from side to side under his belly, he weaved his way through the troops toward the head of the column. Not satisfied with the havoc wrought en route, he was stopped in his headlong career only after he had passed through and partially dispersed the Command Group. Undismayed by this early portent of disaster, and reforming its broken ranks as it advanced, the regiment was soon marching across the battlefield of Chickamauga, headed for Catoosa Target Range.

This march was without further unusual incident, as was the march to Dalton on September 11th and that to Hemphill Farm on September 12th. A heavy thunder storm marred somewhat the camp at Catoosa during the late afternoon of the 10th, but this had no appreciable effect on the hard gravel road over which the march was conducted on the 11th. At Dalton, where Joseph E. Johnston's Confederate Army wintered during 1863-4 and from which position it was forced to withdraw by the first of Sherman's turning movements in the Campaign of Atlanta, the regiment had its first welcome from the civil population. Great crowds lined the streets as the command passed through the city and greater numbers visited the camp during the afternoon and evening. The weather was generally cool on the 12th, and the gathering storm clouds seemed to portend rain. However, the first baptism on the road was reserved for Friday the 13th. For two hours during the march from Hemphill Farm to Fairmount, a torrential rain fell. As long as the command was on the generally hard gravel road, the rain caused no great inconvenience. However, entry into the camp site gave that great enemy of armies, the mud, its first opportunity to demonstrate its power. The soft clay soon became a quagmire under the hoofs of the animals and the wheels of all classes of transportation. It was with a feeling of real relief that

The Head of the Column, Leaving Fort Oglethorpe

the regiment took the road to the east on the following morning. While at Fairmount, many disquieting reports were received in regard to the condition in which the recent heavy rains had placed the roads between Fairmount and Jasper and between Jasper and Canton. Investigation of these routes and of a direct route across the mountains to Canton disclosed the facts that this latter route was practicable, except for motor transport; that a longer surfaced route with better grades was available for motors; and that the route across the mountains was but 24.5 miles in length. But the use of such route would necessitate the elimination of one march. Since supplies had been ordered for delivery, on specified days, at all camp sites along the itinerary of the command, it was apparent that it would be most inconvenient to change the delivery dates all along the route. However, since it was entirely feasible to eliminate the one camp at Jasper, it was decided that this would be done; that the regiment would march directly to Canton on Saturday; and that it would rest there Sunday and Monday.

The route of this march traversed the most difficult mountain country that was encountered during the trip. For the most part, the road was a narrow mountain trail which was made much more difficult by the recent heavy rains. Although the regiment was able to average about four miles per hour on this march, the trains were not so fortunate. The motors encountered difficulties on their longer route and reached Canton but a short time before the arrival of the

troops. The field and combat trains required thirteen hours to accomplish the march. At least one denizen of these hills succumbed to the charms of the command. A stray mule, who gave no evidences of previous military servitude, attached himself to the column, followed it for a mile or more, and was, with the greatest difficulty, induced to turn his head homeward.

Sunday passed without other incident than the visits of throngs of citizens to the camp. From far and near they came, residents of Canton, countrymen, and natives of other towns and counties. During Sunday night, the heavens again opened and continued to pour forth water throughout Monday and Monday night. Since the command was encamped in a baseball park which lay in a river bottom west of the town, the whole area was so inundated by Monday night that some one hundred men of the regiment accepted the shelter that was so kindly offered to them by citizens. The remainder of the command either found shelter in the grandstand of the ball park or remained in camp and dared the elements to do their worst.

When the command again took the road to Cumming on Tuesday, the 17th, rain was still falling, and it continued to fall throughout the day. After a twenty-seven mile march, camp was pitched in a meadow, with little hope of comfort and cheer for anyone. However, through the courtesy of the citizens of Cumming, S-4 was able to arrange for billeting the entire command, and thanks to this, most of the regiment kept dry during the night. At this point, the time changed from Central to Eastern Standard Time. Accordingly, reveille was advanced to 5:30 A. M. and the march hour to 7:00 A. M.

On the 18th the sun again appeared and continued to shine until the 21st. Marching was pleasant. The citizens continued to show great interest in the activities of the troops. At Buford the citizens arranged boxing bouts for the men, local talent appearing to contend with the best the command offered. All bouts were won by soldiers. At Winder the superintendent of schools visited the camp, made arrangements for all school children to be conducted through camp by non-commissioned officers of the regiment, and during the afternoon the whole area fairly swarmed with youths of all ages and both sexes. At Athens, the University of Georgia threw open its splendid gymnasium for the use of both officers and men and offered all an opportunity to take a bath voluntarily.

Saturday night found the regiment encamped at Carlton, where it was to spend Sunday in its last bivouac in Georgia. And here, for the first time, due to high water, difficulties in watering out of the streams of the plains was encountered. The camp lay in a beautiful

meadow through which flowed a broad river. At first glance it appeared that watering could not be other than a pleasure in such circumstances. But reconnaissance soon disclosed the true nature of the situation. Except in two places, the water in the river flowed at a depth of from two to three feet below the level of the meadow. Invaribly, the banks were vertical. At one of the places where the water could be entered with ease, the space available for watering was so restricted that a squad was sent into the stream, mounted, in order to determine the nature of the river bed. So soft was this that the entire squad was submerged within a few yards of the bank and this where the depth of water was such that the animals bellies should hardly have been wet.

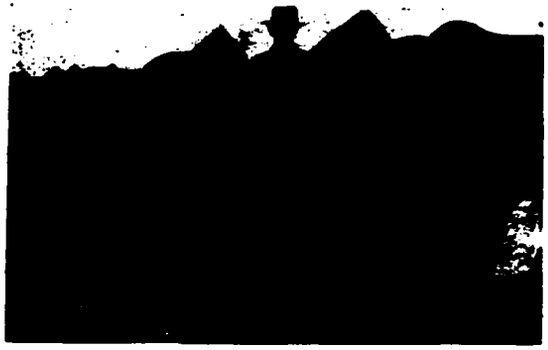
In spite of the fact that the camp at Carlton was some distance from the nearest town, great numbers of people visited it during Sunday. On Sunday night, the old enemy, rain, began to fall again. It continued throughout Monday and made the entry into South Carolina an unpleasant one. Here, too, a plausible looking watering place gave so much trouble that, finally, it became necessary to set up canvas troughs and establish bucket lines for filling them. During the march on Monday, the regiment crossed the Savannah River at Calhoun Falls, where Jefferson Davis crossed in his flight to the south at the close of the Civil War. It was but a few miles below this crossing that he was apprehended by Wilson's cavalry. Shortly after the regiment made its bivouac, members of the Chamber of Commerce of Elberton arrived in camp, invited the officers of the regiment to attend a dinner in Elberton that night, and stated that they proposed to transport those who would attend, to and from Elberton. This invitation was accepted by most officers of the command and all thoroughly enjoyed the experience if for no other reason than the fact that arrangements made by the hosts enabled each officer to have a free bath in a real tub before the dinner was served.

On the 24th and 25th, the regiment marched under cloudy skies but no rain fell until after camp was reached on the 25th. At Abbeville, where the first Secession Meeting that led to the Civil War was held and where Jefferson Davis held the last meeting of his cabinet, citizens feasted the troops with 300 pounds of barbecued chicken and entertained the officers with a dance at the country club.

The afternoon of September 25th found the command encamped at Ninety Six, South Carolina. This name had intrigued the imaginations of many from the day the itinerary of the regiment was published. A week or more before the town was reached, the regimental commander was heard to say, "I can't remember the names

of the places where we stop. The only name I *can* remember is Ninety Six." Portentous statement! It is safe to say that he will always remember that name. For Ninety Six was about to make itself a landmark in the peace-time history of the regiment. It is probable that there the regiment was more sorely tried by the elements than at any other place in its history.

Soon after the camp was made on the top of a low hill which sloped gently south to Ninety Six Creek, and north to the village of Ninety Six, a gentle rain began to fall. This experience was an old



Watering from Canvas Trough

story by this time and the troops went about their usual duties as though the sun were shining. Difficulties were encountered in watering. Ninety Six Creek was a narrow stream—about three feet wide at the only available watering place—with deeply cut vertical banks. Although a stream of water clear as crystal flowed between these banks, only a limited number of animals were able to reach it. Again it was necessary to make use of canvas troughs. Shortly after watering had been completed and just at retreat, rain was falling at such rate that it made the efforts to tap the small stream at the foot of the hill seem silly. Within the short space of an hour, the camp site was drenched to the point where no more water could enter the supercharged soil, and so gentle were the slopes upon which it fell that it could not run away with the same speed at which the clouds were discharging it. Before darkness set it, the camp resembled nothing so much as a stretch of rocky reef, exposed at low tide and now being re-submerged by the incoming waters.

An inspection of the shelter tents of the men immediately after dark revealed the fact that all tents were flooded and that it was impossible to drain them. Throughout the night there was no cessation of the rain and apparently the volume at no time diminished. In

such circumstances, men sought shelter where they could find it. Rations were washed away or were ruined by the flood of waters. Much equipment, placed on the ground before the rain began or dropped into the water while it was falling, was never recovered. Finally daylight came. A visit to Ninety Six Creek, where canvas troughs had been installed for watering, disclosed the fact that the stream was out of its banks to such an extent that one of the troughs had been carried away by the flood. The others were recovered with difficulty and taken to a Ninety Six cotton mill, the manager of which had offered to fill them from his water mains. The regiment having eaten a breakfast which required a minimum of cooking and prepared itself for the road as best it could, the march toward Newberry began at the usual time and with all present. By this time the volume of rain had decreased somewhat, but plenty of it was still falling. A stop was made in Ninety Six for the purpose of watering the animals.

The road from Ninety Six to Newberry (see map) runs generally east from Ninety Six. Following the valley of Ninety Six Creek for about five miles, it crosses that stream, which is an affluent of the Saluda River, and then continues to and across the Saluda. The road leading south from Ninety Six crosses the creek of that name about two miles south of the town at a point some distance below the watering place used by the regiment on the 25th and then bears away to the south-east to the town of Saluda. Both roads lead to Columbia. Travel by the northern route entails less movement on paved roads than does travel by the southern route.

Leaving Ninety Six by the Newberry Road, the head of the column approached the crossing over Ninety Six Creek in a little over an hour. Rain was still falling. S-3 had been sent forward to reconnoiter the crossing. He had examined this place the day before as a possible watering place and had found but little water in the stream bed. He now observed that the stream at that point was spanned by a steel truss bridge which was about twenty feet in length; that the tops of the trusses were about five feet above the floor of the bridge and served as guard rails; that the wooden approaches on both sides were protected by guard rails three feet in height; and that water was flowing across the bridge, the approaches, and part of the roadway on both banks. He further observed that the roadway on the eastern side of the creek was on an embankment which was about five feet high at the end of the bridge. Riding his horse into the water, S-3 crossed from the western to the eastern bank. This crossing was made without difficulty. The water on the bridge was less than a foot in depth; that in the roadway beyond

was somewhat deeper. Meadows on both sides of the road were covered with water. Reaching the edge of the water just after this crossing had been made, the head of the column began to cross. The leading members of the Commander's Group, including the Commanding Officer and his staff, had all but completed the crossing to the east side of the stream when the horse of a non-commissioned officer slipped over the embankment on the down stream side of the eastern approach. He was quickly followed by another non-commissioned officer, who in turn was followed by a third. Then three orderlies, each leading a horse on his upstream side, slipped over the embankment. Up to this point, the difficulty of making the crossing had not been appreciated. As the three leading men left the roadway, the Regimental Commander directed that word be passed back through the column to the effect that all men should keep their eyes on the road ahead and should oblique their horses upstream towards the center of the roadway. Either this warning came too late or the three orderlies who were leading horses were prevented from obeying it by the led animals. The remainder of the Commander's Group and the leading troop crossed without further difficulty, joined the light wagons which had preceded the command across the stream, halted on the high ground beyond and, without delay, began rescue operations. The remainder of the regiment was halted west of the bridge. At this time, it did not appear that much time would be required to remove the men and animals from the water.

These men and animals quickly divided into two separate groups, which were separated from each other by about fifty feet. The eastern group, consisting of the non-commissioned officers and one orderly with a led horse, were waist deep in water. But so swift was the current that they could not hold their feet for long. They were swept about twenty-five feet down stream where they were able to maintain themselves by holding on to small trees and branches. From this position they were pulled out of the water under the immediate supervision of the Regimental Commander. Lariats were used for this purpose. One horse, with his equipment, was pulled out. Three were drowned, eventually. The led horse reached high ground without assistance.

The western group, which was nearer the bridge, consisted of two orderlies, each with a led horse. The strong current swept them into deeper water. Neither man could swim. Reaching a tree which was located about fifty feet below the bridge, they clung to this until

they were rescued. Their horses, together with their equipment, were lost. The two led horses swam down stream and were rescued.

The rescue of this western group required a period of about five hours. The first efforts to rescue these men were made about the time they entered the water. The trucks, carrying the band and the impedimenta of regimental headquarters, were halted with the head of the column near the western approach to the bridge. An officer of the Commander's Group had been sent to them with orders. This officer, and four men who were sitting on the leading truck, plunged into the water and attempted to pull out the two orderlies but without success. Three of this party, including the officer, were carried down stream with those whom they were trying to rescue. Shortly afterwards, and under the supervision of the Executive Officer, who now took charge of these operations, a lash rope was carried to the tree to which the members of this party were clinging. This rope was then reinforced by a picket line which was stretched between the eastern end of the bridge and the tree. The plan was to pull the men from the tree to the bridge with the lash rope, the men to keep their heads above water by clinging to the picket line. After two men had been rescued in this manner, the plan had to be abandoned. The rapidly rising waters had covered the bridge to a depth of four feet; the swiftness of the current had increased to the point where it was impossible to work thereon. Communication between the two banks via the highway and bridge was now definitely severed.

In the meantime, many citizens had gathered on the eastern bank. Two of these, who were experienced boatmen, offered to get a skiff and make an attempt to rescue the marooned men. Their offer was accepted. A truck was impressed and a party was dispatched for the boat. When it had arrived, a trip to and from the tree was made without mishap. The two orderlies were brought safely to the bank. The next attempt was not so successful. The boat capsized and the two boatmen were themselves marooned in the tree with the others. Two other citizens, also experienced boatmen, now volunteered to get another skiff and continue the rescue operations. It was now about 1:00 P. M.

While this second skiff was being procured, another tragedy occurred on the eastern bank. After communication between the two banks via the highway and bridge had been disrupted at about 10:00 A. M., communication between the two fractions of the command had been maintained by means of a railroad bridge which spanned Ninety Six Creek a short distance below the highway bridge. At about 1 P. M., two men, on their own initiative, started out to warn a detach-

ment which was stationed on the railroad bridge that it was thought that some of the horses in the water were swimming down stream. These men, in attempting to reach the eastern end of the railroad bridge by crossing a meadow which had stood in but two or three feet of water two hours before, found themselves in water up to their necks. The current now carried them down stream and they, too, were marooned in a small clump of trees. They were pulled from the water with difficulty by a line which was improvised from lariats and which was carried to them by a troop officer. During this episode, one of the volunteer boatmen, who had an inventive turn of mind, had the opportunity to demonstrate the impracticability of a scheme of rescue which he had himself devised. He proposed to place an inflated inner tube around his waist, attach five deflated tubes and a tire pump to his back, make his way to the party which was marooned in the tree, attach a deflated tube to each of the men, then pump up these tubes and let all swim ashore. The equipment called for by this plan was quickly assembled. Accountered with this, the originator of this scheme, who was a very stout man, resembled somewhat a heavily laden Christmas tree. He entered the water but quickly found it necessary to return to the eastern bank, since he could make no progress in the desired direction.

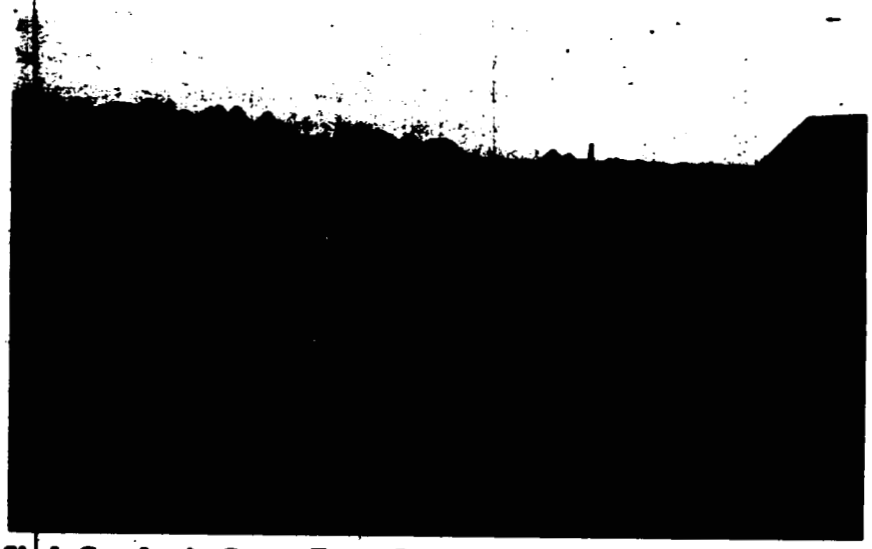
The second skiff was brought to the eastern bank at about 2:30 P.M. By 3:30 P.M., the marooned party had been removed from the tree. Having been given a cup of hot coffee, these men, accompanied by the Regimental Surgeon, were started for Saluda in closed automobiles which were furnished by citizens.

At about noon, the Executive Officer visited the eastern bank and conferred with the Regimental Commander. At this time it was known that the bridge by which the Newberry Road crosses the Saluda River, some four miles east of the point where the regiment was then located, was under water. This made that crossing extremely hazardous if not indeed impracticable. It was also known that the Newberry Road branches just after crossing Ninety Six Creek, the southern branch bearing off to the south to join the main road which connects Ninety Six village and Saluda. At this time the Commanding Officer announced his plan, which provided for the continuation of rescue work until all men were out of the water: for the movement of the eastern detachment to Saluda during the afternoon of the 26th, via the route available to it; for the bivouac of the remainder of the regiment near the scene of the disaster during the night of the 26th-27th; for the march of this portion of the regiment to Saluda on the 27th, via the village of Ninety Six and the road leading to the south therefrom; and for the continuation of the march on Camp Jackson via Batesville on the 28th. It was with the greatest difficulty that the Executive Officer rejoined the bulk of the regiment on the west bank. Soon after he had made his way across the partially flooded railway bridge, it was completely under water, and thereafter, communication between the two parts of the regiment was broken. It was re-established from Saluda about 8:30 P.M., by commercial telephone.

During a heavy downpour at about 10:00 A.M., a gentleman approached an officer on the west bank and said, "I see the situation you are in. I own a brick kiln back there on the hill. The fires are going and your men can dry out there. There are sheds, other buildings, and more than a dozen box cars available to you as shelter. Help yourself to anything you find there, including the bricks, because I can't sell them." Shortly afterwards, the bulk of the regiment, less rescue detachments, moved to this place, where packs were removed. It was found that the facilities at the brick yard were as they had been represented. When it became known that this part of the command would remain west of Ninety Six Creek during the night, billets were assigned to all units and the drying out process at the kilns began. Thanks to the host, who spent the afternoon and evening with the command, every officer and man dried all of his clothing and equipment and slept in a dry place that night.

It now became necessary to solve the food problem. The next rations were to be procured at Newberry. The kitchens of all the units were on the other side of Ninety Six Creek. But the town of Ninety Six was only five miles away and the larger town of Greenwood but sixteen. Also, with this part of the command were the field and combat trains and with them were the animal elements of the 3d Battalion of the 22d Infantry, included in which were two rolling kitchens. Using the Ford sedan, S-4 visited Ninety Six, procured food, forage, and fuel, and, thanks to this and to the rolling kitchens, each man in the command had had a hot cup of soup by 3 P.M. Kitchen packs then came into use and more substantial food was prepared.

Returning now to the eastern detachment, which consisted of the Commander's Group (less the Executive Officer and S-4), Troop F, and the light wagon train, S-3 was dispatched to Saluda early in the afternoon to arrange for a camp site and billets, food, and forage. At 1:00 P.M., this part of the command, less the Regimental Commander and a rescue detachment from Troop F, headed for Saluda, where it arrived about 5:00 P.M. and went into camp. The rescue



Sixth Cavalry in Camp. Every Day was Visitors' Day on the March.

work completed, the Regimental Commander and the detachment proceeded to Saluda. Officers and men who had no change of clothing or baggage were sheltered during the night through the kindness of the Mayor of Saluda and other inhabitants. During the morning of the 27th, arrangements were made to shift supply from the Newberry-Chapin-Camp Jackson Road to the Saluda-Batesville-Camp Jackson Road.

Throughout the late afternoon and night, rain continued to fall. Ninety Six Creek rose higher and higher. It had been apparent since early morning that the two fractions of the regiment could not be united by way of the crossing on the Newberry Road nor by any route north of the Ninety Six-Saluda Road, which lay to the south. When the plan was made for the concentration of the regiment at Saluda, it was assumed that a crossing could be made south of Ninety Six on the Saluda Road. But due to the lateness of the hour when the decision was made, and the distance (28 miles) that was involved in the movement, it was considered advisable to defer this march until the 27th. However, the continued rain during the late afternoon and the early part of the night of the 26th put the crossing south of Ninety Six under water, and there was some doubt as to whether the regiment could concentrate at Saluda on the 27th. During the night, the volume of rain diminished. A reconnaissance of the crossing at daybreak showed that this road and bridge were clear of water. Rain ceased to fall during the early morning hours of the 27th. Dur-

ing that day, the troops west of Ninety Six Creek, under the command of the Executive Officer, marched to Saluda where the regiment was re-united.

Compared with the experiences of the preceding days, the marches of 28 miles each to Prices' Tourist Camp and to Camp Jackson on the two following days were pleasure jaunts, even though the mud and high water did interfere somewhat with efforts to water the animals at Saluda. The regiment arrived at Camp Jackson on the 29th of September, one day later than it had been scheduled to arrive, but with high morale and in good condition, considering the experiences en route.

The March in Retrospect

In a period of three weeks the regiment had marched some 380 miles. At one place it was considered desirable to change the itinerary, and at another, the elements forced the abandonment of the route selected. Notwithstanding the long periods of exposure of both men and animals, the health of the command had been excellent throughout the journey. One or two cases of appendicitis had to be evacuated and several men were injured. Aside from these, there was no sickness whatever. The generally high morale of the command is indicated by the fact that not a single case of desertion or absence without leave was encountered during the march and not a man was absent when the "forward" for each days march was sounded. These facts are all the more worthy of remark when it is considered that, frequently, large numbers of the command were billeted at some distance from the camp and the general prevalence of rain and mud must have tempted many to delay their departure from comfortable shelter. High morale was exemplified also by the cheerful manner in which all went about the performance of their duties. During the most trying moments of the first night at Ninety Six, one enlisted man dismissed the situation with, "I wish I were a rich man's dog tonight!" This remark was greeted by those who heard it with good natured shouts and laughter.

At Athens, it was necessary to leave four injured animals with the Reserve Officers' Training Corps unit of the University of Georgia. One other animal, which was suffering from ringbone, had to be destroyed en route. All others completed the march save the five that were drowned at Ninety Six Creek. Due to the conditions under which the march was made, animals did not arrive in Camp Jackson in condition for immediate further hard effort. Constant saddling of wet backs with water logged blankets and equipment was begin-

ning to tell its tale in numerous sore backs and galls. Unavoidable wastage of forage in the mud and rain and the constant pull over muddy roads had produced their toll of thin animals. All needed a more or less prolonged rest.

Supply was carried out as planned. In all but three cases, camp sites were furnished free of charge by their owners. In the cases where charges were made, they were nominal. The mayors of the various towns took great interest in the presence of the troops and did everything they could to assist S-4. An example of this is the fact that the mayor of Ninety Six personally delivered a load of wood at the brickyard at 9 o'clock at night. After the experience at Canton in the manner of securing billets for the men when it was raining, it became routine for S-4 to make arrangements for these facilities as soon as he reached the vicinity of the camp site. Invariably he was successful in these efforts. The quality of forage procured was from good to excellent. Subsistence supplies were furnished with the same regularity as when the command was in garrison. The difficulties encountered in watering from streams east of Athens brought canvas watering troughs into use with so much regularity that the benefits derived from carrying them were fully demonstrated. The time required to water the animals of a troop from the one trough now furnished seems to indicate that it would be most advantageous to equip each troop with two troughs.

The motor transport with the command was employed, generally, as had been planned. On all but three marching days, the motors reached camp early enough in the day to permit the personnel carried thereon to pitch the tents of camp headquarters, lay out the camp site, reconnoiter watering places for animals, and investigate the supply of drinking water. This work was done under the supervision of S-4. On three marching days, muddy roads delayed the arrival of the trucks. Invariably, the regimental band stationed itself at the entrance to the camp site and played the regiment into camp. In addition, it bore the brunt of making and breaking the regimental headquarters camp each day and played concerts in camp as well as in many of the towns. The usefulness of the Ford car on such a march as this, was fully exemplified. It enabled S-4 to arrange all of the myriad details of supply so quickly and easily that he was generally available during all of the time that the regiment was in camp to solve personally the problems pertaining to his office.

Usually, the light wagons and the field and combat trains left camp each morning about a half-hour ahead of the column. On all but a few days, the former reached camp about the time the column

arrived and the personnel carried therewith had prepared a hot meal for the troops by the time the animals had been cared for. Experience demonstrated the fact that two horses cannot draw the heavy trailmobile over steep grades and through the mud. Habitually, four horses were used on these vehicles. Their rate of march on fairly level and smooth roads was from 5 to 5½ miles per hour. On grades and in the mud, they did not exceed 4 miles per hour.

As the march progressed, the gradual rounding into condition of the mules of the escort wagon elements of the trains was most noticeable. With the greatest regularity, these elements reduced the marching hours for a given distance and entered Camp Jackson in condition for immediate further effort. Even under the difficult conditions which existed during this march, the average rate of these trains for the whole distance was over 3 miles per hour.

The load of the picket line pack is too heavy for one animal to carry. Tables of organization should be changed so as to provide two packs and two horses for this load.

The field ranges, and when they were called into use, the kitchen pack outfits, admirably served the purposes for which they were designed. Except in the unusual conditions which obtained at Ninety Six, and which resulted in the flooding of some kitchens, no difficulties were encountered in the preparation of food.

The radio pack outfits were unequal to the task imposed upon them by the Corps Area Commander in the matter of maintaining communication with other marching columns during the trip to Camp Jackson. This was true in spite of the fact that the distances involved were all well within the alleged range of the sets with which the regiment is equipped.

The suitability of the Phillips pack saddle for the purposes for which it was designed was demonstrated beyond question. The spare part carriers of the machine gun hangers did not function so well. All lower braces broke at the joints where they are riveted to the hangers.

Much exposure of personnel to inclement weather conditions was avoided by the use of the billets which were so generously furnished by citizens. The experiences of the command in this matter indicates the desirability of an early reconnaissances for such accommodations. This permits the assignment of units to buildings in such time as to reduce delay to a minimum, when their use by the troops becomes necessary.

The average daily rate of march of the column varied between four and one-half and five and one-half miles per hour, according to

the character of the road. It was rarely possible to water on the road, but when conditions permitted, the command watered by squadron. Squadron commanders were allowed great latitude in conducting the march of their squadrons. In this respect, the sole condition imposed upon them was that the regiment should be closed up as the daily camp site was approached. But two calls, "reveille" and "forward march" were used to put the command on the road each day. The following march technique was employed:

1. Upon leaving camp, the column walked for about fifteen minutes.

2. This was followed by a period of about ten minutes at the trot which was in turn followed by five minutes at the walk.

3. A halt of ten minutes followed.

4. During this halt, packs were carefully adjusted and were inspected by the responsible officers and non-commissioned officers.

5. Thereafter, the walk and trot alternated so as to result in an aggregate of about twenty-five minutes of trotting and thirty minutes of walking in fifty-five minutes. This was followed by a five-minute halt. Animals were led during the ten minutes just preceding halts in every hour after the second.

6. While marching in the rain, advantage was taken of lulls in the storm to make halts. Frequently, this resulted in irregular rest periods on wet days.

7. On approaching the halting place for the night, the column was halted and guidons and picket line packs were assembled near the head of the column. The march was then resumed to a point about a mile from camp, where the Ford sedan met the column. From this point, picket lines and guidons preceded the regiment to the camp site at a trot, guided by the Ford sedan. Usually, picket lines were stretched and the bivouac area of each unit was indicated by its guidon, when the regiment arrived.

8. Regimental standards were invariably uncased when the command was passing through towns and cities.

9. The regimental commander inspected the command as it moved into camp each day. Also, he made an inspection of animals at the picket lines daily.

(In a second article the author will give an account of the Camp Jackson maneuvers and the return march to Fort Oglethorpe.)

HORSE SHOWS AND POLO

The 1929 National Horse Show

By Major Harry D. Chamberlin, *Cavalry*

THE forty-fourth National Horse Show closed on November 13th, having drawn larger crowds than ever before in its history, due largely to the widespread interest in the international military events. The gallery was packed at most of the evening sessions, principally with partisans of the Polish and Italian teams.

The United States Army Horse Show Team won three of the five international military events: The Military Pair Jumping, the Jan Ciechanowski Challenge Cup and the Individual Military Championship. Of the other two International events the Canadians won the Military Stake and the Poles won the International Military Trophy Team event. This last was a most exciting class and the places were in doubt until the last horse had jumped. The Irish led off, their first horse *Slievanamon*, ridden by Captain Corry, having four faults. Next came Lieutenant Mann of the Canadian team on *Montreal*, making a clean score; then Lieutenant Thomson on *Tan Bark*, losing two points on refusals and six for overtime, a discouraging start for the United States. Lieutenant Starnowski (Poland) on *Pegas* jumped next, with another clean performance; Captain Formigli of Italy, following suit, while the cheering and excitement grew greater and greater. *Turoc*, the second Irish horse, ridden by Captain Harty, had 7½ faults, then followed another clean score for the Canadians by *Sgt. Murphy*, Captain Hammond's mount. Next *Joe Aleshire*, ridden by Captain Bradford, made a clean score for the Americans, while the following Polish entry, ridden by Lieutenant Zgorzelski, had two faults and Captain Lombardi's mount added only one fault more for Italy. The scores now stood: Ireland, 11¼; Canada, 0; United States, 8; Poland, 2; Italy, 1. The last Irish horse, *Lismore*, with Captain O'Dwyer up, turned in their best score of 1½ faults. Captain Bate then came in for Canada on *Golden Gleam* with his two team-mates' perfect scores to live up to, a nerve-wracking position; *Golden Gleam* let his team down badly, making 6½ faults over the jumps and behaving so badly in the corners that he lost 14 points on time (2 faults for each 5 seconds, or fraction thereof, over 1 minute, 45 seconds.)

Dick Waring, ridden by Major Chamberlin, the last horse of the American team, turned out another clean score for the United States. *Hamlet* made only ½ fault for Lieutenant Gnowski (Poland), and *Aladino*, Italy's last entry, added excitement by a bad fall over the triple bar that, with other mistakes, gave him 5½ faults. Final scores: Poland, 2½; Italy, 6½; America, 8; Ireland, 13; Canada, 20. But for the overtime, America would have been first with 2 faults, Poland second with 2½, and Canada tied with Italy for third with 6½. Canada and America were the only two teams with two clean scores —but it was not enough!

There is no doubt that the rules will be changed next year so as to allow for taking out time if an obstacle is knocked down when a horse refuses. As they stand now the same fault will entail very different penalties depending on how rapidly the obstacle is put up and what type of obstacle it was. *Tan Bark's* first refusal was at the triple bar, and it took the attendants at least fifteen or twenty seconds to set the jump up again, whereas it would take only four or five seconds to replace the gate or post and rail jump in case they fall due to the horses touching them in refusing. The competitor should not be penalized for the speed, or lack of it, of the ring attendants. He has already been penalized in points for the refusal.

Most of the Hunter classes and some of the Jumper classes were open only to privately-owned horses. These limited classes were established this year to satisfy certain civilian exhibitors who have complained a great deal over the "excessive winnings" of the Army Horse Show Team in the last few years. Having only three privately owned horses of hunter type the Army Team won many less ribbons in these events than they won last year when all horses were eligible to enter.

The first international event was on Thursday, the opening night of the show, the Military Pair class. This was preceded by a parade and review of the competing teams before the Chief of Staff, General Summerall. The five teams paraded around the ring forming, in line across the arena facing the General's box, where they stood at salute during the playing of the National Anthems of the several competing nations. This parade and that on the night of the team event, when the teams were escorted by Squadron A and the full military band of the 16th Infantry, were very effective and spectacular and aroused much enthusiasm.

First and second places were won, in this Pair Class, by the U. S. Army Team's two entries, *Proctor* and *George Williams* taking the blue with *Nigra* and *Muskogee* in second place. Third and

Major H. D. Chamberlin, Captain of the 1929 Army Horse Show Team

fourth went to the Polish entries: *Redgleadt* and *Hamlet*, and *Fagas* and *Pegas*. (It is of interest that *Fagas* was sold to the Polish government by our A. E. F.). The course for this pair class was a modified Olympic course instead of the usual outside hunter course, the numerous turns making it much more difficult to stay well paired.

A team consisting of *St. Paul*, *George Williams* and *Triangle* won the class for three hunters or jumpers owned by one exhibitor. The Army Team would also have won the Pairs of Hunters or Jumpers with *Buckaroo* and *Suzanne*, and placed another pair, but were disqualified for overlooking the time limit for making post entries. *Buckaroo* and *Suzanne* had the only clean performance in this class.

The Five-Foot Class was won by *Galantin*, of the Italian Army team, with *Redgleadt*, the Polish veteran, second. *Buckaroo*, Miss Ruth Cowan's *Lucifer* and *Jack Snipe*, all with 1½ faults, jumped off for the next three ribbons, placing in that order.

Mr. H. H. Crowell's entries took the first three places in the Pen Jump, ably ridden by Danny O'Shea. Two of these were ex-army horses, *Fairfax* and *Popover*, formerly owned by Captain Underwood and Captain Frank Carr respectively. *Buckaroo* placed 4th in the Pen Jump.

In the Brooks-Bright Foundation Challenge Cup, *Buckaroo*, last year's winner, had to be scratched on account of lameness and the army's other three entries: *Husmile*, *The Madame* and *Diplomat*, were unplaced. This event is open to privately owned horses only. It was won by Mr. Crowell's *Fairfax*, with Captain Hartshorne's *Mimic*, of Squadron "A," second.

Nineteen horses, out of the 73 original entries, qualified for the Touch and Out, which was won by *Bacce*, an Italian entry. Our Army Team had only two entries in this class, both of which placed, second going to Major George on *Triangle* and 4th to Lieutenant Wofford on *Suzanne*. Third place was won by *Hamlet*, a Polish entry.

In the Scurry Stakes Captain Winchester on *Babe Wartham* lost the jump-off for first place to *Galantin* of the Italian Army team, Minot B. Howard's *Paddy O'Shea* taking third and *Nigra*, also ridden by Captain Winchester, fourth.

In the Handy Hunter Class the U. S. Army Team took first and second with *Buckaroo* and *Tan Bark*, respectively, there being only two seconds difference in the time of these two entries. Mr. Crowell's *Popover* was third and *Suello*, an Italian horse, fourth.

Captain Bradford was the star performer in the $2000 Jumper Stake, taking first and second with *Joe Aleshire* and *Proctor*, with the only two clean scores of the class; third went to an Italian entry, fourth to Mr. Crowell's *Fourth Estate*, fifth to U. S. Army Team's *Nigra*. The Italian entry was disqualified as ineligible for entry in this class (having also been entered in the Military Stake), putting Mr. Crowell's horse third and *Nigra* fourth.

In the Military Classes our Army Team took first, second and fourth in the class for Officers' Chargers with *George Williams*, *Husmile* (a thoroughbred loaned to the team by Mr. E. V. McVitty) and *Diplomat*, third place going to the Irish Team's *Chuchulain*. This same Irish horse won the Officers' Mounts; second, third and fourth going to *George Williams*, *The Madame* and *Husmile*.

The Bowman Challenge Cup was won by *George Williams*, with *The Madame* and *Diplomat* second and third. (These were the only entries in this event, which is open only to officers in active service). *George Williams* was ridden by Captain Watkins in these three classes.

The cup for Troopers' Mounts was won by *Kay* of the N. Y. State Police, with Major Chamberlin's four-year-old *Sun Magic*, ridden by Private Boatner, second.

The Charles L. Scott Challenge Cup, presented by Colonel Lorrillard and open to privately owned horses of the Reserve, National

***Buckaroo*. Captain W. B. Bradford Up**

Guard and Regular Army, went to Lieutenant Hartshorne's *Mimic*, of Squadron "A," with Major George's *The Madame* second.

The Jan Ciechanowski Cup was won by *Joe Aleshire*, ridden to the only clean score of the class by Captain Bradford (who captured this same trophy last year with *Buckaroo*). An elimination for this class was held early in the week with 20 of the 40 entries qualifying for the finals on Saturday night. There were three clean scores made in this elimination: *Joe Aleshire*, *Tan Bark* and the Italian horse, *Aladino*. *Joe Aleshire* was the only one to repeat this score in the finals and six horses tied for second place with one fault each—*Tan Bark*, *Redgleadt* (Poland), *Turoc* (Ireland) and three Italian horses, *Montebello*, *Marisa* and *Gallantin*. Second place was decided by drawing lots and went to *Redgleadt*.

The $1000 International Military Stake was hotly contested. Three perfect performances were made in the first round, two of them by the U. S. Army Team, *Dick Waring*, ridden by Major Chamberlin; *Muskogee*, Lieutenant Thomson up, and *Montreal*, ridden by Lieutenant Mann of the Canadian Army Team. In the first jump-off *Montreal* and *Dick Waring* again came through with a tie, each making only slight errors. A second jump-off was called and *Montreal* proved the victor, third money going to *Muskogee*. There were two ties for fourth place, *Hamlet*, ridden by Lieutenant Gzowski of the

Polish team defeating his teammate, Lieutenant Zgorzelski, who rode *Leharo*, in the jump-off. There was another tie for sixth between *Buckaroo*, ridden by Captain Bradford, and Lieutenant Zgorzelski's *Donese*, which won, with a clean score, by *Buckaroo*.

The Westchester Challenge Cup for teams of three was won by an Italian team, as was second place also, third place went to Mr. Crowell's team. The Army Team had two entries in the class, but one horse on each team made such a poor score that neither team placed.

In the International Individual Military Championship Lieutenant Thomson, on *Tan Bark*, and Captain Formigli, on *Suello*, tied for first place with clean scores, Lieutenant Mann, on *Montreal*, taking third with one-half fault. Lieutenant Thomson won the jump-off with 6½, against Italy's 8.

The Triple Bar class closed the Show on Wednesday evening. There were five clean performances in this class, made by *Aladino* (Italy), *Babe Wartham* (U. S.), *Bufalina* (Italy), *Pegas* and *Donese* (Poland). *Bufalina*, *Aladino* and *Donese* again went clean, *Babe Wartham* dropping out with a hind knock down, giving *Pegas*, with only a tip, fourth place. In the second jump-off *Bufalina* again went clean thus taking the triple twelve times without a fault and winning the class; *Aladino* and *Donese* tied again, the former winning the final jump-off for second.

A well earned rest period starts for the older Army horses which have been in constant competition since last April, and were beginning to show the strain at the National. There were several casualties from the Boston Show—*Dick Waring* had split a hoof badly and, in order to save him for International events, was scratched in nearly all other classes. *Tan Bark* and *Huron Girl* were both thrown in the car on the way back from Boston. *Huron Girl* as a result was only used in one class, and as she has been a consistent winner, that was a big loss to the team. Buckaroo was a little sore throughout the entire show. *Joe Aleshire* had been in pasture at Riley since last March with a badly cut tendon and had only been sent East about two weeks before the Show and had jumped very little in practice; however, he distinguished himself by making only two tips in five rounds of the Olympia course, four rounds were clean. *George Williams* had been laid up most of the summer with a big knee, *Miss America* was not available at all, due to lameness, and *Big Joe* was lame, so that taking it all in all "The Battered Brigade" really did itself proud.

Another entry of interest to army rooters was Mrs. John Tupper Cole's saddle mare *My Love*—she won her first class on Wednesday night and then bad luck perched on her back; on Monday afternoon she pulled a front shoe a few minutes after entering the ring and had to be withdrawn; that night she gave a really brilliant performance but was thrown out for a slight lameness and it was discovered that a nail, at least four inches long had gone completely through her foot, sticking out at the ball of her heel, so the Show was over for *My Love*, a great disappointment as she was going beautifully and would undoubtedly had added several blues to her already imposing collection.

Many delightful entertainments were given for the visiting foreign teams—the first one of the week a luncheon given on Governor's Island by Major General Hanson B. Ely, at which the table was appropriately decorated with exact miniature copies of the Olympia jumps at each place. The Horse Show Association gave its usual elaborate dinner to exhibitors the night before the show opened, and a charming supper and dance on Tuesday night after the show. The day after the show was over the foreign teams were taken to West Point as guests of the U. S. Army Team and, due to the kindness of Colonel Richardson, were entertained at the Cadet Mess for luncheon. After lunch they were shown all points of interest at the Military Academy and later were taken to a tea at Tuxedo Park given by Mr. and Mrs. David Wagstaff.

The Army Team's horses will be wintered at the 101st Cavalry's magnificent Armory in Brooklyn, where training of the younger jumpers will be carried on daily. Colonel Howlett, commanding the 101st, very kindly extended an invitation to the team to work at the Armory, which provides an ideal training place for winter work.

Due to the fine co-operation of General Ely the Army was able to assist the Horse Show Association in looking after the foreign teams better than heretofore. General Ely designated the following liason officers: Capt. Brock Putnam, Major Householder, Lieutenant Eichelsdoerfer and Lieutenant McD. Jones, who, working with the Association, were able to overcome all the little difficulties which foreign teams naturally encounter in a strange land.

RECAPITULATION OF PLACES—INTERNATIONAL CLASSES

Country	*1st*	*2d*	*3d*	*4th*	*5th*	*6th*	*Total Places*
United States	3	2	2			1	8
Poland	1	1		1	1		4
Canada	1			1	1		3
Italy		2					2
Irish Free State			1	1			2

PLACES WON BY U. S. ARMY HORSE SHOW TEAM
NATIONAL HORSE SHOW, 1929

Class	Horse	Rider	Place
Hunter and Jumping Classes			
110 Green Hunter	*The Judge*	Corporal King	2d
120 Hunt Teams	*Saint Paul* *George Williams* *Proctor*	Chamberlin Watkins Bradford	4th
122 $2,000 Championship Hunter Stakes	*Dick Waring*	Chamberlin	4th
125 Jumpers	*Buckaroo* *Diplomat*	Bradford Wofford	1st 4th
127 Three Hunters or Jumpers	*Saint Paul* *George Williams* *Triangle*	Thomson Watson George	1st
128 Jumpers, 5'	*Buckaroo*	Bradford	3d
129 Pen Jump	*Buckaroo*	Bradford	4th
131 Commodore Cup	*Babe Wartham*	Winchester	5th
133 Scurry Stake	*Babe Wartham* *Nigra*	Winchester Winchester	2d 4th
134 Handy Hunter Stake	*Buckaroo* *Tan Bark*	Bradford Thomson	1st 2d
136 $2,000 Stake	*Proctor* *Joe Aleshire* *Nigra*	Bradford Bradford Winchester	1st 2d 4th
Military Class			
141 Officers' Chargers	*George Williams* *Husmile* *Diplomat*	Watkins Winchester Wofford	1st 2d 4th
142 Officers' Mounts	*George Williams* *The Madame* *Husmile*	Watkins George Winchester	2d 3d 4th
143 Bowman Challenge Cup	*George Williams* *The Madame* *Diplomat*	Watkins George Wofford	1st 2d 3d
International Classes			
146 The International Military Event The Jan Ciechanowski Challenge Cup	*Joe Aleshire*	Bradford	1st
147 The International Military Stake	*Dick Waring* *Muskogee*	Chamberlin	2d 3d
148 Pair of International Officers' Jumpers	*Proctor* *George Williams*	Bradford Watkins	1st
	Nigra *Muskogee*	Winchester Thomson	2d
149 International Military Trophy	*Tan Bark* *Joe Aleshire* *Dick Waring*	Thomson Bradford Chamberlin	3d
150 International Individual Military Championship Trophy for Officers	*Tan Bark*	Thomson	1st

First Cavalry Division Horse Show and Polo Tournament

By CAPTAIN GEOFFREY GALWEY, *8th Cavalry*

THE 1929 First Cavalry Division Horse Show, November 6-9, proved the most extensive, successful and spectacular that the Division, and even the Southwest, has staged. It has grown from a small post event to one of such magnitude that it is generally conceded to be the outstanding show of the Southwest. The show is backed by an organization of army people from Fort Bliss and the horse lovers of El Paso. The membership is growing each year and the size of the organization is greatly due to the efforts of the leading El Paso citizens.

The prize list this year was donated by friends of the show from all over the country and ranged from a cocktail shaker to a thorobred hunter, donated by Major Dick Waring of San Angelo.

Brigadier General C. J. Symonds, commanding the 1st Cavalry Division, as President of the Association, furnished a powerful factor in the success of the show by his active interest and support of the project. Brigadier General Walter C. Short more than fulfilled the expectations of his reputation in managing equestrian events in his capacity as Director.

The judges were: Lieutenant Colonel J. H. Barnard, Field Artillery, Major Richard S. Waring, Cavalry Reserve, Lieutenant Colonel E. A. Keyes, Cavalry, Lieutenant Colonel W. W. West, Cavalry, Captain H. R. Gay, Cavalry and Mrs. S. D. Rockenbach. The well known ability of all the judges lent greatly to the satisfaction and pleasure of the contestants and spectators.

Officers, ladies, civilians and enlisted personnel made up the entry list. The riding of all was of exceptionally high quality and gave the spectators many thrills. The showing of the enlisted personnel and their enthusiasm and sportsmanship spoke well for the future competitions here.

A distinguished visitor to the show was Major General William Lassiter, Eighth Corps Area Commander. His enthusiasm for the work of the division was highly appreciated by participants in the show.

The places awarded in the outstanding events were as follows:

Class 1. American Remount Association Cup: endurance, jumping and schooling phases:

1. *Tony* ..... Sgt. Shrout, 7th Cav.
2. *Lone Star* ..... Sgt. Witawski, 7th Cav.
3. *Tornado* ..... Lt. Burnside, 10th Cav.

Class 2. Officer's Charger (McCasky Trophy):

1. *Hazel Gloaming* ..... Captain Nelson, 1st Cav.
2. *Silver Stockings* ..... Lt. Col. Koch, 12th Cav.
3. *Squire* ..... Capt. Garrison, Sp. Trs.

Class 3. Officer's Private Mounts (Chiperfield Trophy):

1. *Hazel Gloaming* ..... Capt. Nelson, 1st Cav.
2. *Squire* ..... Capt. Garrison, Sp. Trs.
3. *Silver Stockings* ..... Lt. Col. Koch, 12th Cav.

Class 17. 1st Cavalry Brigade Trophy: awarded unit with highest number of points in officers' and enlisted men's mounts classes:

1. 7th Cavalry; 2. 8th Cavalry; 3. 10th Cavalry.

Class 25. Hunt Teams (Horsemastership Trophy):

1. 5th Cavalry; 2. 7th Cavalry; 3. 12th Cavalry.

Class 26. Hunter Championship:

1. *Garry Owen* ..... Lt. Frierson, 7th Cav.
2. *Pharoh's Echo* ..... Capt. Herren, 8th Cav.

Class 27. Novice Jumper, open, mounts under eight years:

1. *Snake* ..... Lt. Mewshaw, 7th Cav.
2. *Gypsy* ..... Capt. Boudinot, Hq. 1st Brig.
3. *Remus* ..... Sgt. Nelson, 5th Cav.

Class 29. Open Jumping:

1. *Petey* ..... Sgt. Owen
2. *Garry Owen* ..... Lt. Frierson, 7th Cav.
3. *Saplin* ..... Maj. Chandler, Hq. 1st Brig.

Class 30. Team Jumping, members jumping individually:

1. 7th Cavalry; 2. 10th Cavalry; 3. Special Troops. Highest individual score: *Garry Owen*, Lt. Frierson, 7th Cavalry, awarded cup presented by Col. Dallam 5th Cavalry.

Class 31. Touch and Out:

1. *Garry Owen* ..... Lt. Frierson, 7th Cav.
2. *Tornado* ..... Capt. Rudisal, 10th Cav.
3. *Sgt. Murphy* ..... Sgt. Moss, 5th Cav.

Class 32. Jumper Championship: (The Division Commander's Trophy):

1. *Squire* ..... Mrs. Darling
2. *Garry Owen* ..... Lt. Frierson, 7th Cav.

Class 39. Polo Pony Championship:

1. *Oak* ..... Capt. Craig, 8th Cav.
2. *Fairy Tale* ..... Lt. Smith, 1st Cav.

Class 47. Special Troops Trophy, to unit horses of which gain highest aggregate score in show:

1. 7th Cavalry; 2. 8th Cavalry; 3. Special Troops.

Class 48. Joyce Trophy, to best young horse in the show: owned by an officer:

1. *Pharoh's Echo* ..... Capt. Herren, 8th Cav.
2. *Madeline Van* ..... Peggy Stafford, 7th Cav.
3. *Luch* ..... Lt. Lipman, Spec. Trs.

Class 49. U. S. Cavalry Association Cup, to officer scoring highest number of points in show:

1. Lt. Frierson, 7th Cavalry; 2. Capt. Herren, 8th Cavalry.

Class 50. Gen. Howze Cup, to enlisted man scoring highest number of points in the show:

1. Sgt. Shrout, 7th Cavalry; 2. Sgt. Witaski, 7th Cavalry.

Polo Tournament

The Polo Tournament held in conjunction with the Horse Show drew a large list of entries. In the Senior Tournament teams were entered from the Division Headquarters, 1st, 5th, 7th, 8th and 10th Cavalry regiments, 82nd Field Artillery and the New Mexico Military Institute. This tournament was won by the New Mexico Military Institute in a surprising exhibition of play. After defeating the 5th Cavalry, 9 to 6, and the 82nd Field Artillery, 11 to 7, the cadets met the 7th Cavalry in the finals winning by a score of 10 to 9. The New Mexico Military Institute team was made up of Major C. J. Wilder, Cadets A. H. Wilson, Jr., Lewis Brown, Jr., and L. E. Smith. Cadets Wilson and Brown are proving to be worthy sons of those famous army stars, Colonel "Jingle" Wilson and Colonel Lewis Brown.

The Junior Tournament included teams from Division Headquarters, the 1st, 5th, 7th and 8th Cavalry regiments and the 82nd Field Artillery. The 7th Cavalry took the honors, defeating the 1st Cavalry in the finals, 9 to 6. The 7th Cavalry team was composed of Captain R. P. Gerfen, Lieutenants J. H. Riepe, L. L. Judge and H. L. Kinnison.

TOPICS OF THE DAY

Notice of Annual Meeting

THE annual meeting of the Cavalry Association will be held at the Army and Navy Club in Washington, D. C., on the evening of January 31, 1930, at eight o'clock. In order to insure a quorum for the transaction of business, all active members unable to be present are urged to fill out the proxy printed on page 158 of this issue and mail it to the secretary. The annual meeting is for the purpose of hearing the annual report of the Secretary-Treasurer, election of officers for the ensuing year, and such other business as may be brought before it. It is extremely important that sufficient proxies be sent in to enable the meeting to transact business.

OLIVER L. HAINES, *Major, Cavalry,*
Secretary-Treasurer.

Preparations for 1932 Olympic Games

The Secretary of War has designated Major General Herbert B. Crosby, Chief of Cavalry, as the War Department representative in all matters relative to the participation of the Army in the Olympic Games which will be held at Los Angeles, California, in 1932. He will be charged with the early initiation of measures looking to the formation of a nucleus for the Army Equestrian Team, the selection and final training of the team, and the handling of such matters relating to the military personnel of foreign teams with which the War Department may be concerned. In addition, in order that a concerted effort may be made to develop a representative and winning team, instructions have been issued to each Corps Area Commander to do all in his power to encourage and assist in every possible way the training and development of officers for the equestrian events of the games, as well as to assist in securing, developing and training outstanding horse prospects.

The Army will participate in the following events:

Equestrian Championship (schooling, cross-country, jumping). This event is commonly referred to as the "Three-Day Event."

Prix des Nations (jumping event).

Individual Training Competition, commonly referred to as the "Dressage," a schooling event.

The team will consist of an officer, of at least field rank, who will be the team manager but who will not be a participating rider, and twelve riding members. The team manager will be responsible for the selection of riders, horses and general supervision of training. The riding members of the team will comprise twelve officers divided into three groups of four members each, each group corresponding to the three events.

The question of obtaining suitable types of horses for the Olympic Equestrian Events has always been a most difficult one. While the type of horse required is fully appreciated, the Army has not been entirely successful in acquiring this type in sufficient numbers and in sufficient time properly to train them. In the past, the horses have been found to lack experience, a most essential characteristic. An indication of the training and effort in this respect, which is necessary between now and 1932, is the fact that for the "Three-Day Event" an entire new string of horses must be developed, and that no outstanding prospects are now available for the Individual Training Competition.

In order to obtain the best results in the training and the selection of the team, it is contemplated during 1930 to conduct preliminary training at designated posts under the supervision of certain officers. Selection of riders and horses then will be made for additional training at Fort Riley, Kansas, during 1931. Final training will be conducted at Fort Riley and completed at a designated location on the Pacific Coast, probably the Presidio of Monterey, California, in 1932.

In order to bring out all the material that may be available, certain regiments have been selected for the preliminary training and development of such likely horses and riders for the three events in which the Army will enter as may be found within the regiments. The First Cavalry, at Camp Marfa, Texas, will develop horses for the Equestrian Championship and the Prix des Nations; the Second Cavalry, at Fort Riley, Kansas, for the same events; the Third Cavalry, at Fort Myer, Virginia, for the Equestrian Championship, the Prix des Nations and the Dressage; the Third Cavalry at Fort Ethan Allen, Vermont, for the Dressage and Prix des Nations; the Fourth Cavalry, at Fort Meade, South Dakota, for the Equestrian Championship and the Prix des Nations; the Fifth Cavalry, at Fort Clark, Texas, Equestrian Championship and Dressage; the Sixth Cavalry, at Fort Oglethorpe, Georgia, the Equestrian Championship and Prix des Nations; the Seventh Cavalry, at Fort Bliss, Texas, the Equestrian Championship and Prix des Nations; the Eighth Cavalry, at Fort Bliss, Texas, the Equestrian Championship and Dressage; the Tenth

Cavalry, at Fort Huachuca, Arizona, the Equestrian Championship and Prix des Nations; the Eleventh Cavalry, at the Presidio of Monterey, California, the Equestrian Championship and Prix des Nations; the Twelfth Cavalry, at Fort Brown, Texas, the Dressage and Prix des Nations; the Twelfth Cavalry, at Fort Ringgold, Texas, the Prix des Nations; the Thirteenth Cavalry, at Fort Riley, Kansas, the Equestrian Championship and Dressage; the Fourteenth Cavalry, at Fort Des Moines, Iowa, the Dressage and Prix des Nations; the Fourteenth Cavalry, at Fort Sheridan, Illinois, the Dressage and Prix des Nations; The Cavalry School, Fort Riley, Kansas, the Dressage and Equestrian Championship and Governors Island, New York, the Prix des Nations.

In each of these regiments in the early fall of 1930 a competition will be held to determine the outstanding rider and horse prospects. The competition at each station will approximate as nearly as practicable that contemplated for the actual Olympic Event. The riders and horses selected by these competitions will pursue the training at Fort Riley during the year 1931. In the fall of that year, riders and horses for final training will be selected.

Mechanized Force Recommended

A recommendation for the organization, effective in the fiscal year 1931, of a Mechanized Force as an integral part of the United States Army, is being considered in the War Department. The recommendation was made by the War Department Mechanized Development Board as the result of a study of the Experimental Mechanized Force assembled at Fort Leonard Wood, Maryland, during the past summer.

The opinion of the Board is indicated by the following statement in the report:

"We must recognize that we are living in a machine age and in the interest of National Defense the Army must 'cut its cloth' accordingly. In the commercial world the machine has largely replaced man-power; so, in the Army must we, to the fullest practicable degree, use machines in place of man-power in order that our man-power can occupy and 'hold' without terrific losses incident to modern fire-power.

"Our country, of all the world, is best able to take advantage of this."

The Force recommended by the Board would have eventually a Force Headquarters, two battalions of Infantry, one battalion of Field Artillery, one Armored Car Detachment Cavalry, one Anti-

aircraft Machine Gun Unit, one Chemical Warfare Service Company, one Engineer Company, and one Light Tank Battalion. One Medium Tank Company would be attached initially, making a total of about 2000 enlisted men. This force was designed to keep equipment requirements at a minimum and yet permit the possibility of the development of tactical methods. The Board recommended that the Force be furnished each of the first three years with approximately one-third modern equipment, so that by the end of three years the equipment of the entire Force would be of modern design.

The Board suggests the detail of a General Officer to supervise, organize and command the Mechanized Force. This General Officer would have the authority to represent the Mechanized Force's view in all development work, conferring both with interested Chiefs of the Combat Branches and with the manufacturing service.

Following are extracts from the reports of the Board:

"The Board has carefully considered the extent to which mechanization is practicable in our Army.

"In any war of sufficient import to demand the use of mechanized forces, the theatre of operations will be so extensive as to include much terrain, possibly entire sectors, where forest, mountains, and great rivers predominate. When tactical movement, faster than that of infantry, is demanded in such sectors, it must be supplied by cavalry. On the other hand, history shows that the heavy fighting takes place in the terrain of easy movement. Here again will be found the highly organized battle field. Parts of it will be suitable for attack by armored forces; parts will not.

"We must be prepared to use armored units to the full extent that the tactical terrain permits.

"We must be prepared to defend ourselves against the attack of such units.

"We must think more in terms of fire-power than man-power. We must recognize the fact that fire-power has become the predominant factor on the modern battlefield."

Davis Cavalry Trophy

"How can business men in any American city contribute in a practical way to the success of National Guard units located in their midst?" Dallas Chamber of Commerce, through its Military Affairs Committee, has answered this question to its own satisfaction by instituting the Davis Cavalry trophy. The trophy comprises a silver figurine of an English hunter, to be awarded to the winning troop;

plus sixty-five strap watches, one to go to each enlisted man in the troop which wins the competition. The cost of the trophy was $600.

The Davis competition relates to attendance of enlisted men at ordered drills. Mr. Davis and his associates are familiar with the difficulties encountered by the average National Guard unit commander in getting his enlisted personnel to attend drill regularly. They concluded this was one of the weak points in the Guard system and that cooperation which would assist in solving the troop commander's vexatious attendance problem would be a worthwhile contribution to the cause of National Defense. The trophy was taken to each troop headquarters for inspection by the men. Considerable enthusiasm was developed.

Students at Army War College

It has been decided by the Secretary of War that the class which will enter the Army War College, Washington, D. C., in September, 1930, will total 75 student officers of the Regular Army. Fifty-five of these will be selected from the arms, ten from the services and ten by the Secretary of War.

In making their selections, Chiefs of Branches will be limited to officers of field grade, to those who will be less than fifty-two years of age on September 1, 1930, to those who are not graduates of the Army War College and to those who are considered by their respective chiefs of arms and services as possessing those qualifications which would justify their training for higher command and general staff duty.

At least fifty per cent of the quota from each arm or service will consist of officers who upon graduation from the War College will be available for duty on the War Department General Staff.

Each of the arms has been allotted students as follows:

Infantry	20
Cavalry	8
Field Artillery	9
Coast Artillery	9
Air Corps	4
Engineers	4
Signal Corps	1
	55

Surra at Fort Stotsenburg

ONE OF the worst outbreaks of the tropical disease, surra, ever occurring in the Philippine Islands has been successfully combated and brought under control at Fort Stotsenburg, the present station of the 26th Cavalry, commanded, since the departure of Colonel John D. Long for the United States, by Colonel R. J. Fleming, who has been until recently Assistant Commandant at the Cavalry School.

The epidemic started among the animals of the 24th Field Artillery, and only the very timely and efficient fight against its spread, waged under the direction of the Post Veterinarians, Major Clifford C. Whitney, Captain Howard N. Beeman and Lieutenant Harry R. Leighton assisted by Lieutenants Espy, Thayer, Martin, Kendall and Doyle, of the 26th Cavalry, prevented its sweeping through the entire post.

How the outbreak started has not been definitely established. The Headquarters Battery of the 2nd Battalion went to Guagua for a shipment of remounts several months ago and encamped twice in the town of Porac. Investigation has since disclosed that many native ponies have died of surra in that barrio since June, and it is believed that the artillery animals came in contact with the disease there and brought it back to the post.

Practically the sole means of transmission is by the bite of the *Tabanus striatus* fly, which sucks the blood of an infected animal and carries the germ to a healthy one. The carabao and native pony have a natural resistance to the disease, but will harbor the germ in the blood stream indefinitely. They are known as "carriers." These animals succumb to the disease only when their resistance is lowered by some other cause. The symptoms of surra are fever, increased respiration and later a pus sack which forms on the underline of the chest. Eventually the animal dies.

The first case in Stotsenburg was discovered September 18th. Immediately the artillery marched out of the post and went into camp, each battery separated from the next by about 500 yards. Then began the fight against its spread.

The disease is practically incurable—the basic principle in combating it being to remove the infected animal and to destroy him because he is a source of danger to all other animals. In order to discover these animals as soon as possible, the temperatures of all were taken twice daily and a microscopic examination of blood smears

was made once a day. As soon as the organisms were discovered by the microscope the animals were destroyed and buried.

A strict warfare was waged against the flies. Insecticides were used and all picket lines were kept scrupulously clean at all times. Dense smudges made by burning green cogon grass were kept around the picket lines and proved very effective in driving the flies away.

That the cavalry and quartermaster areas escaped the disease is remarkable, and much credit belongs to those carrying out the preventive measures. Here, too, temperatures of all animals were taken once daily, and blood smears made of those with high temperature. Smudges were kept going around the picket lines. No animals were allowed beyond certain well-defined districts, and guards were posted to see that these regulations were obeyed. One driver with a four-line team managed to get through the blockade, but was unable to get back. After trying to get out all afternoon his mules were taken away and put in one of the Artillery stables where they remained for the rest of the quarantine period.

As a last precautionary diagnostic measure, a sample of blood was drawn from every animal throughout the Artillery and sent to the department medical laboratory where a complement fixation test was made by Captain Francois Reynolds. This test—very difficult and complicated—may show if the animal has surra in the blood stream before it can be discovered with a microscope. A positive case was found 48 hours before it showed under the microscope.

It is interesting to note several facts in connection with the epidemic. A mule is more susceptible to the disease than a horse. This is because the skin of a horse is more tender than that of a mule and he fights flies more constantly. Fifteen of the first twenty animals killed were mules over twenty years old whose resistance had been lowered by old age. It is also interesting that out of the 123 remount mules which came in August, only seven died, showing that perhaps a young animal new to the tropics has more resistance than one who has been here for some time.

The following statistics are of interest:

	Exposed	Destroyed	Percentage
Mules	917	289	31½%
Horses	254	26	10 %
Total	1171	315	27 %

Battery E suffered the greatest loss with 62 percent of its mules and the Service Battery the lowest with 7 percent.

Colonel James R. Shand, Department Veterinarian, spent twenty days on the post during the worst of the epidemic. Lieutenant Colonel John C. Pegram, 26th Cavalry, had direct charge of the entire quarantine area.

The post commander, Brigadier General F. C. Bolles, has expressed his apreciation of the work of the command in the following general order.

"Major General Douglas MacArthur, Commanding the Philippine Department has expressed to the Commanding General, Fort Stotsenburg his appreciation of the fine performance of duty by all ranks of the mounted elements of the command in combating the recent surra epidemic.

"The manner in which troops meet a sudden emergency is an excellent test of their training, attention to duty and efficiency and it is with much pleasure that the Post Commander expresses his gratification for the appreciation of these soldierly qualities by the Department Commander."

PROGRESS AND DISCUSSION

This section of the JOURNAL *has been instituted for the purpose of recording the state of development of various items of material in which the Cavalry is particularly interested, progress in technique or tactics and also to encourage discussion of matters of general professional interest to cavalry officers. Suggestions concerning new methods developed and discussions or constructive criticisms of present methods, equipment, etc., are invited. It is believed that there are many practical ideas and improvements which officers are using in their organizations which may be of benefit to others in solving similar problems. If you have an idea or suggestion along the lines indicated, send it in. It will be welcomed.*

Sight Blackening Equipment

CAPT. E. M. BARNUM, 14th Cavalry, makes the following suggestion for a substitute for the common methods in use for sight blackening, such as carbide lamps, candles or camphor cubes:

"For an outlay of not to exceed five dollars an organization should be able to purchase a second-hand Presto-Lite tank of the type commonly used on automobiles several years ago, three feet of rubber hose and burner and have the tank freshly charged. By actual test an outfit of this type has served to blacken sights for all range firing for two hundred men and the tank still contains considerable gas. It is easily handled, and functions under any and all conditions. Also it may be used in other ways around a troop. In the field it can be used to furnish light for the kitchen tent. The tank can be recharged for two dollars."

Treatment of Cicatrix

AS a result of experiments carried on during service in the Southwest, Capt. J. F. Crosby, Veterinary Corps, recommends the following treatment for cicatrix (sit fast) caused by saddle or harness:

Acidi salicylici	drams	4
Acidi picrici	drams	½
Alcoholis q. s. solution	ounces	4

Dissolve ingredients separately. Apply once daily with swab or finger. The best time for application is after grooming following exercise, when the animal is through work for the day. In case the cicatrix becomes very tender omit treatment for one day.

The above prescription less the salicylic acid is an excellent treatment to use on the march in sandy and dusty regions for saddle and harness galls.

Revision of the Manual of Equitation

A BOARD convened by the Chief of Cavalry met in Washington in the middle of December for the purpose of revising the Manual of Equitation now in use at The Cavalry School. The board is composed of the following: Brig. Gen. W. C. Short, Lieut. Col. John A. Barry, Lieut. Col. B. T. Merchant, Lieut. Col. W. W. West, Major H. D. Chamberlin and Capt. W. B. Bradford.

The board was furnished the following directive by the Chief of Cavalry:

1. *a.* One of the principal reasons for assembling this board is to obtain the views, ideas and experiences of horsemen of recognized ability.

b. It is believed that much good will result from the discussion and exchange of ideas that will take place in the various meetings of the board.

2. *a.* It is desired that the board carefully review the text entitled: "Manual of Equitation—The Cavalry School."

b. Based on this review the board shall revise and, if necessary, rewrite this text, incorporating therein, the board's ideas on the subject.

3. *a.* Incident to the above the board should enunciate a very clear and concise doctrine as to the proper seat to be taught at the Cavalry School and disseminate through the Cavalry.

b. The seat should be discussed from the following viewpoint:

(1) Strictly military purposes.
(2) Cross-country riding—hunting—steeplechasing, etc.
(3) Horseshow jumping.

c. In other words, the discussion and description of the seat should be clearly and unmistakably set forth.

Col. Guy V. Henry and Lieut. Col. Ben Lear were called by the board for conference on the outstanding questions under discussion.

After thorough discussion, the board at the time of its adjournment for the Christmas holidays had agreed upon the major points to be changed or modified, and the work of writing up its recommendations as to the seat which shall in the future be adopted officially was in progress. The board will meet again in January for the purpose of completing the revision of the text. The JOURNAL will publish the results of the labors of the board in the April issue. It is understood that a number of important changes and interpretations are being made which will be of the greatest interest and importance to all cavalrymen.

Comparative Test of Browning Machine Gun and Machine Rifle

THE 1st Cavalry Division Equipment Board requested that twenty-four Browning .30 calibre air-cooled machine guns, with tank tripod and shoulder rest, be issued to the division for service test, in order that they might be compared with the Browning machine rifle, calibre .30, model 1922, now in use in the cavalry. Following this request, two .30 calibre air-cooled machine guns with tank tripod and shoulder rest and one .30 calibre air-cooled machine gun equipped with experimental barrel were sent to the Cavalry Board for test.

The Board, after study, found that a division of the project into two parts was advisable as follows:

Part I. The Browning machine rifle, calibre .30, model 1922.

a. Is this weapon unsatisfactory through presence of inherent weaknesses or defects?

b. What are the inherent weaknesses or defects?

c. What remedies can be suggested for remedying existing defects?

Part II. Substitution of another weapon to replace the present Browning machine rifle.

a. Is such substitution desirable?

b. If so, what weapon?

c. Distribution, organization, etc., recommended.

As a result of many conferences with qualified and experienced officers, an analysis of questionnaires sent out, exhaustive tests made with material and study of the data obtained, the Board arrived at the following conclusions in answering the above questions:

Part I. *a.* There are no weaknesses or defects in the Browning machine rifle which are not susceptible of being readily corrected.

b. The but-stock is too weak at the point where it incloses the buffer tube, with the result that but-stocks are occasionally broken.

c. There is some dissatisfaction with the Browning machine rifle due to:

(1) The fact that there is a tendency on the part of some troop commanders to neglect the training of the machine rifle platoon; to use the personnel of this platoon to fill up vacancies in the rifle platoons, and to supply demands for men for special duty from the machine rifle platoon in preference to taking men for this purpose from the rifle platoons, with the consequent lowering of morale of the personnel of the machine rifle platoon.

(2) A prejudice against a gas operated weapon.

(3) A lack of consideration for the capabilities and limitations of this weapon.

(4) A lack of knowledge of the proper manner of employing this weapon.

(5) A tendency on the part of some officers to compare the effectiveness of this weapon with that of the Browning machine gun, model 1917.

(6) A desire on the part of many officers for increased fire power in the assault echelons.

d. The Browning machine rifle, calibre .30, model 1922, is satisfactory as a cavalry weapon.

e. The Browning machine rifle, calibre .30, should be retained as the principal weapon of the cavalry machine rifle platoon.

f. If, and when, a semi-automatic rifle is adopted, the question of the retention of the Browning machine rifle may be given consideration.

Part II. A machine gun should not be substituted for the Browning machine rifle.

The recommendations of the Board were made in agreement with the conclusions arrived at as given above.

Report On Test of Semi-Automatic Rifles

THE Secretary of War has approved the recommendation of the Board of Officers, of which Brigadier General George S. Simonds, Assistant Chief of Staff, was president, which was convened to conduct tests and to recommend the adoption of a caliber .276 automatic rifle, that not to exceed 20, caliber .276 Garand semi-automatic rifles T3, be manufactured by the Ordnance Department for test by

the Infantry and Cavalry Boards for comparison with the results of the test of the caliber .276 Pedersen semi-automatic rifles previously made.

The Board, in conducting the tests, which began on July 1, 1929, tested nine rifles as follows:

Browning (Belgian)
Colt (American)
U. S. Model T3 (Garand)
Czecho-Slovakian
U. S. Model T1 (Pedersen)
Thompson, first model (American)
Thompson, second model (American)
Rheinmetall (German—manufactured in Switzerland)
White (American).

The tests were conducted at the Anacostia Range and at Aberdeen Proving Ground, Maryland. They were exhaustive and much more severe than the tests given the Pedersen rifle by the Infantry and Cavalry Boards. Of the nine rifles submitted the Board finally eliminated from consideration all but the Garand and Pedersen. These two rifles demonstrated general suitability as service rifles. Both of them have minor defects which it is believed can be easily remedied in further development. In considering the Garand rifle, the Board found that it demonstrated many qualities which would warrant its further consideration. The most important of these are its great simplicity and fewer parts. However, the Pedersen rifle already has been given tests in the hands of troops at Fort Benning, Georgia, and Fort Riley, Kansas. In view of this, the Board is of the opinion that similar action should be taken in connection with the Garand before a final decision is made. In making its recommendation, the Board was influenced by the following facts: First, the Garand rifle gives sufficient evidence of availability to justify the manufacture of twenty for a service test with troops; second, there will be no money available until the 1932 budget for the manufacture of any for rearmament; third, the Ordnance Department has at the present time sufficient funds to manufacture the number of Garand rifles recommended by the Board. As a consequence, they can be manufactured and the test held before funds will become available for rearmament.

In the opinion of the Board these circumstances justify holding open the final question of the settlement between the two rifles until that time. Should the Garand fail to measure up in the test with troops, the Pedersen, which has been found satisfactory to them, will still be available. Both of these rifles are controlled by the Ordnance Department.

.276 Machine Rifle

Influenced by the adoption of the .276 caliber for the shoulder rifle, a requirement for a light machine rifle of like caliber has been set up by the War Department. This machine rifle should weigh not more than 16 pounds and should be equipped with a bipod or tripod, a shoulder rest, a carrying handle and a carrying sling.

Such a machine rifle will increase materially the fire power of infantry and upon the adoption of the shoulder rifle of like caliber will tend to simplify ammunition supply.

Annual Report of the Chief of Cavalry

THE following extracts from the annual report of the Chief of Cavalry are of special interest in showing the progress being made in various projects now under development.

Tactical Development Section

This section was added to the organization of the Office Chief of Cavalry during the fiscal year 1928. It has continued during the past year to make studies concerning tactical developments in the cavalry which appeared advisable as the result of changes in organization, armament, equipment, combat methods and methods of transportation of all arms of our own service and those of foreign armies. In keeping with the present trend toward motorization and mechanization, this section has given special attention to these subjects.

New Units (2d Armored Car Squadron)

Under authority granted by the War Department, February 28, 1929, a provisional platoon of Troop A, 2nd Armored Car Squadron, was organized. This unit is to conduct experiments with the Christie heavy armored car, as well as with other experimental types of armored cars using commercial chassis. In the training and experiments being conducted in units of both the 1st and 2nd Armored Car Squadrons, stress is being laid upon strategical and tactical employment rather than upon mechanical operation.

The 2nd Armored Car Squadron is the second armored car unit to be organized. Troop A, 1st Armored Car Squadron, authorized and organized last year, is now an integral part of the 1st Cavalry Division at Fort Bliss, Texas.

It is contemplated during the coming fiscal year (1930) making exhaustive studies and such tests as may be practicable of armored cars. The studies will include the equipment, organization and use of armored car units.

Motorization

Every opportunity is being utilized with available transportation to conduct experiments involving the use of motor vehicles with cavalry troops with a view to increasing mobility. One of the two wagon trains of the cavalry division has been replaced by a motor company and several vehicles are now included in each cavalry regiment. Cavalry has been moved by motor transport to advantage on several occasions in the past year. During the recent border disturbances a detachment of cavalry was moved by motor from Fort Bliss, Texas, to a threatened locality, ninety miles away, in less than a day.

General Training

The importance of practice marches has been stressed during the past year, as have also field exercises and maneuvers. Due to the border situation the 1st Cavalry Division maneuvers had to be postponed from the early spring until October, 1929. Particular interest is attached to these operations due to the fact that for the first time armored cars and anti-tank weapons were involved. Emphasis will be placed on devising the best means of their employment and, conversely, of combating an enemy who is employing these devices.

Target reports generally show an improvement in marksmanship. This is considered to reflect favorably the methods of training in marksmanship which have been stressed in the instruction of student officers at the Cavalry School.

A special five months' course for non-commissioned officers in equitation, tactics and weapons was added to existing courses at the Cavalry School at Fort Riley, Kansas. Selected men were sent from cavalry regiments. The results attained were most satisfactory and a similar course has been initiated for selected non-commissioned officers of the National Guard commencing this next school year.

Phillips Pack-Saddle and Related Equipment

At the end of the fiscal year 1929, the problem of pack transportation in cavalry organizations, so far as it relates to the manufacture and supply of Phillips pack-saddles with respective pack loads, is completed.

Cavalry troops are now enabled to move at a more rapid rate, with a corresponding increase in efficiency, than in the past, since it is no longer necessary to await the arrival of the wagon train for the vital elementary equipment and supplies.

Funds are now being authorized in each year's budget for the manufacture of such equipment for issue.

Anti-Aircraft Operations

It is proposed to have all cavalry units conduct the training in anti-aircraft combat prescribed in Training Regulations 300-5, Anti-aircraft Combat, involving caliber .22 target practice against aerial targets. At posts where facilities are available ball ammunition will be fired by troops at aerial-towed or improvised targets.

Modified McClellan Saddles

AS A RESULT of the modification of the McClellan saddles that has been in progress for some months, 1,000 saddles are to be modified as the first step in this modification program. For the information of the service, especially officers of the field artillery and cavalry, the modification of this saddle will include the following changes: (a) Removal of quarter straps, quarter rings, and cincha, and substituting a girth similar to the girth now used on the training saddle; (b) leather skirts are added, and (c) stirrup straps similar to those now used on the training saddle are being substituted for the present stirrup straps.

One hundred McClellan saddles which were modified at the Jeffersonville depot for the 106th Cavalry, Illinois National Guard (Chicago Black Horse troop), have already been shipped to this regiment.

Under the McClellan saddle modification program for the cavalry of the Regular Army, 8,036 skirts and girths were manufactured at the Jeffersonville depot; and a complete shipment of these articles was made to Fort Riley, Kans., on July 26, 1929. At Fort Riley 1,000 saddles are to be modified, which will leave a balance of 7,036 to complete the cavalry program. According to the present plans, no more of these saddles are to be modified during the current fiscal year, and no funds have been provided for modification during the fiscal year of 1931. It is interesting in this connection to note that 180 of these saddles were also modified at the Jeffersonville depot for test by the Field Artillery Board.

ORGANIZATION ACTIVITIES

First Cavalry Notes

THE regiment and the 2nd Pack Train participated in the maneuvers of the 1st Cavalry Division under command of Lieut. Col. Howard R. Smalley. It marched 200 miles to Fort Bliss, Texas, leaving Camp Marfa on October 2nd. En route the regiment was met by the 8th Cavalry and Armored Cars east of Fabens and the tactical exercise conducted there demonstrated that the 1st Cavalry special wheel mount with limber for 37mm guns, devised by Capt. Wm. H. Halstead, is an excellent method for carrying these weapons. The gun can be put in action in eight or nine seconds, which makes the 37mm Section of the Machine Gun Troop bad medicine for Armored Cars.

After taking part in the brigade and division maneuvers at Fort Bliss and vicinity the regiment marched back to Camp Marfa, arriving on November 19th. The total distance marched while absent from the post was over 500 miles.

The training of the eighty recruits in the regiment was resumed on November 25th under Lieut. George A. Rehm. A progressive scheme of instruction allots fifty-one training days to make a soldier out of a newly enlisted man.

The month of December, 1929, was devoted to the training of the individual soldier and the squad, with especial emphasis on the training and development of squad leaders.

While this progressive training was being conducted, a regimental tactical exercise was held each week. The first of these exercises consisted of a dismounted attack, the second the reorganization and occupation of a position after the attack and the pursuit, and the third a mounted attack against a dismounted enemy. Preceding each exercise there was a tactical ride for the field and staff and troop commanders and, also, each squadron held a similar squadron exercise preparatory thereto.

Troop F has been busily engaged in preparing for the Goodrich Training Test, scheduled for the period December 10-19, inclusive.

Basketball and boxing have been organized by the Athletic Officer, Lieutenant Lawrence G. Smith. For this purpose the Regiment has been divided into two leagues with schedules prepared for each

league. At the completion of the league schedules the winning teams of each league are to compete for the Regimental Championship. Later, boxing matches to determine the individual Regimental Champion in each weight are to be held.

Polo for enlisted men has been started by allowing a period of instruction of one month within each troop to be followed by the selection of a team for each squadron for a three-game tournament.

Horseshows are being held monthly with a view to development and training of new horses and especially to determine likely prospects for the Equestrian Events, Olympic Games in 1932.

A Turkey Shoot was held on the target range on December 12th. Seventy-five turkeys were purchased and placed on the block to be won either by hitting an inflated balloon with the service rifle or by firing at clay pigeons with a shotgun.

The First Cavalry Division Horseshow found the First Cavalry participating and carrying off its proportionate share of the ribbons and trophies. Captain Frank Nelson's chestnut mare, *Hazel Gloaming*, carried off first honors in the Officers' Private Mount Class and the Officers' Charger Class. *Ansonia*, a government horse, ridden by Sergeant George Norton, Troop F, won the Handy Hunter Class for the second successive year. Captain Harrison S. Beecher's three-year-old colt, *Gyp*, was the subject of much favorable comment and was awarded second place in the Road Hack Class. Lieutenant Lawrence G. Smith won three second places—in the Middle Weight Polo Pony Class on *Fairy Tale*, in the Heavy Weight Polo Pony Class on *Saber*, and in the Championship Polo Pony Class on *Fairy Tale*, all government horses. Lieutenant Paul A. Ridge, riding his own private mount, *Grace*, won second place in the Polo Pony Stake Race.

Training for the Equestrian Events, Olympic Games, 1932, is under way and is being conducted by Captain Frank Nelson, who has under his charge a number of likely prospects.

Second Cavalry Notes

THE regiment returned on October 16, 1929, from a practice march of two weeks to Wichita, Kansas, and return. The march was conducted under assumed war conditions and included tactical exercises. The total distance covered was approximately 307.7 miles and was made under average weather conditions. Health of the command and condition of the animals was excellent.

Troop B was engaged in the Goodrich Trophy Training Test from November the 4th, 1929, to November the 14th. The third and last phase was completed on November 8, 1929.

Troop E left the post on November 8 on a seven-day march of about 70 miles to Wamego and return. While in Wamego the troop participated in an Armistice Day celebration.

The regiment is now engaged in regimental and squadron training. The training of approximately one hundred recruits and forty remounts received within the last three months is being carried on simultaneously.

Instructions have been received from the Chief of Cavalry to search for Olympic prospects. The regiment is carrying on an intensive program of training of animals, under competent officers and non-commission officers, with a view to developing all available material at hand to meet the above requirements.

Instructions have been received for the issuance of the following badges to members of the regiment:

Sergt. William D. Reynolds, Machine Gun Troop, Army rifle team (Cavalry) badge for winning a place as principal on the Cavalry team competing in the National Rifle Team match of 1929.

Corporal Holger Christensen, Machine Gun Troop. Distinguished Pistol Shot Badge. Corporal Christensen is designated Distinguished Pistol Shot for the year 1929. His credits for the distinguished designation are as follows: Silver medal—National Individual Pistol Match, 1927, then sergeant, Troop E, 2d Cavalry. Bronze medal—National Individual Pistol Match, 1928, then private first class, Machine Gun Troop, 2d Cavalry. Gold medal—National Individual Pistol Match, 1929, then corporal, Machine Gun Troop, 2d Cavalry.

The following changes in officer personnel of the regiment have taken place since October 1, 1929:

Capt. Charles K. Johnson, relieved; Capt. Orland S. Peabody, relieved, assigned to 9th Cavalry; Capt. Thomas J. Heavey, detailed on special duty with Academic Division, the Cavalry School; Capt. Corey J. Spencer, O. R. C., reported for fifteen days' training in the regiment on December 1, 1929; Captain Graham, Lieutenants G. V. Morse and R. M. Neal are now taking the one-month course at the Bakers and Cooks School.

3d Cavalry (less 1st Squadron) Notes

SINCE completion of Summer Camp duty the most important events for the 3d Cavalry at Fort Myer have been the annual Tactical Exercises and Corps Area Commander's Inspection. This took place at Fort George G. Meade, Maryland, from October 12th to 20th.

The first tactical exercise (one-sided) covered a period of three days, and problems in deployed defense, night withdrawal, position defense, counter attack and pursuit were worked out. Colonel Robert S. Knox, Infantry, Chief Umpire, commented on the difficulties encountered and especially on the excellent work of the members of the cavalry command.

The second tactical exercise was two-sided in which the 3d Cavalry had a mission of active defense. This was so well carried out that during the exercise the following were captured by the regiment, which was kept practically intact in anticipation of the main attack of the enemy:

7 Trucks
3 Observation Cars,
1 Light Armored Car,
1 Tank and Truck, and numerous prisoners and machine guns.

With reference to this, Brigadier General C. D. Roberts, in charge of the exercises, stated:

"The 3d Cavalry was handled in this, as also in the first exercise, in an excellent manner. Almost every role of cavalry was illustrated, and the cavalry was of great value to the commander. The cavalry machine guns and 37mm. guns were valuable and when armored cars were attached they proved to be of especial use. Against motorized forces cavalry will be very valuable if cover exists for its use. The vehicles of motorized troops are at all times very vulnerable to cavalry attack. After the troops detruck the vehicles are more easily found, more vulnerable and harder to move than the led horses of a cavalry force."

At inspection, Major General Fred W. Sladen, commanding the 3d Corps Area, expressed himself as being very much pleased with the camp of the 3d Cavalry and particularly with the transportation of the regiment.

On November 18th, the officers of the 3d Cavalry gave a luncheon for the Italian Cavalry Riding Team at the Army, Navy and Marine Corps Country Club. Other guests were Major General Herbert B. Crosby, Colonel W. W. Gordon, the Italian Military and Naval Attaches and Colonel Robert C. Foy.

During December the troops have been engaged in the preparation of winter rides. In addition a "school" class and "jumper" class for officers have been started under the personal instruction of Colonel Henry. These two classes usually form a portion of the weekly exhibition rides.

First Squadron, Third Cavalry Activities

PARTICIPATING in the First Corps Area Maneuvers, the squadron spent from August 25th to September 15th in the field. After a march of 108 miles to Windsor, Vermont, to join the corps, it acted as the enemy troops, outlining the Red forces and acting as a control force to direct the corps maneuvers. During the maneuvers the duties of the squadron were particularly arduous. Many of the patrols sent out covered forty to sixty miles per day. The mobility of the cavalry was effectively demonstrated.

Upon return to the post mounted pistol and saber practice was taken up and Troop A participated in the Goodrich Trophy Test.

With the advent of the winter training season considerable time is being spent in individual instruction of the trooper in both mounted and dismounted work. A school for cavalry officers and non-commissioned officers is held four times a week and cavalry tactics and technique, as well as training regulations, are being covered.

On Thanksgiving Day a cross-country ride for officers and also one for enlisted men was held. There were numerous jumps on the course and difficult terrain including slides to negotiate. Contestants were scored on performance only and the time element was controlled by judges along the route. Upon completion of the cross-country phase the entrants were required to take a course of jumps on the parade ground. As this ride was held in a heavy blizzard, the showings made were excellent. In the officers' class, Lieutenant Colonel Lininger, 3d Cavalry, was winner. In the enlisted men's class the following were tied for first place: Sergt. Stanley Blazejevski, Troop A; Privates Lawrence Martin, Troop B; Ernest Benoit, Troop B, and Anello Di-Palma, Troop B.

Fort Meade Notes

SINCE July 1st, the 4th Cavalry has received 110 remounts from the Fort Robinson Nebraska Remount Depot, which have since been undergoing strenuous training under First Lieutenant C. W. Feagin. They will soon be available for duty, which will give the regiment a total of 514 horses. Present indications are that about twenty-five old horses will be placed before an inspector for condemnation. Forty-six of the remounts are half bred or better.

Ninety-five recruits have been received by the regiment during the period July 1st to October 31st. This has brought the regiment up to its authorized strength.

An Officers' Equitation Class with First Lieutenant C. W. Feagin as instructor was begun on October 3, and has since been held twice weekly. The following officers are taking instructions: Second Lieutenants Merrick, Pegg, De Lany, Michela, Stevenson and Ranck.

The 4th Cavalry Baseball League closed its season the first week of October with the regimental pennant for 1929 going to the team representing Headquarters Troop. This troop challenged Vale, holder of the Black Hills pennant, but lost on October 20 with a score of 17 to 4.

The regular cross-country rides have been held every Sunday, when the weather has been favorable. They have been well attended, about twenty-four officers and ladies being present for each ride. Following the rides, breakfast has been served at the Officers' Club. Major J. W. Heard has been in charge of these rides and has spent a great deal of thought and hard work to make them interesting and enjoyable to all the riders. On October 27th, about twenty officers and ladies of the garrison rode to Galena, about fifteen miles away, for a chicken dinner.

The Corps Area Commander, Major General Johnson Hagood, visited the post on Tuesday, October 22nd, and made an inspection of the regiment and post. He expressed himself pleased with the general appearance and condition of the troops and garrison. Owing to inclement weather his visit was necessarily very short and he left the same afternoon for Fort Robinson, Nebraska.

Troop E, commanded by Captain J. I. Gibbon, 4th Cavalry, was the troop chosen to take the Goodrich Trophy Test, which was completed on October 9th. The march made by this troop was under very difficult conditions of rain and cold. The following officers comprised the board that conducted the test: Lieutenant Colonel D. R. Rodney, Major J. W. Heard and Major Sidney V. Bingham.

The following changes amongst officers personnel has taken place in the post since the last issue of the JOURNAL. Arrivals are: First Lieutenant and Mrs. Frank J. Thompson from leave following the Cavalry School, Second Lieutenant and Mrs. John G. Merrick from leave, Captain Charles A. Bell, Medical Corps, from detached service at Fort Robinson, Nebraska; Major Sydney V. Bingham from leave. Departures are: Captain and Mrs. Daniel Becker, to recruiting duty at Wichita, Kansas; Captain and Mrs. J. I. Gibbon, to leave of absence; First Lieutenant and Mrs. F. J. Thompson, to Cooks and Bakers course at the Cavalry School; Captain and Mrs. S. B. Renshaw, to leave of absence; Colonel W. L. Luhn, to leave of absence. Chaplain and Mrs. A. K. Mathews and son, to leave of absence prior to departure for the Hawaiian Islands. The following officers are ordered to join: Chaplain Jacob D. Hockman, arriving from the Hawaiian Islands;

First Lieutenant Oscar M. Massey, from recruiting duty at Toledo, Ohio, to join about January 5th, 1930.

The Fort Meade Gun Club held its annual, all-day Turkey Shoot on Sunday, November 24th, at the club range. A large attendance was on hand from the nearby Black Hills towns. Lunch was served by the ladies of the garrison from 11 A. M. till 4 P. M. Major J. W. Heard had active charge. The net receipts were sufficient to permit the club to operate with its usual success during the coming year.

Bowling has again become the popular indoor sport of the season and teams have been selected to represent each organization in the post.

The Black Hills are in the midst of extensive and thorough preparations for a winter sports program. A committee has been formed of prominent business leaders in the Black Hills representing Rapid City, Lead, Deadwood, New Castle, Sturgis, Fort Meade and several others to draw up plans for the construction of ice rinks, toboggan and ski slides, ski-joring, curling rinks and organizing hockey teams, which will provide healthful local recreation and competition for the people of the Hills this winter. This project is receiving extensive advertising and favorable progress is being made. Winter sports had its inception in the Black Hills last winter, concentrating its activities chiefly at Sylvan Lake, and this year it is planned to open the season at the same place with a huge carnival during the holidays, which it is hoped will not only attract the enthusiasts from the Hills but a great many outsiders.

The post has had its first touch of real winter. Snow fences are in place, storm windows are installed, snow plows have been overhauled and we are all ready. Let her come!

Fifth Cavalry Notes

THE 2d Squadron, commanded by Major Wilfrid M. Blunt, returned to Fort Clark on December 4th after having been absent since September 13th, when they started their long march to Marfa and Fort Bliss and return in connection with the 1st Cavalry Division Maneuvers.

The return of the troops was the occasion for the whole town of Brackettville turning out to accord them a royal welcome, in addition to which they had served coffee and sandwiches at Pinto Creek Crossing earlier in the day.

Outside of Brackettville the troops were joined by the Regimental Commander and other officers from Fort Clark as well as the 5th Cavalry Band and were escorted into the post.

Upon arrival the troops were inspected by the Brigade Commander, who was accompanied by Col. "Tommie" Tompkins, Cavalry, retired, who is spending the winter at Fort Clark with his brother, Lieut. Col. D. D. Tompkins.

The regiment won a number of ribbons at the First Cavalry Division Horse Show early in November.

In the open jumping class the blue ribbon was captured by *Petey*, Troop F, ridden by Sergeant Owens. This being our second consecutive year to win this event. The Horsemastership Cup was won by the Regimental Team, consisting of *Overall*, ridden by Mrs. Cheshire, *Jack Saplin*, ridden by Major C. P. Chandler, and *Big Ben*, ridden by Capt. J. H. Irving.

This year's win gives the 5th Cavalry two legs on this handsome Silver Cup.

The regiment was also successful in the class for Pairs of Road Hacks when Captain and Mrs. Cheshire came in for first honors with their well matched pair of blacks, *Sadie Oak* and *Blue Bell*.

In the Ladies' Saddle Horse Class Mrs. Cheshire again won the blue ribbon with *Sadie Oak*.

Seventh Cavalry Notes

THE Garry Owens took part in the First Cavalry Division maneuvers during the period October 9-19, 1929, with the more or less glorious task of proving, as a beginning, that a cavalry regiment in trucks cannot successfully engage a mounted regiment.

Leaving Fort Bliss on the 9th of October, the regiment moved by truck to Aden, N. M., a distance of approximately seventy miles, where we engaged the Tenth Cavalry, on the next day, and being tied to the road, we were outmaneuvered of course. A few days later, however, after getting back our horses, we were able to act as cavalry again. During the remainder of the maneuver the regiment remained with its brigade.

In the Senior Polo Tournament that took place in the week ending November 3, 1929, the Seventh Cavalry senior team composed of Lieutenant Bromley, No. 1; Lieutenant Harkins, No. 2; Captain Voigt, No. 3, and Captain Stafford, back, fought its way to the finals. The last game played with the New Mexico Military Institute was lost by a score of 10 to 9, of which score the Seventh team gave four points by handicap.

In the Junior Polo Tournament, held November 10-17, 1929, the Seventh Cavalry Juniors played their way to the finals, with the First Cavalry Juniors, and won by a score of 9 to 6. Members of the team

were, Lieutenant Riepe, No. 1; Captain Gerfen, No. 2; Lieutenant Judge, No. 3; Lieutenant Kinnison, back, and Lieutenant Greear, substitute.

During the First Cavalry Division Horseshow, the Seventh Cavalry riding team was captained by Major Bohn and was composed of Major Strong, First Lieutenant Mewshaw, First Lieutenant Frierson, Sergeant Shrout, Troop A; Sergeant Witaski, Troop B; Sergeant Lewis, Troop F; Mrs. Anne Galebraith and Mrs. Ida Sancomb.

By winning 13 first, 13 second and 6 third places, competing against entries from nine other organizations they scored 164 points out of a total possible 451.

Lieutenant A. A. Frierson, highest scoring officer in the show, and Sergeant Ambros Shrout, highest scoring enlisted man, awarded the U. S. Cavalry Association Cup and the General Howze Cup, respectively, deserve special mention for their consistent skill in horsemanship.

Another Garry Owen who has made himself famous is Sergeant Jens B. Jensen, Troop A, Seventh Cavalry, who covered himself with glory in the National Rifle Matches in September. Sergeant Jensen won firsts in the National Rifle Individual, Grand Aggregate, Army Rifle Championship and Any Pistol, to make up the impressive total of four first and two seconds.

The regiment now goes into the garrison school year, after several pleasant weeks in renewing old friendships, cheering on the polo teams and applauding the generous sportmanship displayed by all contestants in the Horse Show.

The regiment regrets the loss of Lieutenant Colonel Charles McH. Eby, who was retired on his own request after thirty-two years' service.

We are especially happy to welcome our new Commanding Officer, Major Robert W. Strong, who comes to the regiment from a tour of duty at Saumur, France. Other new arrivals are Captain W. W. Boon, Lieutenants Harry Mewshaw, L. L. Judge, J. H. Riepe, W. H. Greear, P. D. Harkins and W. H. Drummond, M. C., attached.

Eighth Cavalry Notes

THE regiment returned from the First Cavalry Division Maneuvers on October 17 and began intensive preparation for the horse show and polo tournament. Practically the entire personnel of the regiment was occupied either working for the regimental teams or under the committees handling the many details connected with the organization of the horse show and caring for the large number of visitors.

Considering the competition, the regiment has reason to be proud of its accomplishments during the horse show. Eighth Cavalry entries won thirteen firsts, eight seconds, five thirds, one fourth, a championship and a reserve championship.

In the polo tournaments the senior team reached the semi-finals while the junior team was eliminated in its first game.

The regiment celebrated its organization day on November 23rd with a combined field day and gymkhana. The regimental commander addressed the regiment outlining its history and explaining the coat of arms. The Division Commander, General Symmonds, spoke for several minutes about his experiences with the regiment in Cuba. All troops had holiday dinners and the officers and ladies met in the evening at a dinner dance.

The regiment participated in the parade of the entire division in El Paso and also in the Armistice Day Parade.

The regiment now has a greater officer personnel than at any time during the past year. Latest arrivals are Major E. L. N. Glass from Hawaii, Captain D. B. Cullinane from Fort Leavenworth and 1st Lieutenant M. A. Fennell from the Philippine Islands. Major Glass has been assigned to command of the 1st Squadron, Captain Cullinane has been assigned command of the Machine Gun Troop and Lieutenant Fennell has been assigned to Troop B.

The regiment has begun regular training again and is rapidly rounding into shape after the long period of suspension of training incident to the horse show.

As these notes are mailed the regimental entry in the Goodrich Trophy begins its test. Troop B, Captain Dwight Hughes, Jr., in command, is the representative of the regiment in the test. It has a splendid record and the regiment believes that the trophy will come to the 8th Cavalry this year.

Ninth Cavalry Notes

THE 9th Cavalry Polo Team, consisting of Captains E. A. Franklin, J. C. Macdonald, E. A. Williams and P. C. Febiger took part in the Cavalry School Junior Tournament. After defeating the 2d Cavalry Orioles, two games were lost to the 2d Cavalry "A" and "B" teams, respectively. It then defeated the Black and Gold team, which had conceded a five-goal handicap. The next game with the Blue Birds resulted in a defeat, followed by winning from the Academic Division team. The final game, against the 13th Cavalry, resulted in a victory for the 9th Cavalry.

In the Seventh Corps Area Golf Tournament, at Fort Leavenworth, Kansas, September 1st to 5th, Capt. James T. Menzie, 9th

Cavalry, won the Commandant's flight over Mr. Whitney of Kansas City. Captain Menzie played stellar golf in all of his matches, winning by a large majority in each. He was chosen as one of the representatives of the Seventh Corps Area in the Army Golf Tournament held at Washington, D. C., September 24th to 27th, and won the Consolation Championship over Major E. Hughes of the District of Columbia by a score of 3 and 2.

The regimental football team played eight games during the season, breaking even by winning four and losing four. Credit for a good showing is due Capt. C. R. Johnson, Jr., 2d Cavalry, who coached the team, mostly made up of new players.

Capt. Murray H. Ellis was relieved from assignment and duty with the regiment, and detailed to pursue a course at the Superior Riding School, Grudiziadz, Poland, beginning October 15, 1929.

Major H. J. M. Smith, 9th Cavalry, has been appointed polo representative, the Cavalry School, relieving Capt. E. A. Williams.

First Lieut. H. A. Sears was assigned to the regiment September 27, 1929. He has been placed on special duty with the academic division, the Cavalry School, in connection with the development of horses for the Olympic Equestrian Team.

Capt. Orland S. Peabody was transferred from the 2d Cavalry to the 9th Cavalry October 8, 1929. He has been appointed Personnel Adjutant, Supply and Farm Officer.

Capt. J. C. Macdonald spent thirteen days on detached service at Hollywood, Calif., in connection with the making of the photoplay entitled "His First Command."

First Sergt. James T. Williams, Troop G, was placed on the retired list November 18, 1929. He was honored with an appropriate program followed by dancing at the 9th Cavalry Club.

Tenth Cavalry Notes

THE past issue of the CAVALRY JOURNAL carried the story of the 10th Cavalry up to the point where the regiment was about to begin its march to Fort Bliss for the 1st Cavalry Division maneuvers. We left Fort Huachuca on September 26th and arrived at Akela, where the maneuvers began for us, on October 9th. The first stage of the journey was completed without incident. The daily marches were not long, and this period, with rests at Willcox, Arizona and Deming, New Mexico, served to break in the men and horses for the more strenuous work that followed. During the trip the band played for several concerts and the orchestra was used for dances in three of the towns en-route.

The march and the maneuvers proved a welcome variation from garrison duty. The officers and men felt that many lessons on the employment of cavalry in both large and small units had been learned. We were all glad to reach Fort Bliss after the very adverse weather we had encountered at Dona Ana and at Old Berino. We were comfortably situated for the Polo Tournament and Horse Show, with the men in pyramidal tents, although the cold weather sent us hurrying for wood and Sibley stoves.

The 10th Cavalry Polo Team in the Senior Tournament was unsuccessful in two games, losing to the 7th Cavalry in the first round and to the 1st Cavalry in the consolation round. In the Horse Show, which followed the senior polo, the regiment was more fortunate. Lieutenant Burnside, on *Tornado*, won third place in the American Remount Association Cup. Private Curtis won second place with *Ben* in the Recruit and Remount class. First places were won by Lieutenant Curtis in the polo bending race. Corporal Rudisal, riding *Tornado*, scored with a second place in the touch and out jumping. In the team jumping, the 10th Cavalry team of Lieutenant McCurdey on *Cowface*, Lieutenant Tompkins on *Mosquito* and Lieutenant Burnside on *Tornado* was second. Mrs. Burnside, riding *Keno*, and Lieutenant Tompkins, riding *Panini*, won third place in the Pair of Road Hacks class.

On November 12th we left Fort Bliss again on the way home, marching over the same route, but omitting one day's rest at Willcox, and combining two days' march on the last day into Fort Huachuca. We thus arrived on the 26th, in ample time for the troops to prepare for Thanksgiving. On the trip home men and officers used pyramidal tents and stoves, both of which were very welcome as the weather was below freezing every night. That both men and animals had been hardened by the experience was evidenced by the fact that the non-effective rate had been cut on the homeward trip to one-third of that on the way to Fort Bliss.

We arrived to find two new officers who had joined during our absence, Major Burch and Captain Boone. Since the last report we have lost Lieutenant Reybold, who goes to Fort Clark. Lieutenant McCurdey has been ordered to the Philippines in February.

At present we are engaged in the usual struggle to replace worn out and unserviceable equipment, so that the regiment will be able to take the field again on short notice.

Eleventh Cavalry Notes

DURING the greater part of October the regiment was engaged in taking part in the filming of the talking motion picture, "Troopers Three," which will be released in the near future by

the Tiffany Productions Company. One of the features of the picture work was a mounted field meet which took place on the Del Monte polo fields and was witnessed by over two thousand spectators. The picture company gave many beautiful cups to the winners of the various events and a fine large cup for the winner of the meet. The Machine Gun Troop won the meet, with Troop F a close second.

Upon completion of the motion picture the qualification season commenced and is still in progress as this is written. From present indications the regiment will be high in percentage of qualifications in various arms. The Machine Gun Troop marched to Gigling and went into camp for a period of a little over two weeks and completed its machine gun firing on the excellent range which has been established there. The erection of frame kitchens and mess halls and bathing building at the Heating Plant on the Gigling Reservation makes it now possible for troops to camp at Gigling with comfort while engaged in combat firing and field training.

The regimental Machine Gun Troop and the 2nd Battalion, 76th Field Artillery, recently put on a gymkana at the Monterey Ball Park for the entertainment of visiting civilians celebrating the opening of the new Monterey-Salinas Highway. The meet terminated, unfortunately, in a fatal accident to one of the participants, Corporal Ewing, of Battery D.

After three months' rest the winter polo season has now opened at Del Monte and the teams from the regiment and the 76th Field Artillery have taken part in practice games. A low goal tournament is scheduled for December at Del Monte with the inter-circuit following at Santa Barbara. With the new Del Monte field open and available for use by post teams the polo situation appears bright for the many players now in the regiment.

Fort Brown Notes

TROOP B, Twelfth Cavalry, Captain Marion I. Voorhes commanding took the Goodrich Trophy Training Test December 4-6. The troop encountered very fine weather and although the board is unable to announce any scores, the men and animals came through the fifty mile march and combat problems in very good shape.

Ortiz Rubio, president-elect of Mexico, arrived at Matamoros the morning of December 4. Mr. Rubio and his party crossed the international bridge to Brownsville where he was met at the station by Mr. Arthur Bliss Lane of the State Department and Colonel Van Voorhis. All the troops at Fort Brown were lined up at the station and Mr. Rubio was received with appropriate honors.

Civilian polo teams from Houston, Wichita Falls and Fort Worth and the Fifth Cavalry are expected to participate with the Twelfth Cavalry in the February Tournament. This year a two day horse show will be held in connection with the tournament. Major Oliver I. Holman is polo representative and Lieutenant Colonel Stanley Koch is handling the horse show string. Training for both events got under way the first of December after the return of the horse show team from Fort Bliss.

For the first time Fort Brown was represented this year by a team at the Fort Bliss Horse show. Lieutenant Colonel Stanley Koch, Major Oliver I. Holman, Captain Marion I. Voorhes, Captain Herbert L. Earnest and Lieutenant William J. Reardon, with four enlisted men made up the team. The team made a very creditable showing for its first attempt, all members placing in some class or other.

For the first time under electric lights, in a well arranged outdoor arena and before a large and appreciative audience of post and Valley people, fort Brown staged its September Horse show, Sunday, September 8. The bright polo costumes, the intricate and difficult jumping courses, the smart appearance of the military classes and the fine riding of the ladies, all contributed to as colorful, interesting and exciting an event as has been seen at the old fort on the Rio Grande.

The high standard of riding so marked in the August show was even improved as evidenced by the better performance over more difficult courses. Colonel Philip Corbusier of San Antonio judged all classed except the ladies'. This class was excellently handled by Mrs. Samuel D. Rockenback of Fort Sam Houston. The Horse show was managed by Major Oliver I. Holman.

In the twenty-two classes on the program, the outstanding horses among the officers' mounts were *Mother Hubbard*, owned and ridden by Captain Herbert L. Earnest, *John Bunny*, ridden by Captain Marion I. Voorhes, *Windy*, ridden by Major Oliver I. Holman and *Pig Eye*, ridden by Lieutenant William J. Reardon. So many of the enlisted men's mounts made excellent performances that it is difficult to select the best; *Dick*, ridden by Sergeant Wells, Troop B, captured the most ribbons.

2d Squadron, 12th Cavalry Notes

THIS Squadron has taken advantage of the cooler fall weather to make a number of practice marches. Each troop has made several overnight marches to nearby tanks and a march to Laredo, Texas and return.

During the last month the Squadron has received nearly fifty recruits, bringing the troops up to their authorized strength for the first time in nearly a year.

The winter hunting season opened November 1 and there are hunting parties out daily for deer, duck and quail. Hunting this year is much better than last.

Captain Edward M. Fickett and Captain Silas W. Robertson have been ordered to the Philippine Islands on the February Transport. Lieutenant George C. Claussen has reported for duty with the Squadron after a leave following his duty with the Cavalry Rifle Team.

Activities of the Thirteenth Cavalry

COL. W. S. GRANT joined September 28 from Fort Ethan Allen, Vermont, where he had been commanding the Red Forces at the First Corps Area maneuvers, and assumed command of the regiment September 29 on its return from a twelve-day practice march. Other gains since September 1 have been Capt. Herbert C. Holdridge, who joined October 14 from duty as instructor, U. S. M. A., and is now on special duty as instructor at the Cavalry School. Capt. Wayland B. Augur also was placed, in the early autumn, on special duty with the academic division. First Lieutenants Leslie M. Greiner and Paul K. Kendall have been ordered to the regiment on completion of foreign service in the Philippines and will join later in the year. Capt. Guy D. Thompson was transferred, on November 14th, to the detached officers list and ordered to duty as instructor, New York National Guard. First Lieutenants Hayden A. Sears, Frank H. Bunnell and Don E. Carleton, who joined from the Cavalry School this year, have been relieved, Lieutenant Sears going to the 9th Cavalry, this station, and Lieutenants Bunnell and Carleton to foreign service, effective in February.

From September 18 to 29, 1929, the regiment under the command of Lieut. Col. W. W. Overton made a practice march, participating in fairs at Salina and Abilene. In these days when so many men of the combat branches are required for post duties, other than training with their organizations, it is indeed pleasant, as well as beneficial, to have together a large percentage of the regiment with nothing to do but "soldier." At Salina and Abilene the regiment contributed to the success of the fairs by their active participation in the programs of entertainment. Troop A, Capt. Guy D. Thompson, gave a musical drill; Troop B, Capt. Catesby ap C. Jones, a rough-riding exhibition; Troop E, Capt. Erle F. Cress, a saddle drill; Troop F, Capt. Frederick T. Murphy, staged an historical frontier pageant; Roman riding by Headquarters Troop, First Lieut. Frank H. Bunnell; Machine Gun Troop, Capt. Harold P. Stewart, a special machine-gun exhibition, and individual entries by officers in jumping classes. In addition to

the above, the band, Warrant Officer W. W. Sidwell, furnished music on numerous occasions. The Salina and Abilene fairs overlapped; on September 25, the 2d Squadron and Headquarters Troop, Major Edwin N. Hardy, commanding, marched to Abilene, the remaining of the regiment following September 27. The contact with civilians was cordial and the fair authorities at Salina and Abilene expressed a warm appreciation of the participation of the troops in their celebrations.

The 13th Cavalry (less Troop B and Machine Gun Troop) marched to Manhattan, Kansas, on October 23, 1929, for the purpose of participating in the Diamond Jubilee and Fall festival held in that city. The regiment, less a detachment, returned to Fort Riley October 25, 1929. Troop B, which was engaged in making a War Department training film, and the Machine Gun Troop, required for school demonstrations, remained in garrison. A detachment of Troop E, Second Lieut. Harold McC. Forde, commanding, 33 enlisted men and 2 enlisted men of the Medical Corps, remained in Manhattan a day after the departure of the regiment for the purpose of taking part in a pageant.

During the month of October a platoon of Troop B, Lieut. Edwin C. Greiner, commanding, was engaged in making a training film for the Chief of Cavalry. This film consists of two parts: the first shows the various formations and drills of the platoon; in the second part the platoon starts out on a counter reconnaissance mission; encounters an enemy patrol, attacks mounted, and routs the hostile force. Various scenes have been interpolated to make the picture interesting. The effectiveness of shock is shown by the collision of two mounted troopers moving at full speed. This picture will be used in connection with the training of National Guard and Reserve units, a film being retained for use in the Cavalry School.

A drum and bugle corps, consisting of thirty musicians, including six snare drummers, one base drummer and one cymbal player, has been organized within the regiment. Drums were introduced into the corps for reveille commencing December 16. These were played by bandsmen until members of the corps qualified as drummers. The regimental commander is especially interested in having a well trained drum and bugle corps which, when sounding calls, will do so in a manner creditable to the regiment.

For the purpose of establishing a definite standard for appearance of clothing and equipment in the 13th Cavalry, Colonel Grant has directed that certain specified items be brought up to a prescribed uniformity. As a preliminary step to this achievement, each troop

and the band were directed to select a private of outstanding military appearance and to bring him up to the highest state of perfection. An inspection of these men was made on November 5 by the regimental commander. Individually, each man approached perfection. As a group, there was a certain lack of uniformity; instructions were issued to correct this. As the second step in attaining this standard, the commanding officers of all organizations were instructed to bring up to the standard already established one squad. An inspection of this personnel was held November 27, for which occasion these squads were organized into a composite platoon. Next, a platoon of each troop will be standardized and eventually it is hoped to have each individual of the 13th Cavalry turned out in an ultra smart condition; this is the end sought, at least.

In the production of the Pathe talking film, "His First Command," at Fort Riley, the 13th Cavalry took a very prominent part in lending a military coloring to the picture. This regiment and the 2nd Cavalry gave a brigade review on the upper parade ground to provide a picture of the "Life o' Riley." Later the 13th Cavalry was filmed in a close-up on the lower parade ground near the flagpole—the flag being lowered to simulate a retreat and parade ceremony. Troop A was selected to be used in sketches of military activity about the reservation.

Fort Des Moines Activities

ON November 1st, post schools were started and the winter season of indoor training began, with the following schools for officers:

Comand and Staff course under Lieutenant Colonel George H. Baird, 14th Cavalry.

Military Law course under Major Clifford H. Tuteur, 18th Field Artillery.

Mess Management for all officers not holding a certificate of proficiency, under Captain Lewis S. Haslock, 18th Field Artillery.

In addition to the above classes, each officer of the post is training two polo ponies daily in the post riding hall under Major John D. Kelly, 14th Cavalry.

Colonel Sirmyer has organized an advanced and basic riding class for the ladies of the post and the city of Des Moines. Lieutenant James B. Patterson, 14th Cavalry, is the instructor in charge of these riding classes.

On November 4th a composite troop of seventy-five men and five officers left the post to participate in the Diamond Jubilee in connection with the Aksarben at Omaha, Nebraska.

The Second Squadron, under Major John D. Kelly, 14th Cavalry, acted as escort at the funeral of the late James W. Good, Secretary of War, at Cedar Rapids, Iowa. Colonel Sirmyer received a letter from the Chief of Staff Major General Charles P. Summerall congratulating the squadron on its excellent appearance on this occasion.

Each Monday evening the officers of the post meet at the Officers' Club. One officer addresses the meeting on some subject selected by the speaker and after the address various games are indulged in. A buffet supper is served by the club during the evening. These get-togethers are becoming very popular with the officers both on duty at the post and in the city of Des Moines.

Since the last issue of the JOURNAL the following officers have joined the regiment: Lieutenant Colonel George H. Baird, who has been on duty with the Organized Reserves in New York City, and Lieutenant George Hays, Jr. Lieutenant Colonel W. F. H. Godson, 14th Cavalry, left on September 11 for Detroit, Michigan, where he has taken over the duties of Chief of Staff of the newly organized reserve cavalry regiment.

Major Harding Polk, cavalry, has reported for duty in Des Moines, in connection with the organized reserves, replacing Colonel Fred C. Turner, cavalry, ordered to Philadelphia on recruiting duty.

The work of decorating and refurnishing the Fort Des Moines Enlisted Men's Club is rapidly nearing completion. The men of the post now have one of the most attractive clubs in the Army. A new ice skating rink is being built for the members of the garrison; it is expected than an unusual amount of enjoyment will be derived from this excellent addition to the many forms of amusement offered at this post.

The troops of the post are now busily engaged in preparing for the weekly riding hall drills, to be given for the public in the post riding hall. These drills were held last year and have proven to be exceedingly popular with the surrounding cities and towns according to the number of requests so far for tickets for this season. These drills will continue throughout the period January 1st to March 31st, at which time a horse show and graduating rides will be held.

305th Cavalry, Philadelphia

THE REGIMENT started the inactive training period with a big turnout for equitation at the First City Troop Armory on October 2d. As there were not enough horses available for so large a class, a Friday evening class was formed. Each class averages about eighteen members at present and is enthusiastic and progress-

ing satisfactorily. Major Clifford, the Unit Instructor, has the Wednesday class and Lieutenant Edward Town has the Friday class.

Sunday mornings many turn out for gallops and cross-country riding in Fairmount Park. Also officers of the regiment have been instructing the 304th Engineers, 79th Division, in equitation at the Quartermaster Corral on this day.

On Saturday, October 12th, the regiment left town at 8:30 A. M., and marched to Wissahickon Farms, a distance of eighteen miles. After caring for the horses and eating a hearty lunch the officers attended the Whitemarsh Race meeting. Sunday morning the return march was made. A tactical problem was conducted by the Unit Instructor, representing on the way out a regimental advance against a locality, stressing the security and information features and on the return the pursuit of a stubbornly defending hostile regiment, stressing combat principles.

The Wednesday and Friday noon informal hour conferences have been well and enthusiastically attended—even better than the regular evening conferences.

The Annual Church Services were held at the Ithan Chapel on Sunday, November 10th, Chaplain Richard H. Gurley officiating. The officers turned out enthusiastically and were treated to a delightful talk by the Lord Bishop of Aberdeen, Scotland, who recalled incidents of the Grand Fleet, of which he was chaplain, during the war. In the evening the colonel and staff attended Armistice services held in Philadelphia. This was a community service at which were represented all organizations in the city.

During the past three months members of the regiment have been active in the hunting field and at various race meetings.

The regiment has joined the Indoor Polo Association and is scheduled to play a game with West Point next month under the leadership of Lieutenant Town.

306th Cavalry, Baltimore

THE REORGANIZATION of the 62d Cavalry Division under the new Tables of Organization made necessary a complete reassignment of the personnel of the 306th Cavalry. Special Orders No. 2, Headquarters 306th Cavalry, dated December 3, 1929, gives the new assignment and home address of all commissioned personnel. Headquarters and Headquarters Troop and the 1st and 3rd Squadrons have been allocated to Baltimore, Md.; Machine Gun Troop and 2d Squadron, to Washington, D. C.

The period of inactive duty training started on October 1. The unusual interest displayed by members of the regiment promises well for the successful accomplishment of the mission assigned—preparation for handling the Cavalry C.M.T.C., at Fort Myer, Va., during the summer of 1930. A great deal of careful, detailed study of elementary subjects will be necessary during the school year, but the period of active duty training should prove most instructive. Involving, as it will, the active command and training of units of the C.M.T.C., it will give the reserve officers an opportunity to perform the exact type of duty which would fall to their lot in case of an emergency.

Pistol practice for the reserve personnel of Baltimore is held at the Howard Street Armory each Thursday night. The first Thursday in each month is Cavalry Night, and it is hoped to develop a cavalry team to participate in a series of competitions to be held early next year.

307th Cavalry, Richmond

The command posts for the regiment under the new organization are as follows:

Headquarters and Headquarters Troop	Richmond, Va.
First Squadron	Richmond, Va.
Second Squadron	Roanoke, Va.
Third Squadron	Norfolk, Va.
Machine Gun Troop	Norfolk, Va.

The Inactive Training period began October 1st and and to date the number of enrollments for Correspondence School courses is small.

Conferences are being held monthly on the last Friday evening for officers in the Richmond and Roanoke areas. The subjects covered are those needed in training of the C.M.T.C. during the active duty training period next summer.

Colonel William Henry Clifford, the Regimental commander, spent some time at Headquarters this month.

2d Squadron, 306th Cavalry, Washington, D. C.

THE SECOND SQUADRON, 306th Cavalry, and officers of other organizations of the 62d Cavalry Division, stationed in Washington, D. C., have been active this fall.

Several rides, including equitation in the riding hall and platoon drill outdoors, have been well attended at Fort Myer. In preparation for the training of the C.M.T.C. student reserve officers have been studying Training Regulations and then applying them after our rides;

in this way practical instruction in marching and the use of arms, care and feeding of animals, etc., is obtained.

3d Squadron, 307th Cavalry, Norfolk

WITH THE reorganization of the Cavalry Division, in accordance with the latest tables of organizations, the personnel of the 154th Machine Gun Squadron, which had its headquarters in Norfolk, Va., has been assigned to the 307th Cavalry and now constitute the 3d Squadron and Machine Gun Troop of that regiment.

Inactive duty training for the officers of these units, who are located in Norfolk, has been started under the direction of Major David H. Blakelock, Cavalry (D.O.L.), unit instructor. Two conference periods are held monthly, dealing with the subjects which will best fit the officers for the training of the C.M.T.C. during the summer of 1930, at Fort Myer, Va.

In addition to the conference noted above, the officers have been attending a weekly equitation class, weather permitting. During these periods a cavalry squad has been organized and the officers have taken turns drilling the squad in close and extended order. These riding periods have been made possible through the courtesy of the 111th Field Artillery, Virginia National Guard, which furnishes the horses.

To date, the attendance at the conferences and riding periods has been high. The officers are looking forward with much pleasure to their active duty training at Fort Myer this coming summer and are doing their utmost to be well prepared.

308th Cavalry, Pittsburgh

FORTY-ONE assigned and three attached officers of the 308th Cavalry under command of Lieutenant Colonel George H. Cherrington Cav-Res., reported at Fort Myer, Virginia, this summer for active duty training.

The 1st Squadron, commanded by Major James H. Graham, Cav. Res., trained the C.M.T.C. the first week and the 2d Squadron commanded by Major John H. Schenkel, Cav. Res., the last week. The work with the C.M.T.C. was very interesting and instructive. This type of training is very popular with the reserve officer. The leadership and attention to duty of the officers while with the troops was excellent.

The regiment feels that they are very fortunate in being able to train with the 3d U. S. Cavalry at Fort Myer, Virginia.

The inactive duty training for the year 1929-30 started on October 1st, with two rides a week, Correspondence School Courses, with forty-five members of the regiment enrolled, and a unit meeting once a month.

The objective in the Unit Schools is to develop the 308th Cavalry into a Unit Team, prepared for rapid and complete mobilization, and with ability to accomplish its war mission.

862d Field Artillery (Horse) Baltimore

THE OPENING of the period of active training this year is characterized by the efforts of the Unit Commander and the Unit Instructor to make adjustments, necessitated by recently announced policy of the War Department requiring instruction within units to be given by reserve officers themselves and eliminating hours of credit for attendance at school work as a means of acquiring eligibility for promotion. The soundness of these changes has been demonstrated and accepted, but the net effect of added responsibility and decreased compensation, especially on attendance at schools and conferences, can not, at this time, be predicted.

56th Cavalry Brigade Activities

THE 56th Cavalry Brigade has just ended its ninth annual encampment of field training and instruction at Camp Wolters, Mineral Wells, Texas, July 7th-21st, 1929. The principal features of the training consisted of command post problems, platoon combat problems and various specialists schools.

Major General Wm. Lassiter, corps area commander, spent two days at the camp making a thorough inspection. The General was met at the camp entrance by a squadron and escorted into the camp, rendered the Major General's salute by the camp field piece and given a brigade review. He paid high tribute to the brigade.

As the result of the reorganization of the National Guard Cavalry in March, 1929, the 56th is now a wholly Texas brigade. The brigade is minus two squadrons, allocated but not yet organized.

The maintenance strength of the brigade is 81 officers and 951 enlisted men. Fifty-six of its officers served in the World's War, as did thirty-five of its NCO's. Its enlisted personnel includes 31 R.O.T.C. students and 129 Jr. R.O.T.C. students. One of the latest brigade policies is to encourage enlisted men to qualify themselves and apply for a commission in the O.R.C. (Cav.) in the grade of second lieutenant, standing a very rigid examination in accordance with A.R. 140-24. Vacancies for second lieutenant in the brigade are filled when they arise from these O.R.C. officers. Seven applicants have already

been examined and qualified. Seventeen other applicants are awaiting examinations. This policy has aroused great interest among the enlisted men and is rapidly tending to make the 56th a cavalry R.O.T.C. unit. The cavalry officers claim that this is drawing to their ranks the very best young men in their communities where cavalry units are maintained, while at the same time this builds up a most excellent morale and esprit, not to speak of the service to the National Defense.

The brigade goes in strong for athletics and the annual field day this year, as heretofore at Camp Wolters, drew thousands of visitors from a radius of 150 miles.

Lieutenant Colonel P. W. Corbusier, Cav. (DOL), is the senior instructor of the 56th Cavalry Brigade, and Major James R. Finley, Cav. (DOL), joined the Instructors Staff, assigned to the 124th Cavalry, a few weeks before camp. Two other instructors are expected to report during the Fall.

64th Cavalry Division Training

THE period of active duty training for the 64th Cavalry Division, at Camp Knox, Kentucky, was entirely successful from every viewpoint. Sixty-four cavalry reserve officers of the 313th Cavalry and the 314th Cavalry, which constitute the 157th Cavalry Brigade, were trained. Instruction was given in the usual subjects and the tactical work included the regiment and lower units. The 464th F. A. Battalion (Horse), assigned to this division, had seven officers at camp for active duty training. The only organized recreation indulged in was one "badger fight," in which Second Lieutenant Dudley L. Clarke, FA-Res., was the "guest of honor." However, normal camp pleasures furnished an enjoyable time for all.

The correspondence school work in the division is going along satisfactorily, about one-third of the entire division's officer personnel being enrolled as students.

The fall Contact Camp, held at Bowman Field, near Louisville, Kentucky, was very successful. Lieutenant Colonal James P. Barney, F.A. (DOL), Officer in Charge of Corps Area Reserve Affairs, gave an excellent talk on the status of reserve affairs in the Fifth Corps Area.

Colonel George Williams, Cavalry (DOL), arrived in Louisville on October 16th, 1929, and assumed his duties as Chief of Staff of the division. In the short time he has been here, he has made several important additions to the inactive duty training schedule.

At each weekly meeting of the Louisville Reserve Officers' Luncheon Club a short talk is now being given by one of the officers of the Regular Army personnel assigned to the Louisville District on new

innovations and experiments being made in equipment, training or organization in the military establishment. These talks are proving to be of great interest and professional value to the reserve officers. Subjects and speakers to date have been as follows: "Necessity for Training Grounds for Organized Reserves and steps being taken to improve them," Major General Dennis E. Nolan, U. S. Army, Commanding General, Fifth Corps Area; "Co-operation," Colonel William H. Waldron, G.S.C., Chief of Staff, Fifth Corps Area; "The New Infantry Howitzer," Lieutenant Colonel Sydney Smith, Inf. (DOL), Unit Instructor, 400th Infantry, Louisville; "The Necessity of Keeping the Public Informed of the Preparedness Program," Major Hart G. Foster, FA-Res., 464th F. A. Bn., Lexington; "Test of Mechanization in the Last Maneuvers of the 1st Cavalry Division," Lieutenant Colonel Albert E. Phillips, Cavalry (DOL); "Outline of the Louisville District's Inactive Duty Training Program," Colonel G. Williams, Cavalry (DOL), Chief of Staff, 64th Cavalry Division; "The Armored Car and the New Christy Tank," Major V. W. Wales, Cavalry (DOL), Unit Instructor, 313th Cavalry, Louisville.

The Louisville Reserve Officers' Rifle and Pistol Club has received new impetus and has raised the average weekly attendance from six to fourteen. The principle of competitive shooting has been adopted and provides more interest and better training than heretofore.

The weekly riding class for reserve officers continues to function satisfactorily, meeting on Saturday afternoons. Instruction is given in the fundamentals of good horsemanship.

BOOK REVIEWS

God Have Mercy On Us! By WILLIAM T. SCANLON, Houghton, Mifflin C $2.50.

Reviewed by R. S. Thomas, Historical Section, Army War College

Peppering his fast-moving narrative liberally with profanity, the author tells of his participation in the World War as a member of the 97th Company of Marines. He actually lived the events and knows whereof he speaks. There is little to remind one of the periods of routine that intervened between the big "shows"; the narrative gives the impression of almost continuous fighting.

The story is told with straightforward simplicity which is well suited to the subject. The reader sees Sergeant Scanlon's men as they crawl through the muck of trench horrors, sees them advance to the attack through the tangled underbrush, and suffers with them as the scathing German barrage drives them desperately to seek cover and concealment in quarry pits and shell holes. Scanlon's Marines are real men, whether you find them in victory or defeat, in joy or in sorrow, and the most realistic figure of them all is Scanlon himself. Never once does he step out of character as the Sergeant of his command. The safety of that command, the accomplishment of its mission, and the utter damnation of anything on anyone interfering with such accomplishment—that was Scanlon's creed. Through the pages of *God Have Mercy On Us*, he tells how the 97th Company of Marines did the job assigned to it, and tells it with a sincerity and simplicity that should commend the book to a wide circle of readers.

Our Secret War. By THOMAS M. JOHNSON. 340 pages. The Bobbs-Merrill Company, Indianapolis, Indiana. $2.50.

Reviewed by Major R. C. Cotton, Infantry

This is a story of some of the true, and more of the fancied activities of the American military intelligence secret service operatives during the World War. The author was the accredited correspondent of the New York *Sun* with the A. E. F. and tells his tales in an easy, readable, newsy style. He never fails to mention by name and to praise the senior officers of the Intelligence Service. This is overdone, even to the point where one is tempted to conjecture why. The collection of incidents is sufficiently grounded upon fact, so that the inventive pen of the author and the growing anecdotes of aging veterans combine themselves into a very entertaining piece of reading which one may class as historical fiction or fictional history, as you like.

The Doctrine of Necessity in International Law. By BURLEIGH CUSHING RODICK. Columbia University Press, New York City. $4.00.

Reviewed by Major A. L. P. Johnson

The author presents an interesting question of International Law in concise form and in a scholarly, readable manner. He states that his thesis is an endeavor to discover the extent to which the doctrine of necessity in International Law possesses legal validity. He fails to prove his thesis unless his championing the cause of legal necessity as against economic or mere political necessity can be accepted as proof. As a jurist, the author naturally believes that the plea of necessity made in extenuation of illegal, extra-legal or extraordinary acts of a sovereign state must be subject to the same limitations which, broadly speaking, municipal law imposes upon the individual. In actual practice, however,

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VOLUME XXXVIII APRIL, 1929 NUMBER 155

The CAVALRY JOURNAL

Devoted to the Interests of the Cavalry, to the Professional Improvement of Its Officers and Men, and to the Advancement of the Mounted Service Generally

Editor

Major O. L. HAINES, Cavalry

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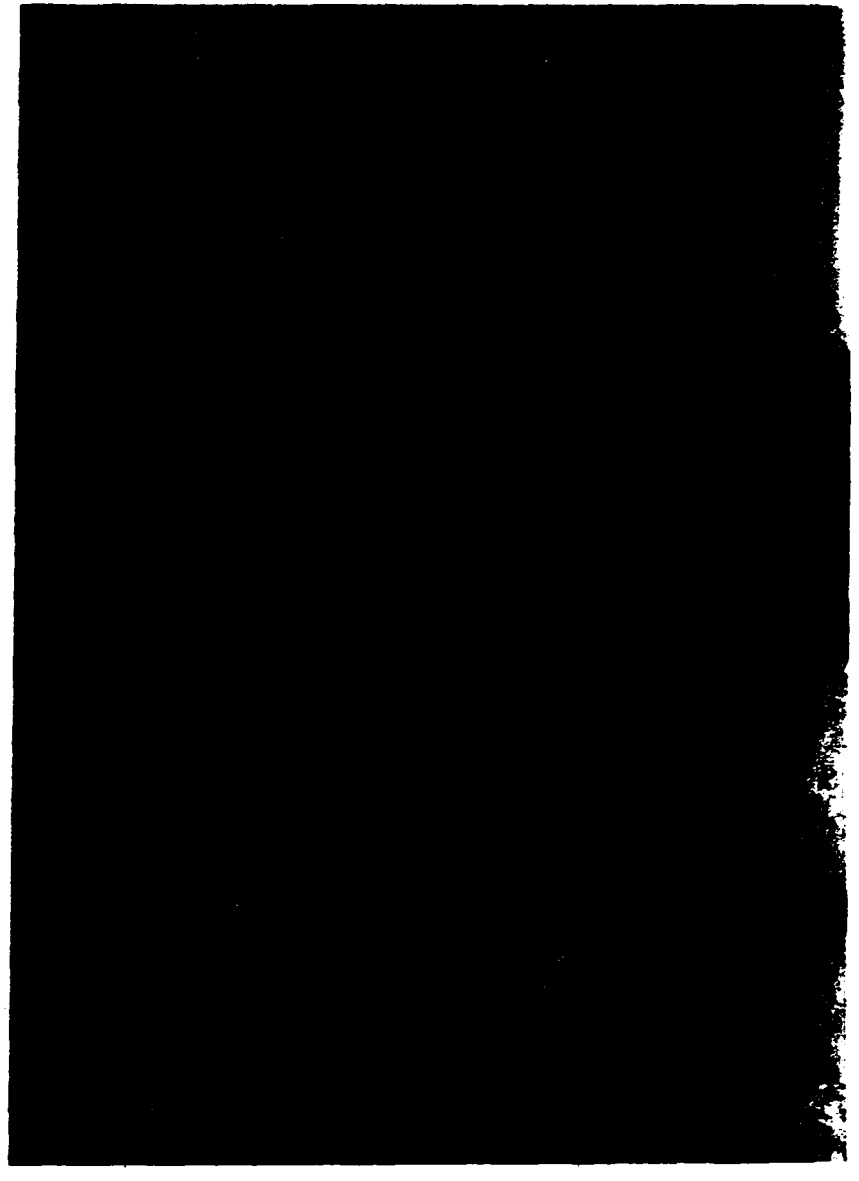


Troopers

From an oil painting by Marchand. One of a group of pictures presented to the Officers' Club, Fort Riley, by Owen Culbertson

The CAVALRY JOURNAL

VOL. XXXVIII APRIL, 1929 NO. 155

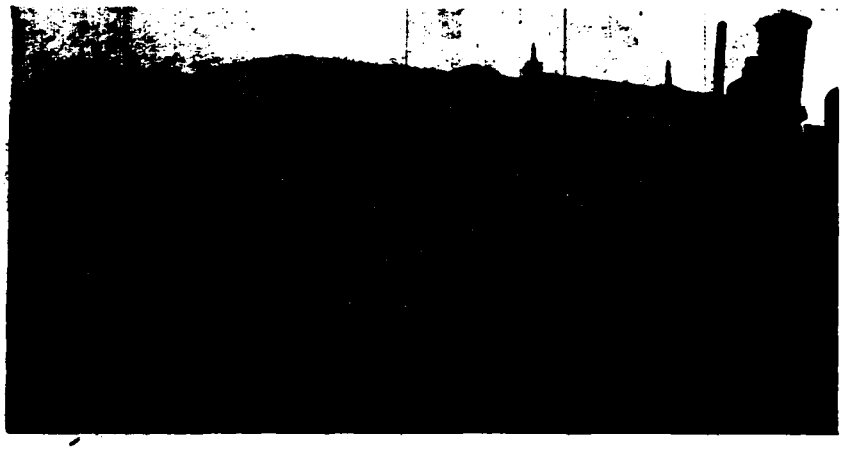
Russian Armored Railway Cars

By Major General David P. Barrows, *40th Division*

RECENT studies in the mechanization of warfare, and particularly the adoption by our new cavalry organization of armored cars, raises in my mind the importance of armored railway cars and trains. It seems probable that any employment of American troops in warfare on this continent would call for a general advance along railroad lines. Modern warfare recommends the employment of troop trains to push combatant units as far to the front as possible, and we may expect, in any probable form of North American warfare, to see railroad troop trains used with celerity and audacity. Such troop-laden trains, however, will require all possible protection, not only from the air but from ground attack.

I consider that the experiences of the several forces in the irregular but severe fighting which took place in Siberia in the years 1918-20 are capable of affording instruction and guidance on this important phase of warfare. This fighting was confined practically to the long line of the Great Siberian Railroad and its branches, including the Chinese Eastern Railroad.

In the course of 1918, armored cars, called by the Russians *broneviki*, were developed and extensively used by all the fighting forces, and particularly by the Czechoslovak Legion in its break-through from Central Siberia to Vladivostok. The first of these cars that I observed was one built for General Semenof, Ataman of the Transbaikal Cossacks, and the commander of the special Manchurian Detachment, in the spring of 1918. Semenof's force was organized at Manchuli on the frontier between Mongolia and Siberia, and was opposed to a Red force under a Bolshevik commander named Lazo. In the last days of April and early May, Semenof attacked the Red Guard, and in a series of engagements, lasting some ten days, drove it back about 150 miles to the Onon River. At this time Semenof had only a single *bronevik*, shown in the accompanying illustration. It had been constructed by building a covered box or small house of riveted plates of iron of about three-eighths of an inch in thickness, on top of a short, four-wheeled railroad truck. It was equipped with



A *Bronevik*, used by the Manchurian Detachment under General Semenof

two Hotchkiss quick-firing guns and two machine guns, which were fired through windows on the front and sides, closed by swinging shutters. Rifle fire was possible through the aperture between the tops of the sides and the overhanging steel roof. This car was pushed from the rear by an ordinary locomotive, and coupled in front of it was a flat car weighted with railroad ties.

On the last day of April, 1918, I was accompanying two squadrons of cavalry with a battery of horse artillery, under Colonel (*Rotmeister* Vrashtil, which had been sent up from Harbin to support Semenof's thrust into Zabaikalia. On the afternoon of April 30th, our two long trains of box cars, containing troopers, horses, guns and supplies, took over the front at siding No. 69, near the Onon river, which is crossed here by a great steel railroad bridge leading into the mining town of Olovannya. The Red forces were in possession of this town and had guns commanding the approaches to the river, as well as forces and outposts on the east side of the river immediately in our front. Siding No. 79 had been outposted by a detachment of Kolosatai Cossacks. These Cossacks seemed greatly fatigued, and immediately on our arival, mounted up and moved to the rear. Vrashtil's two squadrons then detrained and deployed in the immediate presence of the enemy without the cover of scouting patrols. Owing to the restlessness of the horses, many escaped, but were pursued by friendly Buriats who eventually succeeded in running them down and securing them by a short lasso attached to the end of a long pole—a species of "roping" that would have disgusted a California *vaquero*. As a full hour elapsed before the men were in the saddle and patrols sent forward, the position would have been highly dangerous had the enemy been aggressive. The detrainment, however, was protected by

the *bronevik* above referred to, which was kept in motion 400 to 1,000 yards in advance.

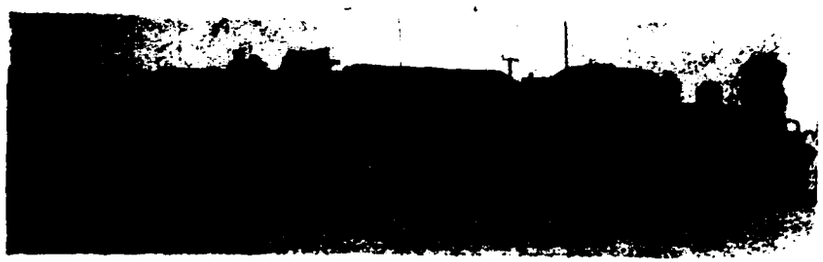
As soon as one squadron was in the saddle, it was thrown forward in three detachments—to the right, to the left, and along the track, deployed as foragers. These Cossacks rapidly combed the hills up to the valley of the Gurga, an affluent of the Onon, on a sector of about 2,000 yards. This accomplished, I accompanied Vrashtil on the *bronevik* and we ran ahead about four miles, passing the cavalry squadron and its scouting parties, nearly to the point of confluence between the Onon and Gurga. Rifle fire was opened from the *bronevik* upon some fleeing men, who were judged to be Red soldiers, but at the distance of 300 yards, was ineffective. The bullets kicked up spurts of dust and bracketed the fleeing figures, who finally found refuge along the brushy banks of the stream. Due to lack of knowledge of the disposition of the enemy and of his batteries, it was considered too hazardous to push the *bronevik* further, and it ran back and gave over the outposting to the cavalry.

On the following day, I went forward again on the *bronevik* with Vrashtil to the Cossack outposts on the bank of the Onon, in full sight of the town and the Onon River bridge. While engaged in reconnaissanse along the bluff with Vrashtil, a cavalry officer, General Matzaief, and Colonel Natzaloff, Semenoff's Chief of Staff, we were surprised by the sudden appearance of an enemy *bronevik*, which came up under cover of the bluff, and opened fire from machine guns. The bluff concealed this *bronevik* until it was close upon us, and the effect of this surprise was visible in the behavior of us all. It became engaged with our own *bronevik* and quite promptly fell back. Had it been audaciously handled, it would have had the better of the fight, as both our *bronevik* and this officer reconnaissance party were caught unprepared and were well in advance of any supporting troops.

A day later these two *broneviki* engaged in a duel, each succeeding in hitting the other with a light shell from a Hotchkiss gun—I think about one and three-quarter pounds. The duel, however, was a draw.

Subsequently, in Siberia, *broneviki* multiplied. The following winter the Ataman Semenof had at least four, each piece or train consisting of one or two armored cars with one or two platform cars, on which were mounted field guns and howitzers, and one or two other cars for the purpose of accommodation of personnel and supplies. Three of these cars were built up by pouring concrete between wooden forms to the thickness of about eight inches. This type was something like a "pill-box" on a flat-car. Kilmikof, the Ataman of the Ussurisk Cossacks, had two similar trains. The Siberian Government troops had a train under General Mekhelfkin, which carried two three-inch guns, as well as a machine gun.

The most carefully contructed *bronevik* at that date was one made at the Vladivostok Naval arsenal for Admiral Kolchak's army. The offen-



Photo, U. S. Signal Corps

Armored Car mounting a Naval Gun, used in Siberia

sive pieces of this train consisted of an American gondola car, the steel sides of which were protected by a five-inch pouring of concrete between wooden moulds, roofed over with seven-eighth-inch steel plate. In the forward end of the car was a 4.7 inch naval gun built by the Japanese on the Armstrong pattern, which had been captured by the Russians in 1905. Ammunition was stored in a magazine filling the rear end of the car, defended in the same manner as the front end of the car and enclosed by doors of five-eighth-inch steel plate. It was intended to add cupolas and to give the gun a traverse of 330°.

The most effective use of these *broneviki* was by the Czechoslovaks under General Gaida. South and east of Lake Baikal, where the Siberian Railroad is double-tracked, and where heavy fighting occurred in connection with the break-through from Central Siberia, one *bronevik* invariably was placed in front of the first echelon (troop train) of infantry which moved on the right-hand track. On the left-hand track were two or more *broneviki*, one of which afforded protection to the erecting train engaged in track repair. Another was used as a courier for communication between the leading and succeeding echelons. In one instance related to me by Colonel Emerson of the Russian Railway Corps, who was with the Czechoslovaks in this operation and accompanied the erecting train, the *bronevik* and the erecting train were fifty versts in advance of support, in the immediate presence of the enemy, with only a weak battalion of infantry to defend them and a broken track behind them. The Red forces, however, were too poorly organized and too apprehensive to take advantage of this serious situation.

Gradually, in the succeeding months, the Czechoslovaks acquired many of these engines and they were used continually to cover the advance of Legion troops, as well as for other military purposes.

The use of *broneviki*, however, did not orginate in Siberia, but developed in the second year of the war on the front in Galicia. The first Russian types were taken from plans captured from German "Krupp trains." General Nicholas Kholovof, who had been chief of the military engineer department of the southwest front, obligingly furnished me with

information in regard to these early armored cars or trains. On the Bukovina sector of the Euorpean front, about the middle of the war, General Kholovof organized ten railway battalions for repair and demolition of tracks in operations of advance or retirement. Each battalion was assigned to a railway track district (*grayn*). It had a field erection shop and it was planned to provide each battalion with an armored train, but as a matter of fact, only eight such trains were constructed. The first of these consisted of two armored flat-cars placed before and behind a locomotive and tender, with three-inch field pieces projecting from the front and rear ends. The armored sides of the flat-car were of steel pierced with four loop-holes for machine guns. This was the early German type.

General Kholovof's view was that the formation of large units consisting of seven or eight trucks greatly increased the danger of their operation, and that an armored car designed for engagement should be limited to a single piece, the vulnerability of a train being in direct proportion to its lack of free mobility and power to escape detection.

To meet these conditions, General Kholovof devised a *bronevik* constructed upon a steel flat-car thirty feet in length, built up on all sides with fifteen millimeter steel plates, having at each end a turret or cupola for a five-inch naval gun, and in the center a motor to drive the car and a low conning tower with two periscopes—one placed directly behind each gun turret. The construction of the turret and gun carriage should be such as to give complete mobility to the piece so that it could swing through 360° of the circle and be elevated for use against aircraft. He planned that this car should have two 120 horsepower gasoline motors, with interchangeable parts, one engine forming the reserve for the other. Owing to limited materials, a car built on the Galician front in this manner could not be equipped with duplicate engines, and serious inconvenience resulted from this deficiency. The whole train, including the cupolas was built as low as possible, so as to offer the least possible target. At each end of the car was a searchlight, burning acetylene gas. The car was loop-holed with four embrasures at the waist and two at each end for machine guns. It is obvious that a construction of this character, possessing high mobility, comparatively noiseless, and discharging no smoke, may escape detection where an ordinary locomotive could not be concealed.

As regards General Kholovof's views of the use of these cars, he considered that they are too vulnerable for offensive purposes in a normal battlefront and that they cannot engage artillery. He cited the experience of an armored train operating between Rovna and Kovel in Volhynia. On September 25, 1915, this train, commanded by Captain Krapivnikof, an officer who later served in the Russian Corps of the Chinese Eastern Railroad, advanced in front of the Russian lines upon the enemy. This train pierced the first row of enemy trenches, and by enfilading them with

machine gun fire for the space of a few minutes, broke the enemy's morale. The enemy trench was occupied by supporting Russian infantry which advanced on each side of the railway. The armored train then advanced to the second line of trenches, and attempted to repeat its success, but here it encountered a broken section of track at the point where the trenches crossed the railroad. The train was saved from disaster by the fact that it was pushing ahead a platform-car, which was partly precipitated into the breach. Fire from the armored train demoralized the defeated troops occupying the trenches, but the train itself was delayed three minutes in this position in extricating itself from the derailed car. This delay was sufficient to enable the enemy's artillery to detroy a section of the track in the rear of the armored train. The train, in returning, was derailed and struck by three shells. Four officers and two soldiers were killed, and the commander and eighteen soldiers wounded, and the train abandoned.

The proper use of these trains in modern warfare of advanced type, according to General Kholovof, is to precede railway trains having for their object the repair of track, and to protect the troops so engaged. The use of trains against an active enemy with field artillery is impracticable, as the train is readily vulnerable in the face of an enterprising foe, and is particularly subject to the danger of having its track cut in the rear. Broken ground or terrain affording opportunities to enemy ambush increases the hazards. For the protection of the rear of armored trains, particularly where the enemy is likely to cut the track, General Kholovof recommended armored motor cars equipped with machine guns as the best defense against raiding parties, and that two or three of these should be stationed in the rear of every armored train. He considered that armored cars had proven efficacious in covering the retirement of troops along railroad lines, and that the crew of a *bronevik* should be prepared to explode demolition charges in tunnels, on bridges and tracks, previously laid by working parties protected by the *bronevik's* fire.

In irregular warfare as conducted in Siberia, he stated that the armored train had played a much more audacious role than was possible for it under conditions of Western European warfare. He considered that the first tactical principle was to keep the *bronevik* in rapid movement, wherever exposed to the liability of fire. He believed that the importance of these trains was considerable, both in assuring the morale of advancing parties, and, particularly in salients, for destroying the morale of the enemy, by a sudden and swift appearance. He held that all such trains should be camouflaged. Branches of trees were useful and these were constantly used by the Czechoslovaks, but also painted cloth covers should be carried in such quantity as to have a variety of colored tarpaulins for use against different colored backgrounds.

Further information as to the actual handling and success of *bronevik* was given me by Captain Belyaief, who had had considerable

experience with such engines. For broken, mountainous country, such as Siberia, and for stabilized situations, including the holding of fixed positions. Belyaief preferred trains composed of several specialized cars instead of the single self-contained motor car recommended by General Kholovof. An ideal train, he considered, would consist of an armored locomotive placed in the center, and in front and behind it, two cars made by pouring concrete walls of a thickness of from five to seven inches be-

Photo, U. S. Signal Corps

Gondola Car Armored with Concrete being Repaired after an Engagement

tween two steel plates. Each of these cars would mount two 4.7 or five-inch guns. He stated that the captured German trains designed by Krupp and secured by the Russians in Eastern Prussia in the first six months of the war, used three-inch field pieces, removed from their carriages and mounted on fixed naval carriages. In 1917, on the Bulgarian front, he said, the Germans used an eight-axle platform-car, mounting ten-inch guns—small "Berthas"—but it was found these could not be used freely because the car was too long for the curves of the track, and the track itself, too light to withstand the recoil. The recoil of one of these great guns, when fired at an angle of ninety degrees to the direction of the track, strained both track and roadbed, and after two such shots were fired, the car was withdrawn with difficulty, due to the separation of the rails. The car itself, which was very long and heavy, had sufficient inertia to withstand the recoil.

It seemed to Belyaief preferable to employ lighter calibre guns and to use converted American gondolas as a platform. Beside two defended gun platforms, each train should also have two machine gun cars with high walls and projecting roofs built of steel and concrete, with superimposed

steel turrets for observation, the eye slits being two and one-half feet long and one-half inch wide. Such a train should be capable of the quickest possible movements, and be equiped with heavy Westinghouse brakes, so as to stop within a space of sixty yards from a speed of forty miles an hour. The engine should be sufficiently powerful to move the full train with all brakes set, and should have a weight of not less than 25,000 pounds.

The place of the commander and the second in command, who should handle communications, is in one of the turreted machine gun cars. Communications with the engine and with the other cars should include telephones, electric bells and signal ropes, one replacing the others in case of injury. The system of bell and rope signals should be carefully worked out and thoroughly practiced. The electric communications should have several media, there being sections of wires of different lengths, one sufficiently long so that two cars separated by an interval of sixty feet would still be connected by wire.

Belyaief further stated that it had been found good policy to completely encase the engine-room so as to allow no observation to the engineer and thus prevent him from doing anything on his own initiative. He should be as completely under the control of the commander as the chief engineer of a steamer is under the control of the bridge. The succession of command should be thoroughly provided for, so that at no time and under no conditions would there be doubt as to the proper authority. It had been the Russian experience that trained sailors, familiar with both guns and electric apparatus, made excellent men for the personnel of these cars.

As regards their tactical use, Captain Belyaief made the following suggestions, based upon his actual experience. Before movement or action, an exhaustive study should be made of the profile of the railroad lines. All curves, dangerous points, fields of fire, and concealed positions within range of the track, should be fully studied from an adequate profile and topographic map, aided by reconnaissance of airplanes and light motor cars. A series of tactical positions and ranges should be worked out in advance for a variety of positions which the train might occupy. These should be exhibited in graphic representations instantly comprehensible to the eye. These representations should also give speed directions at all curves, as reduced speed at curves is necessitated by the weight of the cars.

Such a heavy train as is here described should be preceded by a light railroad motor car (*dresina*) to clear the track and effect reconnaissance, and another *dresina* should follow to protect the track from destruction by raiders. Both of these should be capable of very rapid movement, approximating eighty miles an hour, and during any stoppage of the train, should be kept in constant movement. They should be armed with machine-guns and be able to repel attacks of infantry and cavalry, and

they should also carry tools for making slight repairs to the track, and grenades for track demolition in case of retirement.

A combined train, such as here described, if operating in broken country, may attain excellent results by dividing its elements, the heavy gun cars taking position at fixed points, or on sidings where they may shell the enemy lines from a distance, the light machine-gun cars pushing forward to points where the enemy may be engaged with machine guns and light artillery.

For quick demolition in retreat, the Russians found a small hand grenade, fired by a fuse and dropped from the last car, sufficient to shatter the rails for a few yards of track. Captain Belyaief, at the time of my conversation with him, was in the department of armored trains of the Siberian Army in Eastern Siberia, under command of General Ivanof-Rinof.

So far as I know, and in spite of the great development of railroad lines and the abundance of material in the United States, the American Army has not given attention to the subject presented by this paper. It would be a very easy matter, in troop maneuvers, to try out some of these tactical principles. The protection of a steel gondola by pouring concrete or even piling up sand-bags within the sides of the car, would present little difficulty or expense. The machine gun troop of a cavalry regiment or the Howitzer Company of an infantry regiment might supply both the personnel and the armament for experimental purposes. The use of such cars for the protection of railroad lines should be obvious enough to secure the cooperation of our railroad companies. The training in organization and maintenance of communications between the command post and the other elements of the train, would be excellent instruction for a detachment of a Headquarters Company. In other words, varied experiment with this type of engine is feasible for any unit engaged in field training.

I add a final word as to the use of the flat-car loaded with railway iron, which invariably preceded the *bronevik* used in Siberia. This car was designed to serve as a buffer to receive the effects of a mine laid on the track or, after detachment, to block the track in case of sudden retirement. One sensational instance of this kind occurred in Siberia. A Czechoslovak *bronevik* was proceeding along a track east of Lake Baikal. The Red forces turned loose against it a runaway engine heavily freighted with high explosives. This engine came tearing down the track, threatening the destruction of the Czech *bronevik*, but the Czechs were too quick. They drove rapidly ahead and "kicked off" their protective flat-car and then went astern at high speed. The runaway engine encountered then the flat-car and not the *bronevik*. The resulting explosion was sensational. It not only destroyed the track but devastated the surrounding forest over a space of several acres.

"How Do You Like Your R. O. T. C. Detail?"

By a "P. M. S. & T."

AT LEAST five hundred times in the past three years I have had that question put to me by other officers. The answer is always "Fine." Of course there are disadvantages but they are in the minority. It is a little lonely to be sent from a post to a civilian town with but a few other officers, and this few scattered all over the town; civilian neighbors with their permanent ties and those ties so concentrated and localized. There is no formal guard-mount to watch in the afternoon, no taps trembling on the night air—on the other hand no guard mount, no guard tour, and no taps, no reveille. There are compensations, oh yes.

The order directs you "to report to the President of ———— College". Do so, but don't measure his opinion of your new job, or his interest in it, by what he knows about it. He probably inherited the military department with the math department and all the others when he took office. In the large majority of cases the military department and the college started together, notably in the Class M. C. institutions, which are as nearly like West Point as possible, and in the Land Grant institutions which were organized with military departments in order to obtain Federal lands to finance their organization. So when Prexie went into office the military was there. Frankly, he should be very much interested, and not a little ignorant, as to the things military. He can then maintain the air of detachment from detail that allows the P. M. S. & T. to put forth his best effort without interference and without running counter to the college as a whole. Of the two extremes, I believe the president who knows and operates too much is preferable to the one who is utterly indifferent. The former may be less pleasant to serve with, but it really is *his* college and an excess of interest at least keeps the military department a part of the whole, whereas the indifferent man throws the whole business on the P. M. S. & T. The latter in his ignorance and zeal will most likely run independently of the rest of the institution, thereby getting himself and his department out of step with both faculty and students. Your are now a member of the college faculty. never forget this.

Having reported to Prexie, the next thing is to find a place to live. A few colleges provide houses but they are the exception. Most colleges allow faculty members to take sabbatical leaves (one year in seven). At these places it is possible to get a house for a year at a time very reasonably compared to regular rent rates. Of course, you have to move once a year and have the annual throes of searching. Sometimes officers

decide to "save the commutation" by buying a house. Naturally it is uncertain whether all thus invested can be cashed but it is worth trying, and the surprising part is how little money it takes for a man with Army background to buy a house on jawbone.

At any rate settle down in the town and act as though you meant to stay. All the people have seen Army people before, some of whom have been accepted by the community and some of whom have not. The only people who are as chronically poorly paid as Service people are college professors. There is no mystery in financial struggle for them, so it is not necessary to go in the hole to keep up. Of course, every community has its rich element and if you want to compete with them they will accept you with open arms, but don't try to do it on your pay. It can't be done. Another feature is that the faculty of your college will never accept you whole-heartedly unless you act as though you belonged to the faculty—and they are the people you have to give and take with in your work. At one college I know of one P. M. S. & T., who seemed to find no community of interest with his fellow-faculty members, never showed at faculty meetings or faculty social affairs. He had a good time in town with an entirely different social set who had more money to spend. The faculty knew him by sight only. He tried to get several things done by the college that were never granted to him. His successor made the acquaintance of the faculty and showed that he desired to be a member of the faculty group. He got the concessions soon after arriving.

The big idea is. that having become, willy nilly, a resident of Rome step out and become a citizen of Rome. It is great experience. You suddenly become a civilian, you live in a house where the repairs are neither kept up nor neglected by the Q. M., you are the Q. M. and the money is your own. You buy food from stores instead of the commissary. Your children go to a school which is maintained by taxes that you help pay. The church is not maintained by Uncle Sam either, and you will be asked to contribute. Register and vote; it was my first chance in twenty odd years of age-eligibility. Identify yourself with whatever you belong to: Masons, Knights of Columbus, Elks, etc. Join such local clubs as you find interest you. Golf is ever present and is the most useful acquaintanceship game in the world. Get in the Veteran organizations: American Legion, Veterans of Foreign Wars, etc. This contact is not only useful to you but almost invariably you can contribute something of service or experience to the organization. You will be drafted on Memorial Day and similar occasions. You have had many interesting experiences, been to interesting places; you will be expected to tell about them to student assemblies, fraternity suppers, etc. Anything unusual or unknown is interesting. Get some stuff lined up even if you have to dig it all out of the World Almanac and the Britannica.

I know one man that gave the same talk on the Philippine Islands five times in one year in a town of five thousand people.

You will run across Reserve and National Guard officers who want to learn the things you know. Help them. Make your files available to them and give them some time. There is plenty of time. I estimate that for forty-two six-day weeks an officer on R. O. T. C. duty will be compelled to give an average of not more than four hours a day to his work, to exactly cover requirements. There is lots of time for getting acquainted with your own children, for training remounts, for furthering your work with the students by teaching them to play polo, stirring up rifle and pistol teams, etc. The horse shows are *de rigueur* now and many R. O. T. C. units put them on. I inherited a nice one. It is surprising what possibilities for a show team can be developed in the horses of the unit, and the college publicity department can often partly finance trips to shows. The unit where I am holds its own show, assists in managing three others close by, and regularly exhibits at five more, while the officers are called on to judge at several where we do not show. One recruiting officer says our show team is his best ad, and he can't do enough for us. A horse show contact has brought a valuable trophy from a Reserve regiment for the cadets to compete for annually. Our officers also send a few polo ponies to another town nearby and get in some very pleasant polo during a part of the summer, playing with some Reserve officers and their friends. All this is lots of pleasure, but is also a very important part of the job.

Your college has a library and it will buy any book you ask for. The regulations prohibit taking a course, but sitting in on lectures of other departments not only brings increased knowledge, but improves technique in teaching, which is your job now and always. Likewise the regulations prohibit conducting a course, but all the faculty people step into gaps and keep classes going for an instructor who is sick. You are faculty, let the college know what you can do and that you are willing. Increased good feeling, our old friend coöperation, good experience in teaching, and, naturally, in order not to be caught short, a little valuable brushing up of the old math, French, history, etc.

Now I have spoken of teaching—R. O. T. C. duty is regular "instruction" called by its other name of teaching. The objectives are to make a well-instructed private at the end of the first year, corporal at the end of the second, sergeant at the end of the third, and finally a second lieutenant. In other words the subjects of the noncom school and the drill field. But you have college men to teach, men in the habit of learning, with more than the average soldier's education and generally more interest in learning—you know college men get canned if they fail, while soldiers may be promoted if they don't fail, and live long enough. On the other hand this very keenness of the student is the thing that

drives the instructor hardest. Somebody is bound to ask a really intelligent question that must be answered. The section astronomy bug may try to tell you some ways of finding the North Star that you never heard of. Be careful that you are right and then limit the discussion to what you know you are right about.

There are several "one forty-five dashes" that prescribe the do's, the don't's and the how's. Every year the War Department sends the instruction programme. As I said before, it is possible to get by with an average of four hours or less per day, like the flag pole does its eleven or twelve hours: impersonally, in rigid white rectitude—but who wants to be a flag pole. Some study of the programme with regard to saving time where the courses are covered by other departments, to assigning subjects to instructors in accordance with their interests and capabilities, and to arranging the order of subjects so they will lead up through logical stages to definite ends, is time well spent. For instance, if the rifle team is depleted get the Rifle Marksmanship in early and smoke out some new prospects, and if Physical Education is covering your Hygiene course, use the hours saved for some extra drill or history; and don't expect the drill sergeant to teach law.

One most pleasant feature of R. O. T. C. work is that when the time comes to instruct a class, the whole class is present. Sickness is the only excuse and there is no fatigue detail or cook's police to deplete the number. There are no "accounted for's".

All in all, R. O. T. C. duty is most pleasant. Your neighbors and fellow teachers are highly educated, some of them much-travelled, and all interesting. As a rule they have the same financial struggle that you do. You have some advantage of assured social position, but your conduct and tact will place you very quickly in the new environment. Faculty people must be very circumspect in conduct, and there is no point to telling a town what you think it ought to want when it is not your town. Your official place as a member of the faculty is assured by regulation. However, your active place is determined by your interest in faculty affairs. There are dancing, bridge, golf, tenins, etc., to be indulged in, football, basketball, baseball, etc., to be seen, and there are books, whole libraries of books in all languages, on all subjects. There is a period of four years without changing station, not too much required work, and very great opportunity for pleasant activities.

Norwich University R. O. T. C. Unit

By Captain E. N. Harmon, *Cav., (DOL) P. M. S. & T. and Commandant*

IN the midst of the Green Mountains of Vermont, situated on a hill overlooking the town of Northfield, rests Norwich University, the military college of New England. Since its founding, in 1819, by Captain Alden Partridge, Norwich University has been one of the bulwarks of our national defense. Its graduates have served in all of our wars, and today officers in all branches of the service claim with just pride this small but highly efficient military university as their Alma Mater. Norwich University was founded upon the principles that " . . . the due cultivation of a proper military spirit amongst the great mass of the people and a general diffusion of military information are indispensably necessary for the preservation of liberty . . . " and " . . . military instruction should constitute an appendage to the civil education and thereby qualify them for the correct and efficient discharge of their duties as soldiers when their country may require their services in that capacity." Having cherished these ideas for a period of one hundred and ten years, Norwich naturally joined the R.O.T.C. movement at its birth and is justly proud of its record of twenty-four years of continuous rating as a distinguished military college by the War Department.

Considering the articles read relative to the attitude of students and administrations of some institutions toward military training, it is gratifying to know that at least there are some places still intensely loyal to the flag and all it stands for, where people who are trying to undermine the principles of preparedness receive a cold reception and a deaf ear to their propaganda. Norwich is such an institution.

The university provides a modern stable, riding hall, both mounted and dismounted drill fields, a thousand-yard rifle range, pistol range, mounted saber course, cross-country course of jumps and obstacles. Next fall will witness the opening of a fine armory equipped with an indoor range, military offices, instruction rooms and sand tables.

In addition to the above facilities for training, the cadets of the junior class take a four-hundred-mile mounted march to Fort Ethan Allen by a circuitous route as a part of the summer training and thus learn, as in no other way, the practical application of the principles of marching, care of animals and camp sanitation. While at Fort Ethan Allen practical instruction in machine guns and machine rifles is given in addition to firing the regular army course in rifle marksmanship.

Being a military institution, the cadets are in uniform at all times and are under strict discipline. Development of leadership and the

assumption of responsibility on the part of cadet officers and non-commissioned officers as well as extra training in ceremonies, guard mounting, etc., are possible to a far greater degree than in non-military institutions.

Military instruction is given to the entire corps of cadets on Monday, Wednesday and Friday afternoons at 2:15 P. M. to 4:15 P. M. In addition to the above instruction periods, each cadet receives instruction in equitation one hour each week. The cadet corps is divided into seventeen riding sections, which are staggered with academic class hours throughout the year. Due to climatic conditions the yearly training period is divided

Norwich University Campus

Riding hall and stables in the foreground

into three distinct periods. The fall and spring periods are devoted principally to practical outdoor instruction, such as cavalry drill, range work, saber instruction and minor tactics, mounted. The winter period is devoted to theoretical instruction indoors. Next year, with the new armory in operation, facilities will be available for disciplinary drills and physical instruction in addition to theoretical instruction during the winter months.

Military sports such as polo, rifle and pistol shooting, fencing and cross country riding are very popular. Norwich has polo and rifle teams that have won national recognition. The cadets are keenly interested in military instruction and their general responsiveness and interest are subjects upon which all officers newly detailed especially remark.

As a detail on R. O. T. C. work will fall to the lot of a great number of officers it is thought that a few words on the general subject might be beneficial.

Much attention should be given to the coordination of the work of instructors. Where instruction is given to entire college classes as groups,

the training must be progressive. This is particularly true in equitation, drill and tactics, subjects which are taught continuously during the four year course of the student. To accomplish this, officers should keep certain office hours in order that all may be present to discuss problems that arise from the work from day to day.

Another point that should be stressed is that the object of the four years of military training is to graduate all students as second lieutenants in the reserve corps. Therefore each student should be given an equal opportunity for development in command and leadership. The tendency is to place command in the hands of a selected few cadet officers and require the senior privates to drill in ranks. The test of a second lieutenant in the reserve is not what commission he held while in the R. O. T. C. Unit, but what he knows as a reserve officer, hence cadet rank should be largely used for administration purposes. On the drill field, all cadets should be rotated in the several positions of command to develop this all-important phase of their training.

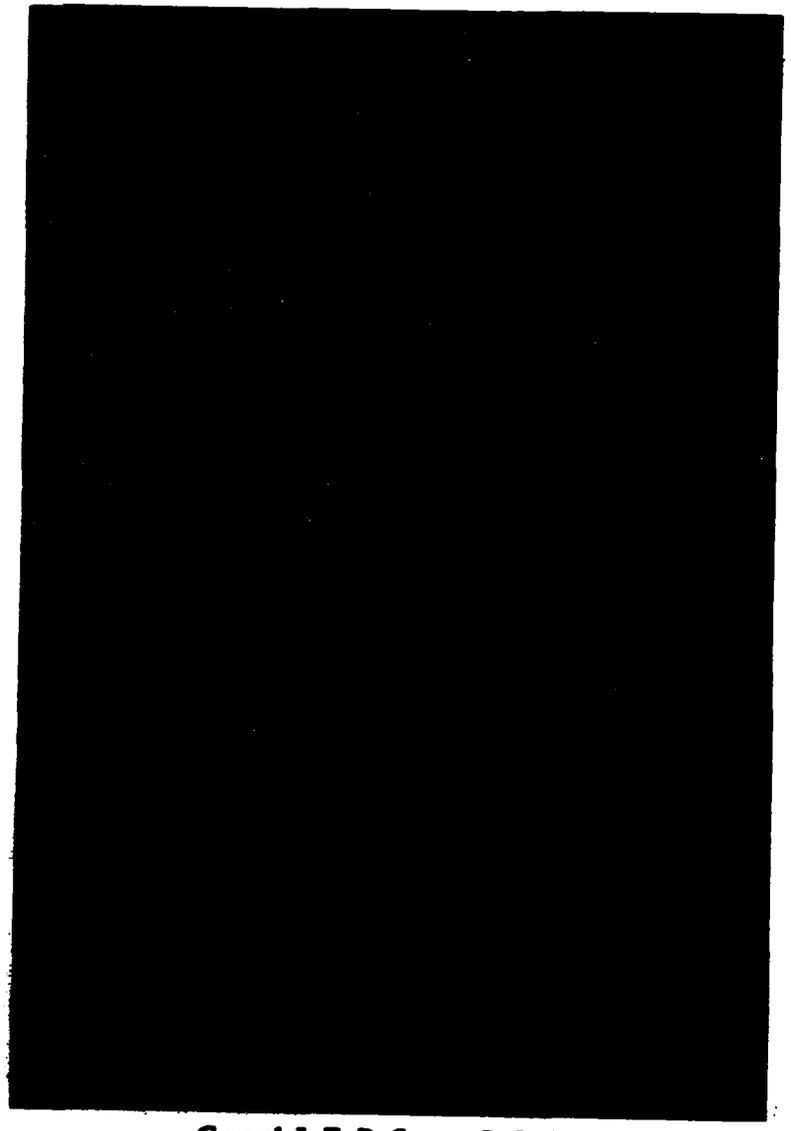
Too much attention cannot be given to the training in, and development of military exhibitions such as horse shows, fancy drills, and cross country riding. This is a most important means of creating and maintaining enthusiasm and esprit de corps. The officer must be the leader. He must spend hours of time in working up the details and training the exhibitors. Many reserve officers get their ideas as to how to put on such exhibitions from their experiences while in the R. O. T. C. Therefore the dressing up of the horse, saddle equipment and all the so-called "dog" of the cavalry should be employed, since a model for future efforts is being displayed.

Officers on R. O. T. C. duty present the Army to civilians as on no other class of duty and their actions, their families and their associations are more or less under the public eye. The army is judged by them in the minds of thousands of people whose only contact with the service is thus gained. While an officer usually is well grounded in the elementary military subjects he is required to teach, yet without proper preparation and attention, especially to his manner of delivery, his instruction will fall flat and with an intelligent and interested class he will soon lose much of his possible value. Officers on R. O. T. C. duty should be models in the proper military dress and appearance. If the officer puts the time in the preparation of his work that he should, interests himself in the students and is on hand to lead them in any interest they show in military subjects, his time will be well taken up.

It is also my conviction that enlisted men on D. E. M. L. duty with R. O. T. C. Units, should have had at least one enlistment with the line. be of good character, neat and soldierly in appearance and have some value as instructors. An R. O. T. C. detail is no place to train recruits, or to discipline soldiers of poor type who constantly are in debt or are

creating minor breaches of civil law. If the number of 1st class private ratings could be increased, reliable for D. E. M. L. duty and thus increase the efficiency of the unit and raise the prestige of the army in the community.

There are problems peculiar to each institution relative to the coordination of the military with academic and athletic hours. The satisfactory adjustment of these questions by maintaining the good will of the institutional authorities and fulfilling the War Department requirements furnishes at all institutions a training in diplomacy essential in every officer's professional attainment.



General J. E. B. Stuart, C. S. A.

Stuart Rides Again

By Lieutenant Colonel William Waller Edwards, *Cavalry (DOL)*

(PART I)

THE friendship of the famous Confederate cavalry leader, General J. E. B. Stuart, and his Commander-in-Chief, General Lee, dated at least as far back as Stuart's West Point days when General Lee was superintendent of the Military Academy and his eldest son, who afterwards became one of Stuart's trustiest brigade commanders, was in the Cadet Corps and one of Stuart's best friends. General Fitzhugh Lee, another fellow cadet and close friend of Stuart's who also later commanded a brigade in his cavalry division, has mentioned the two preeminent characteristics which distinguished "Jeb" Stuart while a cadet: "a strict attention to his military duties; and an immediate and almost thankful acceptance of a challenge to fight from any cadet who might in any way feel himself aggrieved."

Within a year after Stuart graduated (1854) he was assigned to the 1st Cavalry (now the 4th) one of two cavalry regiments organized while Jefferson Davis was Secretary of War and which were thus designated to distinguish them from several regiments of dragoons, the only mounted organization our army then possessed. In the regimental archives of this fine old regiment is still to be found the order of Stuart's assignment.

With his name upon its rolls are the names of Lee, George B. McClellan, Bragg, Sedgwick and many others who became noted leaders on both sides during the Civil War—more perhaps than in any other regiment.

The next few changeful years brought in their train the tragedy of the Civil War.

Situation in Virginia in the Spring, 1862

In the latter part of March, 1862, the Union Army of the Potomac commanded by General George B. McClellan, having moved by transports from Washington, had landed at Fortress Monroe and made an advance up the Peninsula. On June 1, 1862, the second day of the Battle of Fair Oaks, the Confederate General Joseph E. Johnston was struck by a rifle ball and unhorsed by the bursting of a shell. General Robert E. Lee then rode on the field and assumed command of the Army of Northern Virginia. He found the high spirited "Jeb" Stuart, whose imposing brown beard could not disguise the fact that he was but twenty-nine years old, already in command of the Cavalry, which consisted of a brigade of four Virginia regiments and other troops, with which he had just performed satisfactorily the difficult feat of covering Johnston's retreat. The Confederate army of 57,000 men was on the defensive. McClellan's forces, totaling more than one hundred thousand, stretched

around the Confederate capital at Richmond, from the north to the east, within sight of the city's spires and lay along the Chickahominy, whose treacherous and marshy banks separated its two wings.

Not two days' march away on the Pamunkey, under control of Federal gunboats and connected by a railroad with the Union camp, lay White House, the Union base of supplies.

In order to cooperate in an attack upon Richmond, McDowell, at Fredericksburg had been on the point of marching to reinforce McClellan with an additional forty-one thousand men, but had been deterred by Jackson's brilliant campaign in the Valley, which had shattered Banks and seriously treatened Washington.

The battle of Strasburg, one of Jackson's signal victories, had occurred the very day Lee assumed command. It was Lee's plan, notwithstanding his disparity of numbers, to call for all the troops the Confederate Government could supply, and waiting only long enough for Jackson to dispose of his adversaries along the Shenandoah and join him at Richmond, to fall upon McClellan before McDowell's forces could reach him.

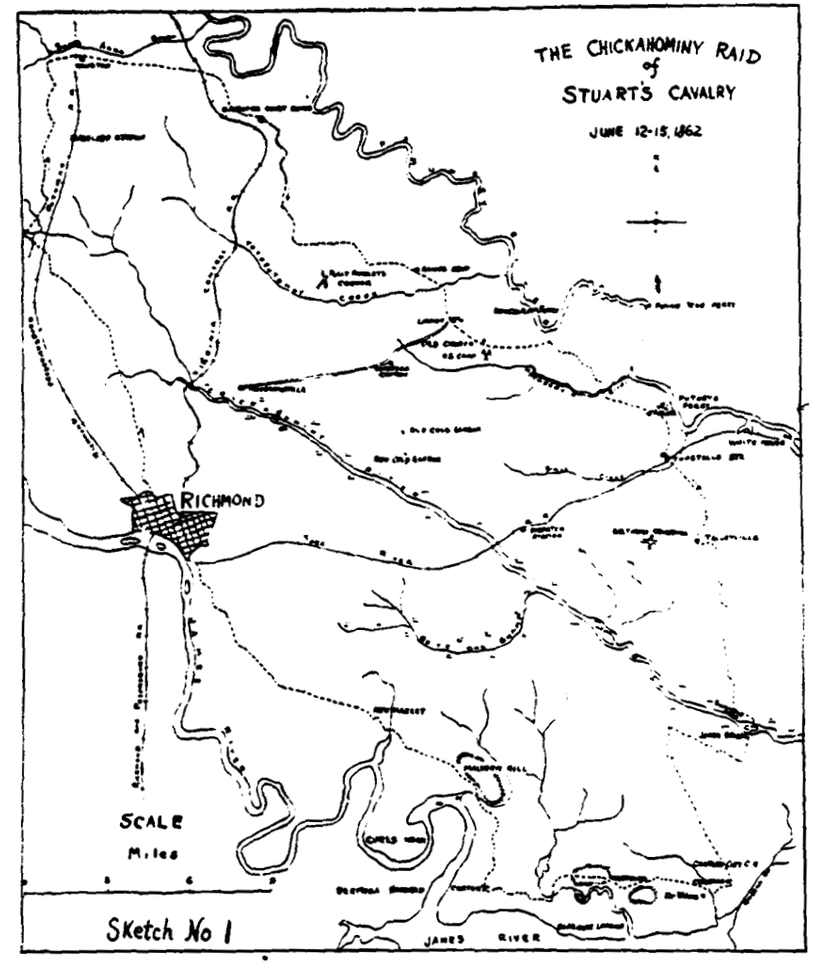
The Chickahominy Raid

While Lee was preparing to carry these arrangements into effect, he sent off Stuart with the flower of the Cavalry on a combined reconnaissance and raid. Stuart was ordered to move in rear of the Union army on the Chickahominy with the primary purpose of ascertaining the condition of McClellan's right flank and a secondary one of destroying communications. As his route lay between the two rivers, the expedition is sometimes known as the Chickahominy Raid, and sometimes in southern annals as the Pamunkey Expedition.* It was the first of a series of daring enterprises which made Stuart and his men famous in the annals of Cavalry.

On the 12th of June, 1862, Stuart quietly concentrated a brigade of three provisional cavalry regiments and a section of artillery near Kelly's Station on the Fredericksburg Railroad north of the Chickahominy. Only such horses and men were taken as could be counted upon to stand the expedition. The selection was most carefully made, under Stuart's own eye, from his best troops, and his best leaders were selected to command them, for they were going into the very jaws of the Union army.

Those taken from the First Virginia Cavalry were commanded by Colonel Fitzhugh Lee, that of the Ninth Virginia Cavalry by Colonel W. H. F. Lee (the son of the Commanding General), that from the Jeff Davis Legion by Lieutenant Colonel W. T. Martin. As there was no field officer available for the expedition from the Fourth Virginia Cavalry, the detachment from that regiment was divided between the other two regiments, making a total of 1,200 men, besides the section of artillery which was commanded by a Lieutenant Breathed.

*Note: Stuart himself so called it in his report.



Sketch No 1

In order that no inkling of his plans might reach the receptive ears of McClellan, Stuart did not divulge them even to his staff and regimental commanders until after he had started. To create the impression with any indiscreet inhabitant who might have dealings with the Union camps that he intended to reinforce Jackson in the Valley, Stuart moved deliberately northward from Richmond by the Brook Turnpike for a distance of twenty-two miles and encamped at Winston's Farm (See Sketch No. 1) where he found more ample grazing and forage for his horses than they were destined to enjoy again for the next few strenuous days.

Upon resuming his march before daylight the next morning, much to

the surprise of his men he turned suddenly to the right, towards Hanover Court House. As he moved along at a stiff trot he now made known to his regimental commanders the general purport of his orders. It was rather a breath taking announcement, this decision to venture twelve hundred men within the grasp of an enemy of one hundred thousand and with that enemy and a broad river between them and their own forces.

As he was now approaching the right of McClellan's line, which had been reported as strongly held, Stuart expected active opposition along this portion of his route, but to his surprise his scouts reported the road to Hanover Court House unobstructed. When the head of the column reached that place at nine o'clock that morning (June 13) it was found to be in the possession of a small force of enemy cavalry, which being surprised, was soon flanked out of its position and forced to retreat towards Mechanicsville, while Stuart meantime moved rapidly forward on his reconnoitering mission towards Hawes Shop. Here he encountered some cavalry pickets which also fell back before his advance.

No serious resistance was offered until his column reached Totopotomoy Creek. Here the enemy took advantage of a position commanding the wooded road which ran through a deep ravine to the bridge and made a stand, but although its position was naturally a strong one, the Union force was too small to withstand even the attack of Stuart's advance guard. It fell back to Linney, where it again drew up in a defensive line on each side of the road and received a charge of an equal number of Confederate sabres in column of fours by an almost harmless volley of pistols. In the melee succeeding this charge occurred the only casualty which Stuart's force suffered during the entire raid, the death of Captain Latane.

Successive Union stands and defeats followed along the roadside at intervals of several hundred yards, until the Federal Cavalry at last fell back upon its camp of two squadrons of the 5th Cavalry at Old Church. The camp was charged and captured by Colonel Fitzhugh Lee, and the shattered Union squadrons retired in the direction of Cold Harbor.

Stuart now took a short breathing spell in which to reassemble his command and determine his future movements. In this series of light skirmishes and by means of active scouting he had now accomplished the main object of his expedition; that is to say, he had found that the right wing of McClellan's army did *not* extend, as was supposed, in the direction of the Virginia Central Railroad and Hanover Court House. He had settled definitely a fact of the utmost importance—that McClellan's right, being guarded only by a small detachment of Cavalry, was "in the air" and invited the attack which Lee was waiting to launch.

Stuart had been able to make a hurried, though satisfactory, survey of the swampy course of the Totopotomoy (a tributary to the broad Pamunkey) and finding that it could easily be covered with defensive

works, he began planning a route which later Stonewall Jackson unhesitatingly followed. Up to this time the expedition had concentrated solely on acquiring information; there had been no thought of raiding.

When Stuart reassembled his command at Old Church, his mind must certainly have been centered on how he was going to get back. He must either return in the same general direction in which he had come, or else make the entire circuit of the Union army, within reach of whose clutches, indeed, he already lay.

The Union cavalry camp at Old Church was only six miles from McClellan's eadquarters, and the main army, confident in its strength, stretched away in uncomfortably close striking distance on each side of the Chickahominy.

In encircling their lines, Stuart must attempt to cross the Chickahominy by one of the lower fords, probably by swimming, provided he were so fortunate as to elude the enemy and find the ford unguarded.

This river in its ordinary stage was about forty feet wide, fringed with growth of heavy forest trees and bordered by low marshy bottom lands varying from half a mile to a mile in width. It was subject to frequent sudden and great freshets and a single violent rainstorm of brief duration would cause a rise of water which was apt to overflow the bottom lands for many days converting them into a sea of mud and making the river practically impassable except by bridges. A recent series of such heavy rains had effectually bogged Union operations.

Stuart was well aware that the Union outposts encountered had lost no time in raising the alarm. If he went back he would probably fall into the receptive arms of a large and eager force, since this was the route the enemy would be expecting him to pursue; if he went forward his guide held out hopes that the river might be fordable at just one place (as it had always been heretofore).

The huge army lying only six miles away could undoubtedly stretch out an arm to stop him at the river if it suspected that he was headed in that direction, but Stuart hoped to reach the ford before it occurred to the enemy he was pursuing so daring a course. But it seemed a desperate chance.

Fitzhugh Lee has recorded that when he went forward to take the camp at Old Church, Stuart was yet undecided as to which course he would pursue. When Lee returned, the General had determined in opposition of his officers to advance and encircle the enemy. Though Stuart in his report calls it "the quintessence of prudence," we must admire his audacity no less than the loyalty of his officers who, though they frankly disapproved his plans, gave him their unflinching support. Nor should we fail to give due credit to the troopers who so enthusiastically followed him, though to them it must have appeared that they were heading into the very jaws of destruction.

This is a striking example of Stuart's genius, a decision at first glance the epitome of rashness, but proved in the event to be the result of an intuitive and marvellously balanced judgment.

The lowering sun warned him that the greater part of the day had already been spent. It was between three and four o'clock in the afternoon when he deliberately pointed his horse's head from the Union camp at Old Church towards Tunstall's Station, lying directly on the Union line of supply. From this point on his expedition became most decidedly a raid.

Being directly in rear of the Union Army, the numbers of wagons whose drivers had the first premonition of their danger when the grey troopers pounced upon them and became easy prey. Not only were these supply trains valuable as booty, but the more confusion he could cause, the better were his chances of baffling pursuit.

On the left rolled the Pamunkey up which steamed daily the Union transports laden with supplies.

Fording the Matadequin without difficulty, he paused at Garlic's long enough to detach and send two squadrons to Putney's Ferry on the Pamunkey where they burned two heavily loaded transports together with the supply trains of the 17th and 44th New York regiments.

Tunstall's Station, Stuart's immediate objective at this time, was itself an important Union supply depot, connected by the York River railroad, with McClellan's army and with another and still larger similar depot at White House on the Pamunkey. So secure was Tunstall's considered at Union headquarters by reason of its location that the guard consisted of only fifteen men. These were captured without firing a shot by a body of men sent forward under the reliable Mosby. Mosby's men then set to work cutting telegraph lines and tearing down fences which they heaped up in huge bonfires along the railroad track preparatory to tearing up, heating and twisting the rails, but before damage was actually done to the railroad the shrill whistle of a locomotive signaled the approach of a train. The main column came up just in time to see this train go by, sweep the obstructions from the track and despite the challenging volleys showered upon it at short range, continue on its way to White House. It was observed to be loaded with troops.

More fortunate was the attack of the raiders upon a wagon train which fell into their hands; but the escort, five companies of cavalry, falling back upon White House, confirmed the news of Stuart's presence which had already been spread by the occupants of the escaped train.

The large Union depot at White House was a tempting prize and its destruction would materially cripple McCellan in the impending campaign. But though it lay only a few miles away, it was guarded by gunboats and a strong defensive garrison of six hundred men. Its capture, though desirable, would unnecessarily hazard Stuart's command. General Lee's instructions were to "save and cherish" his men and horses.

The delay at Tunstall's was fraught with hazard. Because of its central location and the facilities of the York River railroad, Union infantry could be transported there as easily as supplies. A scout reported that McCall's Division, on its way to join McClellan, was at Dispatch Station (See Sketch No. 1) under arms. It could be expected to make an appearance at any moment. Stuart decided to depart as soon as possible.

Operating until about dusk with implements foraged from neighboring houses, he demolished enough telegraph poles to destroy communications and effectually silence that means of disclosing his whereabouts to the enemy. He then finished his interrupted destruction of the railroad, burning of the bridge over Black Creek, destroyed some cars loaded with forage, and a loaded wagon train on its way to the army, and finally allowing his men a very limited refreshment from the contents of the wagons captured en route, he rode into the gathering dusk towards Talleyville. The fires he had kindled at Tunstall's were left flashing above the forest and painting the night sky as an unmistakable beacon to draw the Federals upon his track.

Though the roads about Tunstall's were muddy and difficult, the full moon which came out and made the way as bright as day, soon disclosed a marked improvement which continued as they bore southward. Their route proved to be little traveled, the country itself was rather thinly settled and being well wooded afforded welcome concealment and refreshing coolness after the exceptionally oppressive heat of the day.

At Talleyville, four miles from Tunstall's Station, Stuart halted for about three hours to rest and wait for his scattered detachments to come in. Though the maps at the disposal of the Confederates were as inaccurate as those which misguided the Union forces, Stuart's men were acquainted with every faint path of the country they were traversing, especially those of the New Kent troop of the Third Virginia, who were actually upon their native heath. As almost every member of this organization could follow the road as well at night as during the day, it fell to their lot to furnish the scouts and guides. Every house passed provided these scouts with a mine of information regarding the location of Federal troops which were to be avoided or magazines which might be destroyed. By these means the course could be steered speedily and with great accuracy.

At midnight Stuart left Talleyville for Jones' Bridge, which one of his guides who had lived in that vicinity reported to him as marking the site of a fording place invariably safe within his remembrance, though the bridge itself was dilapidated and unfit for use.

About 3:00 A. M., June 14, 1862, Stuart's column arrived unmolested at the Chickahominy. Through the mist, as the day dawned, they faced

a spectacle which was calculated to mock their hopes and shatter them with an overwhelming despair. Goaded by recent rains the angry river reared furiously past, a dark swirling mass of defiant water. An intrepid attempt by Colonel W. H. F. Lee and several staff members to gain the opposite side by swimming their horses narrowly escaped disaster and proved that means utterly futile. Trees were felled in an abortive attempt to improvise a bridge. They were carried down the stream like jackstraws as soon as they touched the rushing waters.

Stuart, having come up, sat on his horse surveying the scene and, as was his peculiar habit in serious thought, silently stroking his beard. He knew that every hour of daylight was drawing the enemy nearer and the inevitable news of his predicament would spur them on. He grasped the only chance left him—he would repair the old bridge.

Axes were hurriedly assembled from neighboring farms and a rear guard being quickly formed and stationed at such a distance as to prevent interruption of the work, a selected party of troopers converted for the time being into artisans began wrecking a large abandoned warehouse standing conveniently by to be used in rehabilitating the ruined bridge. Never were axes more animated for seldom was incentive greater. Like magic a foot bridge soon swung across the forbidding stream. Across this a long column of thankful though tired troopers moved with that alertness which only the consciousness of a blue vengeance momentarily hurtling down upon them could inspire, each man holding his horse by the bridle reins as the latter swam alongside.

Again, rapid additional labor was forthcoming to enlarge the bridge for the artillery which soon passed across the hasty structure without mishap. By an hour after noon the entire command had cleared the Chickahominy.

So important did Stuart consider the timely delivery of the information he had secured that he left his command at sunset of the day they crossed the river and with only an orderly and a guide, at great personal hazard, rode through the Union lines. He arrived at General Lee's headquarters in Richmond at sunrise the following morning (June 15 to deliver his important message while his command, evading the Federal gunboats on the James and circumventing Hooker's lines at White Oak Swamp, came in some hours later.

Through the uncertain vicissitudes of a three days' raid he had passed practically unscathed, with only one casualty (Captain Latane killed in the Linney skirmish), and one caisson which was rendered unserviceable by a broken pole left stuck in the mud by the Chickahominy. Considering the disparity in numbers of the force he had risked with those of an enemy in such close proximity and the nature of the country through which he had passed, this seems very remarkable.

The salient feature of this raid is its audacity. The reason why Stuart had no opposition after he left Tunstall's Station was that his

very boldness had produced a consternation within the Union ranks which paralyzed pursuit. The is what happened: the two detached squadrons of the 25th Cavalry at Old Church under Captain Royall, which had been placed there to guard the Union right flank, had sent a troop early on the morning of June 13 to Hanover Court House. Meeting Stuart in that vicinity and being forced back, another troop was sent to its support and then another, but Stuart had beaten them back and captured their camp.

McClellan had at his disposal at this time a cavalry force (according to his own statement) of four regiments and two companies of regulars and four regiments and two companies of volunteers, which was ample to have thwarted Stuart if properly coordinated and handled.

The report of Stuart's mirage-like advance, as it was carried by a relay of messengers to the nearest cavalry and division headquarters, estimated the force as being 5,000 to 7,000 infantry supported by artillery.

The Sixth Regular Cavalry, supported by the remainder of the Fifth and neighboring infantry units, was hastily concentrated in the vicinity of Totopotomoy Bridge and Old Church where orders were received to "hold its own," to "maintain its position," "to watch carefully in front and rear" and "not to attack a superior force."

Under these conflicting orders this cavalry force did not reach Tunstall's until 9:00 A. M. the next morning as they were expecting that other troops would be there to detain Stuart until they could fall upon him.

Stuart's movements after he left Tunstall's appear to have been only guessed at. As it was feared he might make another sortie toward White House, the 5th and 6th Cavalry and the infantry, which had arrived, remained at Tunstall's throughout the day of the 14th. Four squadrons of Rush's Lancers (6th Pennsylvania Cavalry) which had been moved to Tunstall's during the night and three squadrons of the 11th Pennsylvania Cavalry which had been at White House took up the chase at daylight that morning (June 14) and followed the Confederate hoofprints fresh from the night before until they were obliterated by the trail of a drove of cattle in a boggy stretch of road. After additional loss of precious time, the trail of the raiders was again picked up and distant smoke curling through the woods beckoned them to the river, at Jones' Ford. where they saw the last charred embers of the bridge to which Stuart had set the torch two hours before.

General Emory with several more squadrons of the 6th Pennsylvania and one of the First Cavalry had at this time (about 3:00 P. M., June 14) only reached Baltimore Crossroads, eleven miles away, where he received the first news that Stuart was beyond his reach.

Well might McClellan telegraph to Washington, "The stampede of last night has passed away."

Results of the Chickahominy Raid

The time had been too short in this raid for any considerable destruction of property. Its most important effect was to shake the morale of the Union army and increase the lack of confidence in McClellan. The chief value of the raid to the Confederate command was, however, that it revealed to General Lee precisely what he wished to know regarding the weak points of his adversary. Meantime, McDowell's Corps continued to be detained on the Rappahannock.

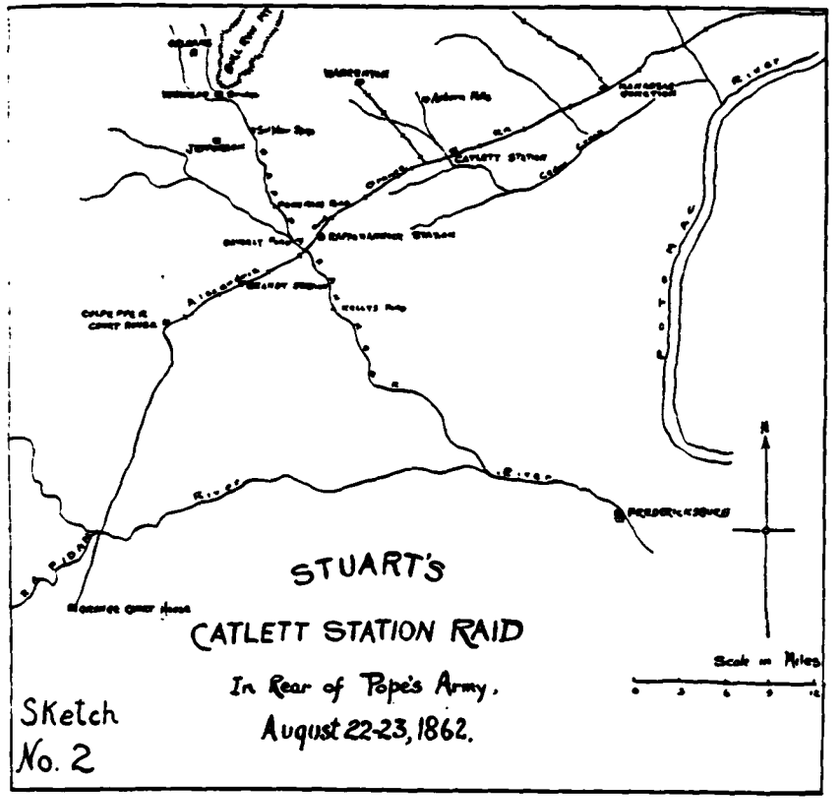
Two days after Stuart returned, Jackson left the Valley with the bulk of his forces and on June 25 began to make the encircling movement around McClellan's right. As the direct outcome of Stuart's Chickahominy Raid, Lee turned suddenly from the defensive to the offensive and rolled up McClellan's line in a series of seven days' engagements, culminating in the battle of Malvern Hill, during which he forced the Federal army—its communications with the Pamunkey shattered and its depots captured—to the shelter of its gunboats on the James.

Lee's Operations Against Pope

While McClellan's army was recuperating on the James, the forces of Fremont, Banks and McDowell was consolidating on the line of the Rappahannock under General John Pope and had resumed the offensive. From the Southern standpoint it was vitally important for Lee to hold Pope in check until arrangements could be made for operations against one of the other Federal armies in Virginia. Though a Confederate victory at Cedar Mountain effectually checked Pope for a time, his army was soon largely reinforced and a movement on the part of McClellan was believed by the Confederates to have had in view the uniting of the two armies. To crush Pope before McClellan could join him now engaged the serious attention of Lee. The mass of Pope's troops were near the Rapidan opposite Orange Court House. (See Sketch No. 2.) Lee crossed the Rapidan on August 20, 1862, but he did not find Pope. A day or so before the Federals had captured Major Fitzhugh, Stuart's adjutant, who was carrying General Lee's letter of instructions to Stuart regarding the proposed movement against Pope. The latter, on acquiring these dispatches, promptly fell back behind the Rappahannock where he could be nearer his base and more easily reinforced by McClellan.

On the 21st of August, Jackson moved forward to the Rappahannock. Stuart preceded him with two regiments of cavalry, his object being to discover the position of the Federal army, which then lay from Rappahannock Station to Kelly's Ford. Deeming it inexpedient to attempt to force a crossing, he confined his movement to such skirmishing as would occupy the attention of his adversary.

Before night fell on August 22, he found an apparently unguarded crossing on Pope's right. Owing to a heavy shower of rain which caused



a sudden rise in the river, Jackson lay at this time at Sulphur Springs, cut off by the swelling torrent from those of his troops which had already crossed. The Confederate army was now across the Rapidan near Brandy Station, Longstreet having come up to reinforce Jackson. Stuart, who had maintained an unequal struggle with the enemy for the possession of Beverly Ford (See Sketch No. 2), had withdrawn late in the afternoon of August 21st to the south bank of the Rappahannock. The next morning found him still in the vicinity of Beverly Ford, again trying his luck at forcing a passage across the river. Here he received a note from General Lee to the effect that the proposition which Stuart had previously offered to strike Pope's rear had been approved and was considered opportune.

The Catlett Station Raid

Stuart immediately started upon the raid. He took with him seven regiments of cavalry consisting of Robertson's brigade, except the 7th Virginia, and all of Fitz Lee's except the 3d Virginia—a total of 1,500 men and two guns.

Leaving at ten o'clock in the morning (August 22), the command proceeded through the village of Jefferson, part crossing the Rappahannock at Waterloo Bridge and the remainder a few miles below at a place called Hart's Mill. A march to Warrenton, where a halt was made during the afternoon, developed no Federal forces. A terrific storm had now set in which promised to continue, and through it they directed their course toward Catlett Station on the Orange and Alexandria railroad with the intention of destroying the railroad bridge over Cedar Creek—the most effectual means of interrupting General Pope's communications.

At this time Stuart had no other objective. With the rain beating in their faces and the artillery floundering through the mud, the head of the column pushed on by the village of Auburn and reached the vicinty of their goal after dark. The conditions for a surprise were ideal as it would hardly be supposed that on such a night even the devil himself would be abroad. The pickets were easily captured and the raiders soon found themselves in the midst of the evening's encampment. Stuart says in his report: "It was the darkest night I ever saw. We fortunately captured at this critical moment a negro who had known me in Berkeley and who recognizing me, informed me of the location of General Pope's staff, baggage, horses, etc., and offered to guide me to the spot."

The proposition was accepted with alacrity. Stuart divided his command. Colonel W. F. H. Lee's regiment was selected to raid Pope's headquarters while the First and Fifth Virginia were sent to attack another part of the camp and to obstruct the railroad.

Colonel Lee boldly led his command within a few feet of the tents of General Pope's staff and then charged, capturing a large number of prisoners, particularly officers, besides what seemed to the scantily equipped Southerners a fabulous amount of public property. The value of this unexpected *coup* could not be estimated until day dawned upon their way back, and among the prisoners was found General Pope's Field Quartermaster, and among the captured property, General Pope's uniform, his horse's equipment, money chests and personal baggage among which, of particular importance, was the Commanding General's dispatch book.

Meantime, the other two cavalry regiments—the First and Fifth Virginia—were having insurmountable difficulties. Crossing the railroad track by a heavy filling with ditches on either side, amid Egyptian darkness and a perfect torrent of rain, the lights of the camp when they arrived were extinguished at the first pistol shot and the only light left to guide them was the flash of the enemy's guns from the wagons in which they had taken speedy refuge. Under such adverse conditions, the successful attack by a mounted charge was perceived to be impossible. Despite the rain, the camp was set on fire and by its light attention turned to the accomplishment of the object of the expedition—the destruction of the railroad bridge over Cedar Creek—but here they were again thwarted.

Everything being saturated with water, the steady downpour here repeatedly squelched every effort at ignition while the slippery and water soaked timbers of the bridge defied the few axes which had with difficulty been found.

On the opposite side of the stream a cliff afforded excellent protection to the enemy's sharpshooters. A volley fired from the burning camp rang out as an alarm that the enemy had rallied. The attempt to destroy the bridge was reluctantly abandoned. Falling back, the two detachments reunited, and leaving before daylight, safely reached the Confederate lines, which during their absence had been advanced to Warrenton.

Results of the Catlett Station Raid

The Catlett Station raid, in its brief intensity of effort and the directness of its effect upon the campaign was like a saber stroke.

General Pope's dispatch book, when it changed hands, became a document of tremendous importance and produced momentous results. It disclosed immediately to Lee that McClellan was preparing to hasten to Pope's assistance and bore unmistakable evidence of Pope's own conviction that he was not able, alone, to defend the Rappahannock. Furthermore, it shed sufficient light on Pope's strength, movements and designs to enable General Lee clearly to plan the ten days' campaign. This ultimately turned Pope's flank and broke his communications, driving him from the Rappahannock to Washington before his army could be reinforced by McClellan and delivered Pope a crushing blow at the Second Battle of Mannassas.

(To be continued.)

Horse and Machine

By Captain Leonard Nason, *Cavalry Reserve*

After every war we hear great clamor, mostly from those who fought same from a swivel chair, or as an attaché, about this or that weapon, or this or that branch, that has become obsolete. We are not very old, but we can remember that the bayonet was doomed after the Boer War. They were as obsolete as the cross-bow. Also, every army increased their mounted establishment, as though they expected they would all repair to South Africa to settle their next difference.

From the last war has come the ukase that the horse is to follow the spear and the shield into oblivion. All transport is to be by auto, reconnaissance by air, and pursuit of routed enemy by tanks or armored cars. With the right or wrong of this we are not concerned. The British army tried out the above theories in their maneuvers, with the result that we hope is known to every cavalryman. Recently the "Obsolete Horse" party received another severe jolt, of sterner character, in which blood flowed. the commanding general of a military district lost his life, and a great power lost the prestige it had taken half a century to build up.

The French administer in North Africa three departments slightly smaller than France itself. They do it exceedingly well, and Algeria, Tunisie, and Morocco are cleaner, have better roads, better police, better telephone and telegraph service than the old country. The main reason for this is that most of North Africa is under military government. A great deal of it has not even been explored, let alone mapped, and among the mountains with which it is strewn, amidst the dunes of the Sahara, and the wild ranges that run almost the width of the continuent, live great numbers of very active warlike natives, who are brought up to fight as the American boy is to play baseball, and who enjoy a battle just as thoroughly as we do the World Series. The troops in North Africa are France's best, their officers the best instructed, and their equipment the most modern.

Early in December the commanding general of the Sud-Oranais, General Clavery, a colonial officer of the greatest experience and ability, returned from a visit of inspection that had taken him to the farthest outposts of south Algeria. The general's staff traveled in a caravan of two automobiles and a light truck, because the roads throughout are practicable for motor travel.

For their service of information and security they depended upon the military commanders of the districts through which they passed. As they approached Colomb-Bechar, about two days' run south of Oran—which is on the Mediterranean, and as modern a city as any in Africa—the colonel commanding the district proceeded to take the usual measures to assure the safe passage of the party.

First, he directed a reconnaissance of the country by air, in order to discover any lurking force that might have gathered in the vicinity. Second, he ordered out a detachment of native horse to accompany the convoy, *because the horses could explore portions of the terrain impracticable for the motors!*

These measures, of course, were taken as a matter of form, for that part of Algeria has been quiet for a great many years. Great! But at this point Old Man Hard Luck takes a hand. One of the cars breaks down.

When a horse goes lame, he does not hold up the advance of the main body, but when a motor car goes lame, all those within get out and

Market Day in the High Atlas

These tribesmen are at peace, but do not recognize French authority. When they break into actual war they are called "dissidents"

the whole convoy pauses, especially if it is the general's car that is having the trouble. It was a question of a spark plug, a thing so small that a man could carry it in his hand or in his pocket, yet not having it, had held up the whole convoy. Then going through a district rich in flint, the tires, already worn by the long miles of the tour of inspection, began to give out all at once. Moreover, it rained. Man, for all he can fly in the air and live under the sea, cannot control the weather. And when it rains the bird-men stay on the ground.

The convoy, then, was a day late, and because of weather conditions the airmen could not make their reconnaissance. The waiting detachment of native horse ate up their "cooked meal carried in saddle pockets" and went home. Being simple people, like others who have much less excuse for their simplicity, they never thought that something might have delayed those automobiles. For them an automobile was a thing of marvelous speed, invulnerable to attack, and inoculated in some mysterious manner

against faults of its own interior. The general, they decided, must have gone another way.

When they returned to their quarters they reported to the commanding officer, who thereupon telegraphed to Beni-Abbes, the next post, asking for news of the general. His first premonition of disaster was probably at that time, for his adjutant reported the wires were down, not only to the south but also to the north.

Meanwhile the convoy advanced, but what with flat tires, the missing spark plug, and a leaking water-pump, the two passenger cars became

Beni-Abbes, near which the Raid took Place
The horsemen took refuge in the mountains in the background

separated from the truck, and then from each other. The truck was driven by a sergeant, accompanied by two tirailleurs. When the second auto, containing General Clavary, caught up with the truck, the occupants of the second car must have thought there had been an accident, for the truck was in the ditch, and blazing fiercely.

The general, an experienced officer, must have decided on second look that *djicheurs* were at work, but at that second the car was fired upon.

The chauffeur was killed at the wheel. General Clavery and his chief leaped from the car and ran for shelter in the rocks, but were killed in their tracks.

The third car arrived in time to receive and return the fire of a number of the raiders, probably a rear guard, otherwise the four men in the third car, one of whom was General Clavery's son, could not have long sustained the combat, more especially as one of the four, Captain Dubesme, was mortally wounded at the first exchange of shots.

It has been said that the rifles of the men in the truck were found still strapped to their racks on the running board. We think in this connection of the members of the platoon in the leadership tests who made

a camp in hostile country and never unpacked their auto rifles. Had the platoon been "jumped" that night, any who survived would never have been caught that way a second time, and it is a safe bet that the trailleurs that survived the fire of the *djich* will circulate the roads with their rifles across their knees the rest of their service. Meanwhile those who made the mistake are dead.

Eight hours later the survivors arrived at Colomb-Bechar, from whence the pursuit immediately started. They discovered no trace of the *djich*, despite press accounts to the contrary. In savage warfare one side issues no communiqué, thus allowing the imagination of the other side to have free rein.

It would seem to me, a young officer and an ignorant man, but one who has seen quite enough of folly and fads, and unnecessary death in battle resulting therefrom, that the above incident is worthy of attention. Reduced to its lowest common denominator, so to speak, we have an attack by a body of raiding cavalry upon a motor convoy. The territory can be classed as hostile to the raiders, who probably came from Morocco, or belonged to a notorious tribe of desert raiders called *Ain-Hammou*.

The natives about Colomb-Bechar are peaceful sheep herders or toilers in the gardens of the oasis, and would have nothing in common with the horsemen. The ill luck that befell the convoy could befall any other convoy. Spark plugs miss, water pumps leak, tires blow out on any car in any country. If a convoy of three cars becomes separated, how much more easily does one of thirty?

We read in an account of the road march of the new light tank, TI-EI, that two trucks that formed the convoy had to be towed most of the way. How now if that convoy is attacked? Ah, but the convoy would be protected! By what? By airplanes? So was General Clavery's. But there was the rain and fog. Nothing unusual about these last. They might keep any airplanes down. I was on several fronts in the last war, and do not remember one but where the enemy visited us by air whenever he pleased, and at an extremely low altitude.

Also, General Clavery's convoy was protected by supporting troops. The convoy was late and the supporting troops hungry. They went home as any troops would. Yes, they would!

Read the account of the leadership tests and see what even the officers of *our* army do, or do *not* do. And then, with the convoy separated, and the country shrouded in mist, and the supporting troops off to *buscar* chow, arrives a body of the enemy, composed of a bunch of horses and some good shots, led by a calvaryman with his objective firmly in mind and enough intestines to take a chance or two in order to gain it.

Result—burning trucks, untidy dead, prisoners, disruption of traffic, loss of prestige and morale, and on the other side, loot, delight, decorations, and an increased belief that the day of cavalry is not yet done, but only beginning.

Armored Car Design

By Major C. C. Benson, *Cavalry*

By special arrangement with the editors, this article appears in the April issues of several other service journals.—*Editor.*

THE busines of designing fighting machines for ground troops has received far more attention from automotive engineers than from those who use the machines. Unfortunately, the engineers are not fully conversant with the needs of the troops, and are prone to overemphasize mechanical features. As a result, we find machines that are mechanically correct, in which the driver cannot see and the gunner cannot shoot. Mechanical perfection is of little use if the completed machine lacks fighting ability; hence, there is need in the design of fighting machines to shift the emphasis from mechanical to tactical features. To illustrate the application of this idea to a specific problem, the author presents herewith his views on the design of a heavy armored car.

Fundamentals of Design

The heavy armored car will be used by all arms for important reconnaissance work. In addition, it will be extensively employed to attack ground troops, and to give protection against aircraft and against armored vehicles. It must provide mobility, fire-power, and protection for the crew. If it can have crushing power as well, so much the better, as it will have frequent need to overcome obstacles that would otherwise block its operations. To be sufficiently mobile, the machine must be capable of sustained high speed on the road and across country. Cross country ability is especially important, because the machine will be of comparatively little use if confined to the roads. Fire power implies weapons for use against ground troops, aircraft, armored cars, and tanks. Protection for the crew, in so far as protection is possible, requires speed, armor, and suitably protected eye slits. Armor of sufficient thickness to withstand even the fire of .50 caliber machine guns, will weigh more than an agile machine can carry; hence, speed enough to avoid or escape from hostile fire will be of great importance. A vehicle that embodies these characteristics will necessarily be a non-commercial product—a special machine in the same sense that attack and pursuit planes are special. No commercial machine now being built can meet the demands that will be made on a heavy armored car.

There are four main factors to consider—running gear, power plant, driver, and gunners. For the present, we shall consider only the arrangement or these elements with respect to each other. As the running gear must rest upon the ground, its position will give no trouble. The members of the crew should be together, either forward or aft of the engine compartment, because they must cooperate continuously. If the engine

is forward, as in some of the pioneer tanks, it may obstruct the driver's view; furthermore, its heat and fumes will nauseate the crew. The engine can do its work efficiently whether forward or aft; consequently, it should be aft, where it will not interfere with the operation of the vehicle. The central and forward positions remain available for the driver and gunners. For cross-country movements, the driver should be where he can observe closely each obstacle that is in his path; hence, the logical place for him is in the bow. This position subjects the driver to severe jolts, because the pitch of the bow is greater than amidships; but he can brace himself against expected shocks far better than can a gunner who is intent upon handling his weapons. A gunner needs the steadiest gun platform that the machine affords; therefore, he should be amidships, where the jolts and vibrations are reduced to the minimum. The most desirable arrangement of the four main elements may be represented graphically as follows:

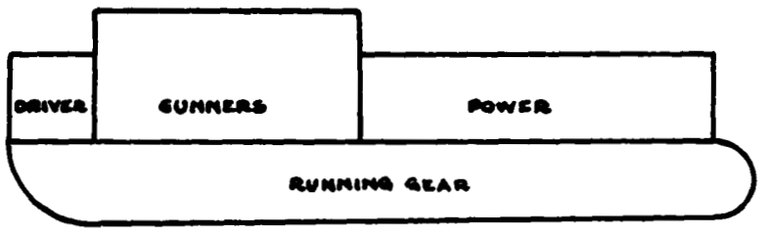


Figure 1

Accustomed as we are to the conventional arrangement of units in pleasure vehicles, this arrangement may look queer. However, pleasure and warfare differ; we are less concerned with the appearance of an armored car than with its efficiency as a fighting machine.

With these ideas on the arrangement of the main elements, we may proceed with other features of the design. Automotive engineers will have to produce the running gear and power plant; the using service must design the hull, with suitable facilities for the crew. Part of the problem is tactical and part is technical, but responsibility for results rests upon the using service. To secure results, the using service must state definitely what it wants.

Running Gear

Various forms of running gear have been tried. They include four wheels, six wheels, eight wheels, caterpillar tracks in rear and wheels in front, full caterpillar tracks, and a combination of wheels for the road

with tracks for cross-country work. Driving power is usually applied to two, four, or six wheels; or to the caterpillar tracks through rear driving sprockets. The wheeled vehicles, when equipped with oversized balloon tires, have shown far better cross-country ability than the average commercial car, and their sustained speed on the road leaves nothing to be desired. However, even those with six-wheel drive bog down in soft ground, have insufficient traction for climbing steep slopes, and cannot surmount obstacles. Unless equipped with complicated dual controls for steering backwards or forwards, they require considerable room for turning. Caterpillar tracks in rear are better than wheels all around for cross-country travel, but not so good for speed on the road. The full caterpillar tracks give excellent service across country, and enable the driver to turn his machine around in about half its own length; but the caterpillar machine cannot compete with wheeled vehicles on the road. The combination of wheels for the road and full caterpillar tracks for rough going, is the most desirable that has as yet been produced. If the change from wheels to tracks, and reverse, can be made readily, this combination will meet all military needs.

For fast moving vehicles, springs and shock absorbers are essential. Even at slow speeds, vibrations and road shocks quickly wear out machinery that is rigidly supported by an unsprung frame, because every blow is transmitted directly to the working parts. In our rigidly constructed Mark VIII tank, vibration is so great that engine bolts must be tightened after each three hours of running time. Imagine what would happen if instead of six miles an hour this machine could attain sixty! A heavy armored car will encounter good roads, poor roads, and extremely rough going where there are no roads at all; and it must rely greatly upon speed to avoid destructive fire from the enemy's weapons. In a fast fighting machine, the stability of the gunner's firing platform is another important consideration which depends largely upon the elimination of vibration and jolts. Rigid construction entails inaccurate fire except at very low speeds; and even at a snail's pace, it is difficult for a gunner to keep his sights on the target. These considerations indicate the need for the best combination of springs and shock absorbers that can be devised.

Heavy armored cars must travel under their own power; they cannot be carried on trucks, as light tanks have been in the past. It will therefore be necessary to depart from the types of running gear that have been devised for tanks. The desired type should provide wheels for road travel, and full caterpillar tracks for cross-country work. The tracks must be of high grade metal to combine light weight with strength and long life; and suitable devices must be provided for changing readily from wheels to tracks or reverse. The shape of the bearing surface of

the track when adjusted for operation should approximate the arc of a great circle, thus:

Figure 2

to enable the machine to surmount obstacles and to facilitate turning. Individually sprung wheels and double-action shock absorbers should suffice to eliminate most of the vibrations and jolts. These items cover the principal features of the running gear that is needed for a heavy armored car.

Power Plant

Lack of reserve power is a serious fault in any military vehicle. In commercial use, vehicles usually operate singly rather than in groups; each driver can take full advantage of conditions which favor his progress, and can avoid placing undue strain on his motor. In the military service, group operation and control is necessarily the rule. Even on good roads, drivers must often halt on steep grades and yet be prepared to maintain their proper places when the column moves on. While the column is moving, some machines will be going down hill while others are struggling up. Excessive extension of the unit or considerable reduction in speed will result, unless each machine has enough reserve power to meet unusual demands. In addition, military vehicles frequently have to operate on roads that commercial machines would avoid, and in areas where there are no roads whatever. In combat, an under-powered machine forces the driver to shift gears for minor obstacles, and thus increases greatly the time allowed for hostile gunners to register a destructive hit. The fighting machine must have plenty of reserve power to enable it to survive.

The maintenance and repair work on military vehicles must often be done in the open. Wind, sand, rain, mud, snow, sleet, and cold impose far different conditions than are usually found in the steam heated commercial garage. And when conditions are worst, tactical demands are often most pressing. The men available to do the necessary work will not be expert mechanics. There is, therefore, an especial need in the military service for an engine that is rugged in construction and extremely simple in design.

Invention and development are advancing so rapidly in the automotive industry that the sensation of today may be a back number tomorrow. Diesel engines, steam engines, and gasoline engines—some air-cooled and some water-cooled—present a bewildering array. Among the many excellent motors that our manufacturers produce, only those built

for aircraft or for marine use have sufficient power to operate a heavy armored car. The aircraft motors will run efficiently whether top-side up or not, a very desirable feature, but none of them are designed to withstand the shocks of rough going across country. The marine motors are simpler and more rugged, but their water jackets require an unlimited supply of cool water to keep the engine at an efficient operating temperature. An armored car must carry its own water supply, and cargo space is extremely limited. An air-cooled motor of the type used in the Vickers medium tank (British) would afford distinct advantages, especially in freezing weather, but there are no high-powered American engines of this type except in airplanes. Obviously, the purpose for which a motor is intended governs its design. We are forced to the conclusion that the right motor for a heavy armored car has not yet been built.

Rather than wait until a proper motor is designed and put into production, we may proceed with an admittedly inferior substitute. Capable automotive engineers can produce the new engine long before the Army is ready to use it. Their problem is merely to add one more engine to the hundreds they have already designed; ours is to learn how to use this new weapon tactically, and how to defend ourselves against it. It is time for us to start on our share of the business with such means as are at hand. The Army has in storage some thousands of Liberty motors which can make shift to meet our needs temporarily. They have power (338 B.H.P. at 1,400 r.p.m.), and are compact; at comparatively slight expense many of their original faults can be eliminated by rebuilding. Experiments with air-cooled Liberties, already started by the Air Corps, would provide designers with valuable data. The use of the Liberty motor, air-cooled or "as is", would involve excessive maintenance and repair work, but at least we would have something to use at once for tactical instruction.

For the benefit of those who are qualified to design an engine for use in our heavy armored cars, we may briefly summarize our needs as follows: simplicity, power (about 350 B.H.P. at 1,500 r.p.m.), dependability, compactness, rugged construction, accessibility, and again simplicity.

The Hull

Having thus disposed of the parts that will concern automotive engineers, we must now tackle our own share of the design. The first step will be to determine the shape and size of the hull. It must provide excellent observation; all-around fire; low superstructure and low center of gravity; balance; suitable clearance; and room for the power plant, equipment, and crew. These somewhat conflicting requirements will be troublesome, yet there are certain features which can be settled at once. The bottom of the hull will be flat, with bow and stern rounded to avoid scoop shovel action when pulling out of depressions; the driver will be

in front, and the engine compartment in rear. Experience gained in the construction of tanks provides enough data for the design of these parts. Resort to the drawing board gives the following results for progress thus far:

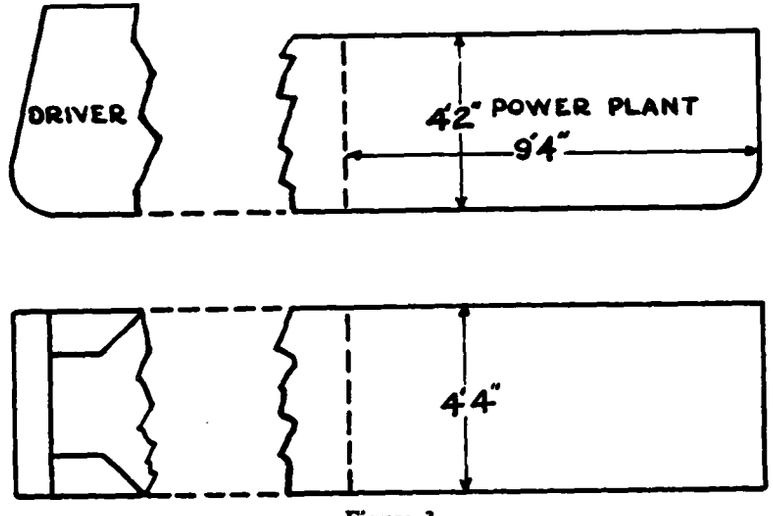


Figure 3

It is probable that with a power plant designed for use in a heavy armored car, the size of the engine compartment can be reduced, but for the present requirements of the Liberty motor will govern. Experiments have shown that the space allowed above is sufficient. The space allowed for the driver is purposely made liberal. to accommodate the facilities with which he must be provided. The main point to note is that the design provides the driver with excellent observation to the front and flanks.

The midsection of the hull must accommodate the remainder of the crew. As the driver will have his hands full, there must be at least one gunner to use the weapons. A third man in the crew, to handle signal communications, will double its efficiency; and a fourth would be desirable. If the size of the hull is to keep within reasonable limits, so that the machine will be readily maneuverable, it will be well to draw the line at four men.

To give this crew the maximum combat value, there must be communications equipment and weapons. Extensive experiments will be necessary to determine what should be included in the signal equipment.

Radio telephone and telegraph, panels, semaphore flags, pigeons, heliograph, and pyrotechnics will all have to be tested for armored car use. The necessary space for the selected equipment must be provided, for signal equipment in an armored car is just as important as armament. As to weapons, there should be caliber .30 machine guns for use against personnel; a caliber .50 machine gun for anti-aircraft fire; and a three-pounder cannon to deal with hostile armored cars and tanks.

Much might be written about other items of equipment and detailed facilities that should be provided for the driver and for other members of the crew. Some of the items that need attention are: ammunition racks, an instrument board with luminous dials, compass, periscopes, gas masks, tools, spare parts, responsive controls, interior lights, head lights, tail light, flashlights, towing cables and brackets, individual lockers, fire extinguishers, fire proof bulkhead for engine compartment, camouflage materials, splash guards, demolition equipment, photographic equipment, food and water containers. These and related matters are properly the subject for thorough investigations, which should be made with full sized wooden models before the first steel hull is built. Until these investigations have been made, we cannot draw up a complete design. It is possible, however, to prepare a lay-out that will accommodate at least the major items. Without more ado, we submit the following design for the hull.

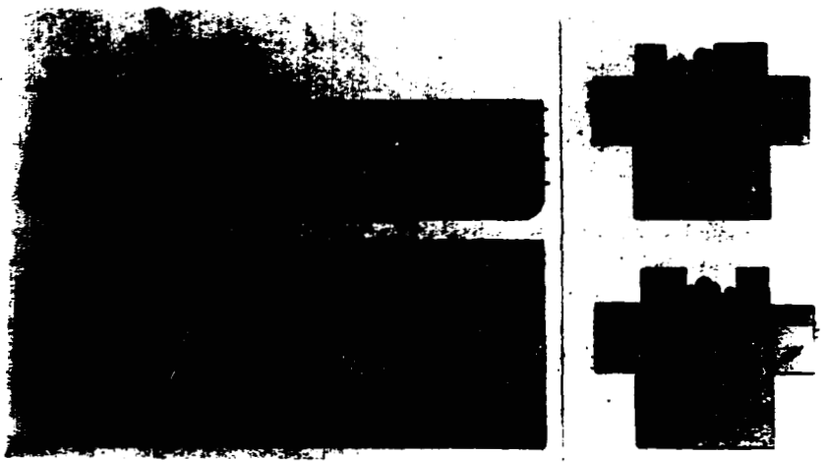


Figure 4

The following numbers refer to corresponding numbers on the sketches:

1. Fighting compartment (heavy line), extends out over running gear. normally open at the top, roof in suitable sections carried on top of engine compartment. Permanent roof over driver's seat. Front plates slope forward at an angle of forty-five degrees. Entrance and exit over the top.
2. Caliber .30 machine guns air-cooled, two in each mount. Horizontal traverse about one hundred and thirty degrees. Mounts placed to allow each gunner as much room as possible. Primarily for fire to the front and flanks against personnel; can also furnish some anti-aircraft fire.
3. Three-pounder cannon on pedestal mount, semi-automatic. high velocity, all around travese. Small shield on gun to protect gunner from machine gun fire. Caliber .50 machine gun air-cooled, for anti-aircraft fire, on same mount, to right or left of cannon.
4. Armored gasoline tanks, extend out over running gear, capacity one hundred gallons each. Beneath the armor are inner tanks. self-sealing if punctured.
5. Water-tight hinged doors which give access to power plant. There are similar doors in the fireproof bulkhead which separates the fighting compartment from the engine room. Door handles serve also as steps of ladder to roof. Tool racks on inner surface of each door.
6. Flat roof of engine compartment provides a place for carrying caterpillar tracks when the machine is operating on wheels.
7. Observation ports, backed with thick shatter-proof glass, and protected outside by steel doors with suitable eye slits or holes for use when under fire.

Assembly

There remains the important matter of fitting the running gear to this hull. As previously mentioned, the combination of wheels for the road with full caterpillar tracks for cross-country work, is most desirable for our purpose. Running gear of this type, invented by Mr. Walter Christie, is now undergoing tests on a new experimental machine. The performance of this gear to date has been fully satisfactory, but whether it will stand up under the full load of the completed machine, remains to be seen. The total weight of the machine fully equipped and armored against .30 caliber bullets, will be about twelve tons. To travel at sixty miles an hour on the road and about thirty across country, this machine must have running gear of exceptional quality. The tracks particularly will have to be strong enough to withstand terrific strains, and yet light enough to permit easy removal and handling. The following sketch shows running gear of the Christie type combined with the hull described above. Note that the caterpillar tracks extend beyond the hull, so that neither bow nor stern can dig into an obstacle or steep bank.

Figure 5

In producing a new model automobile, manufacturers consult not only their designers but also the production, service, and sales departments. A similar system might well be applied to new fighting machines for the Army, but unfortunately we have no arm or service which combines these viewpoints under the control of one responsible head. Lacking such an agency, we must rely upon the cooperation of interested officers throughout the Army to point out mistakes and suggest improvements. Costly mistakes and needless delays will occur in building heavy armored cars unless we develop sound ideas on the fundamentals of design. In addition, there must be careful consideration of matters that affect production and service. The ultimate consumer—the using service—should get what it needs for tactical use in combat. If the using service neglects its share of the problem, it must be satisfied with what others produce.

The Modern Cavalry Regiment

By Colonel M. Wiktorin

Colonel Mauriz Wiktorin, Austrian Army, started his service in the cavalry, took part in the beginning of the World War in a cavalry division as a General Staff officer, and is at present a colonel, General Staff Corps, Austrian Army, with station in Vienna. He is occupied constantly with questions concerning modern cavalry, has published several articles in Austrian, German, Swedish and Swiss military magazines, and has delivered many lectures on the subject. This article, setting forth his views, is especially interesting in showing the similarity of European and American conclusions in cavalry organization.—*Editor.*

BEFORE we discuss the organization of a modern cavalry regiment we must ask ourselves the following questions: "Shall we consider cavalry as a whole or divided into independent cavalry and divisional cavalry? What duties does the regiment have in the independent and in the divisional cavalry? Can one and the same regiment perform these duties equally well?"

Independent Cavalry

Independent cavalry has two main duties: reconnaissance and combat. Reconnaissance in conjunction with airplanes and motorized units is preeminently strategic; that is, it must provide the commander of the army with the basic data for making strategic decisions, hence for the use of his corps and divisions. To be able to do this, the independent cavalry must operate several days' march in advance of the army or outward from one wing of it. But it can also be entrusted with an entirely independent mission.

The actual work of reconnaissance is attended to by the so-called reconnaissance detachments, formerly called intelligence detachments. To do this work they must be at least one day's march ahead of the main body of the cavalry division and therefore very often find themselves in the situation of having to carry on independent combat for some time. In addition, the reconnoitering parties generally have other duties, too; as, for example, the destruction of railroads and bridges in front of the enemy or along his flank and rear, the exploration of roads and trails, surprise attacks, and others of a similar nature.

The reconnaissance detachments must accordingly be composed of troops of different arms, having a proper relative fighting strength. We take as the maximum strength of a reconnaissance detachment two mounted squadrons, one machine gun squadron, one troop of bicyclists having one platoon of motorcyclists, one platoon of cavalry guns (artillery), one signal platoon with radio station, one platoon of mounted engineers and several armored automobiles.

These reconnaissance detachments must naturally be formed from the cavalry regiments, except for the bicyclists and armored automobiles. If it is desired not to make the regiment too large and unwieldy, we can

say that it should be approximately as strong as two reconnaissance detachments. The bicyclists and armored automobiles belong to the cavalry division and will be assigned to the reconnaissance detachments as needed.

The second main duty of the independent cavalry is combat, which it has to perform either when on reconnaissance duty or as part of the army. Cavalry combat nowadays is naturally carried on almost exclusively with firearms. It differs from that of infantry units, however, in that it must generally be carried on independently, with much greater mobility, and over considerably larger expanses of territory, but on the other hand is, as a rule, not of long duration or special intensity, for that is not the mission of the cavalry.

For combat of a cavalry division the regiment forms the combat unit. Its fighting strength must therefore correspond approximately to that of a modern infantry battalion, which generally amounts to three hundred rifles, eighteen light and twelve heavy machine guns, and two infantry guns. But as the amount of territory covered in cavalry fighting is generally much greater and as many men have to be detailed for various duties, the regiment should have still more, if possible, particularly light machine guns.

Hence it follows, both from the standpoint of reconnaissance and of combat, that it would be advisable to have the regiment consist of four squadrons of troopers, two machine gun squadrons, one gun platoon, one telegraph platoon and one engineer platoon, if we calculate between seventy and eighty carbines available for firing in each cavalry squadron and six machine guns per machine-gun squadron. Even if the regiment has to fight on horseback, under exceptional circumstances, this organization is suitable.

Divisional Cavalry

The divisional cavalry's chief mission, in distinction to that of the independent cavalry, is a tactical one; that is, close reconnaissance in the direct sphere of action of its infantry division. Thus the divisional cavalry is already working on the basis of the results of the reconnaissance of the independent cavalry, in a much more limited sector and with much less time, and besides, is generally in contact with the enemy from the beginning. In distinction to strategic reconnaissance, tactical reconnaissance demands much more exact information as to the strength, make-up and behavior of the enemy, in order to enable the commander of the infantry division to put his units in line properly for combat. The divisional cavalry must also take into consideration the special needs of the infantry and artillery in their operations.

It is therefore clear that even in peace-time the divisional cavalry must constantly work with the other arms, which it can only do well if it belongs to the infantry division as an organization. In view, too, of the short period of active service it is no longer possible nowadays, in the age

of specialization, to train the men equally well in all branches of cavalry duty. In addition to this, the independent cavalry must take the field at once in case of war and therefore must maintain its full strength even in peace-time, while the divisional cavalry does not march away until after the completion of mobilization, with its infantry division, and therefore can be on a reduced footing in time of peace. This must not be underestimated from the financial standpoint.

There can therefore be no doubt that it would be beneficial to make a separation into independent cavalry and divisional cavalry and to attach a reconnaissance detachment (divisional cavalry regiment) to each infantry division in peace-time as a part of its organization, while the independent cavalry is combined into divisions. This separation should and must not mean, however, that two kinds of cavalry are now formed, for the general principles for training and utilization are the same in both; officers must also be changed back and forth frequently between independent and divisional cavalry, in order to learn both services.

The composition of a divisional cavalry regiment will in general be the same as that of a reconnaissance detachment, only some bicyclists and armored automobiles will be added to it.

Organization of Cavalry Regiment

Now to come to the actual organization of a regiment of independent cavalry. In accordance with what has already been said, it should consist of the regimental headquarters, four squadrons of cavalry, two machine gun squadrons, one artillery platoon, one signal platoon, one engineer platoon and the train. With the exception of the train, the majority of which will not be formed except in case of war, the regiment has the same aspect in war and in peace. A permanent division of the regiment into two half-regiments is not necessary; it is sufficient if a major (lieutenant colonel) is assigned to the staff with a few assistants, who aids the regimental commander with the training in peace-time (particularly the advanced training of the officers) and is to be considered in war-time primarily as commander of a reconnaissance detachment. If the regiment is broken up into two reconnaissance detachments, by way of exception, the regimental commander himself will lead one of them.

The Regimental Staff

In the field a separation into the close (or combat) staff and the additional staff is necessary.* To the close staff there belong all persons who have to be always near the commander and with the troop unit on the march, during combat and in quarters; all others belong to the additional staff.

There belong to the combat staff: the regimental commander with his adjutant and orderly officer, the staff major with his orderly officer, one

*Note—This grouping of the staff corresponds to our Forward and Rear Echelons.—*Editor*

officer trained in aviation, one surgeon and one veterinarian, besides bugler, orderlies, bicyclists, motorcyclists and grooms. Total, eight officers, twenty non-commissioned officers and privates, twenty-four horses.

To the additional staff there belong: a second surgeon and veterinarian, one clothing and supply officer, one finance officer, one motor officer as commandant of the motor train of the regiment, as well as orderlies, clerks, messengers with bicycles, and grooms. Total: four officers, twelve enlisted men, five horses. (The second surgeon has a motor ambulance; some members of the additional staff ride on the vehicles of the train and therefore have no horses.)

The total strength of the regimental staff is: thirteen officers, about thirty enlisted men, thirty saddle horses, two bicycles, two motorcycles and one motor ambulance.

The Cavalry Squadron

The cavalry squadron* must be organized in such a way that during fire action on foot (in which one horse-holder is allowed per three skirmishers) it will have a firing strength of seventy to seventy-five carbines and four to six light machine guns and can bring about one hundred sabers (lances) into action during mounted combat. If the squadron is made larger, it becomes too unwieldy; the commander can no longer supervise the training in detail and supply becomes too difficult.

It will be advisable to divide the squadron no longer into four troops, but into three. In this way we get troops of sufficient fighting strength to perform small tasks independently, and the squadron still has sufficient strength, even if one troop is detailed away from its

Thus a cavalry squadron is composed of the squadron staff and three cavalry troops. The squadron staff consists of the commander of the squadron with his bugler, a non-commissioned orderly and two messengers, a second officer, who as a rule is in charge of the led horses of the squadron during fire action, a telegraph squad (one non-commissioned officer and three men, two telephone sets, four kilometers of wire), one medical assistant, one farrier, one non-commissioned supply officer, one non-commissioned finance officer, horse-holders, clerks, etc.

The squadron commander, too, will form his staff into a combat and an administrative staff. Total strength of the squadron staff: two officers, sixteen to eighteen enlisted men, sixteen saddle horses and one bicycle.

The Cavalry Troop

The cavalry troop consists of the command squad, two unit platoons and one platoon of troopers. To the command squad there belong the commander of the troop with one non-commissioned officer and two orderlies (messengers). During fire action the non-commissioned officer is in charge of the led horses of the squad.

*Note—The squadron here discussed corresponds to the troop in our nomenclature, while the troop corresponds to our platoon.—*Editor.*

The unit platoon consists of one squad of troopers and one light machine gun squad. The strength of the squad of troopers is one non-commissioned officer and eleven troopers (in combat a skirmish squad of one commander and eight skirmishers). The strength of the light machine gun squad is one non-commissioned officer and three privates with one ammunition pack horse. The light machine gun is transported on the saddle of the machine gunner. Thus the entire unit platoon numbers two non-commissioned officers, fourteen privates, sixteen saddle horses and one ammunition pack horse.

The platoon of troopers numbers one non-commissioned officer and eleven privates, or one commander and eight skirmishers.

The two unit platoons form the real fighting force of the troop; therefore they should always be at full strength. Details and detachments, such as small patrols and the like, are furnished by the squad of troopers.

The total strength of a troop amounts to: one officer, forty-eight men, forty-nine saddle horses, and two pack horses. Its fire strength is twenty-four carbines and two light machine guns.

The cavalry squadron has a total strength of five officers, about one hundred and sixty enlisted men, one hundred and sixty riding horses and six pack horses. Fire strength: seventy-two carbines and six light machine guns.

The Machine Gun Squadron

Are the machine guns to be transported on vehicles or on pack horses? In spite of many advantages, the machine guns on wheels have several great disadvantages for cavalry. They are not so easily moved on the terrain and have a hard time to pass over obstacles, hence can not follow the cavalry everywhere quickly enough. Besides this, vehicles furnish a large target and hence the machine gun has to be taken off the vehicle when still far from the enemy and carried by the men.

The portable machine guns, on the other hand, make it possible to follow over the terrain under cover and to go anywhere quickly, even across obstacles, and therefore much closer to the enemy, before they have to be unpacked. This advantage is so great, particularly for the cavalry, that the portable machine gun is to be given the preference without hesitation.

A further question is: "With how many machines shall the squadron be organized?" The regiment should have about twelve machine guns; these can be divided among one, two or three squadrons. Squadrons with four machine guns are probably too small and have too little fighting power; those with twelve machine guns, on the other hand, are too large and unwieldy. So an organization in two squadrons with six machine guns each is probably best. It will be well to subdivide the squadrons in turn into three troops of two machine guns each. Then

even if one troop is detached, the machine gun squadron will retain sufficient firing strength. The squadron of six machine guns is also easy to train, to command and to supply.

The machine gun squadron is organized, accordingly, into the squadron staff and three troops. The squadron staff is quite similar in composition to that of a cavalry squadron, but has in addition: a range-finding squad (one non-commissioned officer and two privates with the range-finding apparatus, carried on a pack horse), an enlarged telephone squad (four operators, four linemen, eight kilometer of wire, and signalling devices), and a mechanic. Total strength of the squadron staff: two officers, twenty-five enlisted men, twenty-four horses, one pack horse, two bicycles.

The Machine Gun Troop

The machine gun troop is composed of the command squad, two heavy machine gun platoons and the ammunition squad. In the command squad, there is, in addition to the persons assigned to it in a cavalry troop, a non-commissioned officer with range-finder.

The machine gun platoon consists of the commander, four members of the gun crew, one commander of the firing group, and also orderly, pack horse leaders and horse holders. Strength of a machine gun platoon is two non-commissioned officers, ten men, twelve riding horses, three pack horses and one heavy machine gun. The ammunition squad has six pack-horse leaders and six ammunition pack horses.

Total strength of the machine gun troop: one officer, thirty-five enlisted men, thirty-five riding horses, twelve pack horses, two heavy machine guns. The supply of ammunition is about five thousand rounds in the squadron and eight thousand to ten thousand rounds more in the regiment for each machine gun.

Hence a complete machine gun squadron numbers five officers, approximately one hunded and thirty enlisted men, one hundred and thirty riding horses, thirty-six pack horses and six heavy machine guns.

Auxiliary Arms of the Regiment

The regiment will contain a platoon each of artillery, engineers and signal troops. Should each of these three platoons be independent and directly under the orders of the regimental commander or should they be combined into a so-called headquarters squadron?

The chief argument is favor of independence is that the employment and consequently the training of the three platoons is different and that it is not easy to direct this uniformly. On the other hand, the fact that it is not advisable to have many small independent units, which are often commanded by young officers, is an argument in favor of combination. This is particularly true with regard to order, discipline and administration.

Therefore combination into a headquarters squadron under a mature, experienced captain is better. He will see to uniform training in horsemanship and will control the squadron in matters of discipline and administration, while the three platoons must be tolerably independent with respect to training in their special branches. The squadron commander must, of course, pay attention to this training too and understand enough about it to be able to intervene in case of need. Besides, the regimental commander will generally assign to the staff major the duty of paying special attention to training in the headquarters squadron.

Thus the headquarters squadron consists of the squadron staff, the artillery platoon, the engineer platoon and the signal platoon. The squadron staff may be smaller than for a cavalry or machine gun squadron and will consist generally of one officer, fifteen enlisted men and ten riding horses.

The Artillery Platoon

It must be required of the artillery platoon of a cavalry regiment that it be able to move very rapidly and easily, above all else, so as to be able to follow even small detachments everywhere. When on reconnaissance service, its duties are the quick combatting of the enemy's resistance or targets which remain visible for only a very short time and the putting out of action of the enemy's armored automobiles or light tanks which interfere with our own reconnaissance. This work may have to be done either by single guns or by the platoon as a whole. The cavalry artillery platoon will therefore often have to use direct fire, even nowadays, since there will be no time for indirect fire. When the cavalry is fighting on foot as infantry, the guns have the same missions as an infantry battery.

As long as there is no small caliber gun of adequate effectiveness yet in existence, it will be best to choose as caliber that of the light field gun and to organize the platoon like that of a horse artillery battery, only with a somewhat augmented staff, as the platoon must be used like a battery. Besides, it will be well to assign to the artillery platoon one or two large caliber machine guns adapted to firing at aviators and light armored automobiles. All guns and vehicles must, of course, have six-horse teams and the men must be mounted.

Therefore the artillery platoon consists of the platoon squad, two half-platoons, a tool wagon and the heavy machine gun squad. The platoon squad consists of the commanding officer, bugler, non-commissioned orderly, non-commissioned range officer, scouts, non-commissioned limber officer, three telephone patrols with three sets and ten kilometers of wire, mechanic, farrier, medical non-commissioned officer, orderlies and horse-holders, as well as a reserve of cannoneers, riding horses and draft horses. Total: one officer, twenty-five to thirty enlisted men, twenty-eight riding horses, two draft horses and two pack horses.

The artillery half-platoon consists of one gun and ammunition wagon, one non-commissioned officer and thirteen privates as crew, eight riding horses and twelve draft horses.

The heavy machine gun squad is organized in the same way as that of the machine gun squadron.

The total strength of an artillery platoon amounts to: two officers, seventy to eighty men, seventy to eighty saddle horses, thirty draft horses, fifteen pack horses, two guns, two ammunition wagons, two machine guns and one tool wagon. In the way of ammunition, there are one hundred rounds per gun with the platoon itself and one hundred and fifty with the regiment and three thousand rounds for the machine guns with the platoon and three thousand to five thousand with the regiment.

The Engineer Platoon

The two main duties of the engineer platoon are blasting and the rapid erection of light bridges or footbridges, as well as ferrying with light collapsible boats. Extensive works of fortification are not its duty. The squadrons themselves must execute field fortifications; the engineers are to be used for special duties such as the construction of strong points for machine guns, etc. If necessary, the engineer platoons of all the regiments of a cavalry division are combined and used together. The commander of the engineer platoon is also the gas officer of the regiment; the men must likewise have some training in gas service. The engineer platoon, too, must be light and able to move quickly, therefore all mounted, with the equipment packed on horses.

The engineer platoon consists of the command squad (the commanding officer with his assistants), two blasting patrols and two pioneer squads. A blasting patrol consists of one non-commissioned officer, seven men and one pack horse with material for blasting; a pioneer squad consists of one non-commissioned officer and ten men.

This division makes it possible to provide the necessary technical details even for the two reconnaissance detachments of a regiment. The technical equipment of a blasting patrol consists of half-length spades, short picks, two tool-bags and about one hundred pounds of blasting material packed on a pack horse. The pioneer squad has half-length spades, short and long picks, saws and tool-bags. A four-horse wagon also belongs to the engineer platoon; some collapsible (rubber) boats and tools are loaded on it.

Total strength of the engineer platoon: one officer, forty enlisted men, forty-two riding horses and two pack horses, as well as one vehicle.

The Signal Platoon

For reconnaissance service the signal platoon needs primarily light wireless and lamp (visual) signalling equipment and in some cases carrier pigeons. In combat it must provide communication by wire and visual signals between the regimental staff, the squadrons, the artillery platoon, the nearest regiment, and if necessary also toward the rear, to the led horses and the train.

In order to be able to fulfill all these duties, the signal platoon must have aproximately the following makeup: four telegraph squads with telephone operators and linemen, each squad having one telephone outfit and at least five kilometers of wier; four lamp squads each having one visual signalling outfit; two wireless squads each having one modern small portable radio set; one telephone exchange.

Equipment: the telephone switchboard with at least ten lines is packed on a pack horse; four modern unit telephone outfits with twenty kilometers of light wire, four connection sets to allow existing telephone lines to be utilized, tool pouches and signal flags, all distributed among the riding horses; four lamp (visual) signalling outfits with a range of about six kilometer, likewise on pack porses; two small quite modern radio stations with a range of up to one hundred kilometers. Also a reserve supply of sets, wire, etc.

Total strength of the signal platoon: one officer, about forty-five enlisted men, forty-five riding horses, five pack horses, several bicycles and motorcycles.

The whole headquarters squadron, staff, artillery, engineer and signal platoons, has a strength of about five officers, two hundred enlisted men, one hundred and eighty riding horses, thirty-six draft horses, eight pack horses, two cannon, two heavy machine guns, two ammunition wagons and one engineer tool wagon.

Regimental Train

The train of a modern cavalry regiment will consist of a horse-drawn part and a motorized part. All vehicles that are to follow the unit rapidly and everywhere must continue to be drawn by horses and must have four-horse teams.

The following must therefore be drawn by horses: all rolling kitchens and ammunition wagons, the tool (forge) wagon, some subsistance wagons, and the baggage wagons and clerks' wagons of the squadrons.

The following can be motorized: the greatest part of the regimental staff train, some ammunition, provision, administrative and baggage vehicles, and the ambulance. In addition, there is a passenger automobile for the staff and several motorcycles.

The strength of the horse train amounts approximately to two officers, one hundred and ten enlisted men, ten riding horses, two hundred draft horses and fifty vehicles. The length of the horse-drawn train when in column is about eight hundred meters. The motorized train consists of one officer, twenty-five non-commissioned officers and privates, one passenger automobile, twelve trucks, one ambulance and two or three motor-

cycles. Length of column about one-half kilometer. Light and fast trucks with pneumatic tires must be taken for use. The trucks should also be able to run across country for short distances.

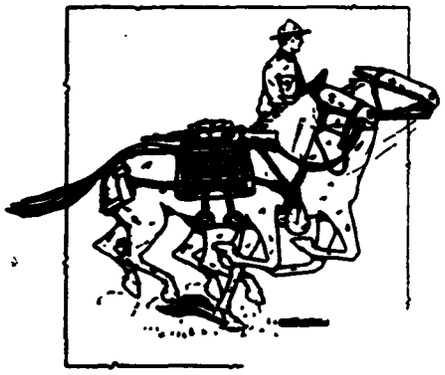
By this partial motorization of the train there is a decrease of about thirty vehicles, sixty men and one hundred and thirty horses in the horse-drawn train in comparison with former times, a saving that is of importance.

The general picture of a modern cavalry regiment then appears as follows:

Approximate total strength of the whole cavalry regiment: fifty officers, one thousand, two hundred and fifty non-commissioned officers and privates, one thousand, four hundred and fifty horses, sixty wagons and fourteen motor vehicles.

Fire strength approximately three hundred carbines, twenty-four light and twenty-six heavy machine guns and two cannon.

Length of the regiment on the march (mounted men by twos) without train, approximately two kilometers; with train, three to three and a half kilometers.



Chemical Warfare in Cavalry Operations

By Major Haig Shekerjian, *Chemical Warfare Service*

THE World War gives only limited examples of the use of chemical warfare agents in cavalry operations. However, a considerable number of animal casualties in all of the allied armies in France resulted from the use of chemical agents. Consequently, in any future war when the various chemical agents may be used on an extended scale, it is certain that chemical warfare will have a great bearing on all cavalry operations.

Classes of Agents

The various chemical agents used in war have been classified in two classes, depending upon their period of effectiveness when used in the field. These are:

(1) Non-persistent agents. When used in open terrain, a non-persistent agent has an effectiveness of less than ten minutes. That is, ten minutes after the particular agent has been released, the wind and other factors involved have carried the gas away, so that the area may be safely traversed without any means of protection.

(2) Persistent agents. When used on open terrain, a persistent agent is effective for longer than ten minutes, and often as in the case of mustard gas, this effectiveness may continue for a week or longer. Consequently, when a persistent agent is used in the field, the area involved is contaminated so that it can not be safely traversed without special means of protection.

Of the various classifications of chemical agents as derived from their psysiological action, let us briefly consider:

(1) Non-persistent lung irritants such as phosgene which, when located in sufficient concentration, will kill after short exposure.

(2) Persistent vesicant or skin-blistering agents such as mustard gas which, by causing severe skin blisters, will cause an individual to be a casualty for a more or less extended period, depending upon the extent and location of the blisters.

(3) Lachrymators, or tear-producing agents, such as chloracetophenone, which blinds by a copious flow of tears but leaves no after-effects a few minutes after the cause is removed.

(4) Screening smokes such as white phosphorus when it is used primarily as a smoke-producing agent.

Effects of Gases

The effect of the non-persistent lung irritants is serious on man or animal and will cause death within a few minutes if breathed in suffi-

cient concentration. In lesser amounts serious injury will occur, necessitating a long period of recuperation. A horse will generally be left in a badly wind-broken condition. Because this type of chemical agent is blown away quickly, large numbers of animals will seldom be exposed to this danger, except when they have been located close to the front lines or when they are a group target for gas bombardment from aircraft. In cavalry action the use of this type of gas will probably be occasional because the best type of target is one in which the men or animals are in mass and located in a woods, valley, or depression. Under capable leadership, cavalry, with its rapidity of movement, should seldom present a good target for a large shoot of the phosgene type. It will, of course, be susceptible to smaller shoots against groups, or when passing through woods or area bombarded by gas of this type. In dismounted action the led horses of the cavalry will often be an excellent target for a shoot of this type, causing a general stampede, as well as many casualties.

Skin-blistering agents of the type of mustard gas present an entirely different problem. For example, under average conditions, the liquid mustard gas continues to evaporate for from three to fourteen days after it has been fired on an area. The action of this vapor on the lungs causes severe lung lesions in man or animal, and generally death after one or two hours' exposure to a moderate concentration. This vapor will also penetrate through clothing, and acting directly on the skin, cause severe skin lesions and blisters. The area covered by such blisters will depend entirely upon the amount of mustard gas absorbed through the clothing or acting directly on the exposed portions of the body.

But the greatest danger from the mustard gas type is from personal contact with the liquid. When mustard gas is distributed over any terrain by artillery shell or other means, minute droplets are disseminated over a wide area and contaminate such area for a number of days. A slight contact with even a minute droplet will cause a severe skin irritation and blister. Several days after the combat troops have vacated a mustardized area, other troops or animal-drawn trains may traverse it and serious casualties will result. In the case of the individual soldier, ignorance and carelessness take a leading part in increasing mustard-gas casualties. Animals lying in apparently safe places, grazing, eating forage that has been exposed, drinking from shell holes or pools of standing water become victims. During the World War, large numbers of animals became mustard-gas casualties, chiefly by contact. Severe lesions usually occur at points of contact of the saddle or harness, at the fetlocks, between the thighs and in the sheath.

From the characteristics of mustard gas, we can see that its great value lies in its persistency and in the fact that even though masks will protect against its toxic effect on the lungs, the vapor will penetrate clothing and will blister and cause casualties. Further than the above, a slight contact with a minute amount of liquid mustard gas will cause a casualty. For full protection, both masks and mustard-proof clothing are necessary. In the final analysis, however, prevention of large numbers of casualties will be secured only by keeping men and animals out of a contaminated area until such area has been declared safe.

The important uses of mustard gas in the field are largely based on its power to deny ground to the enemy, because a force which continues to occupy or which marches across a mustardized area will suffer a large number of casualties. This denial of ground may be to protect a flank, to force an enemy to evacuate a strong position, for counter-battery purposes, to block an enemy route of advance or withdrawal. Cavalry covering a withdrawal can easily neutralize the enemy route of advance so as to delay the enemy, cause casualties, force the enemy to use a circuitous route. Combined with smoke, mustard gas is the most effective means of covering withdrawal. The only limitation that must be placed on the use of mustard gas is that one's own troops are not going to occupy or pass over the contaminated area within the period of effectiveness of the mustard gas.

Tear gas is a specific irritant for the tear ducts in the eyes, and as generally used in the field is of a non-persistent type, producing its results almost immediately. This type of gas is economical for use, as a few rounds will cover a large area. As it leaves no after-effects, it is only a harassing agent used to lower the efficiency of men by temporarily blinding the unmasked, to force masking or to use it in conjunction with other agents. Horses and mules lack tear ducts and consequently are unaffected by tear gas.

Use of Smoke

The effectiveness of a screening smoke is based on the fact that it interferes with or prevents enemy vision. To accomplish its purpose, a screening smoke may be placed as a "blinding smoke" or simply as a "screening smoke". Blinding smoke is defined as smoke actually placed on the enemy. Screening smoke is defined as smoke placed anywhere between the enemy and the object to be screened.

Of the principal smoke-producing agents used in war, white phosphorus is the most important. Pound for pound, white phosphorus will produce a greater amount of smoke, together with greater effectiveness in obscuring, than any other smoke material. Its smoke is entirely harmless to men or animals. White phosphorus is loaded directly into artillery shell, 4.2 chemical mortar shell, air bombs, grenades and candles. When a shell, bomb or grenade is exploded by its bursting charge, the solid phosphorus is shattered and broken up into fragments, which are scattered in the air. Assisted by the head of the explosion, these fragments are immediately ignited and form a cloud of smoke, which continues

Detonation of a Chemical Mortar Shell in the Open

Note the spread of the phosphorous fragments

until the phosphorus is entirely burned and the smoke has been carried away by the wind and air currents.

The possibilities in the war use of white phosphorus are very great. In the 4.2 chemical mortar and artillery shell, it may be used to set up an initial smoke screen to obscure advancing cavalry or infantry or it may be used to blind the enemy firing line and machine gun crews. It not only obscures vision and produces serious casualties, but also has a terrorizing effect on men and animals.

The value of controlled smoke in securing fire superiority is an acknowledged fact. In a series of experiments at the Chemical Warfare School, it has been demonstrated that the efficiency of a firing line in securing hits is largely reduced by the proper use of smoke. For example, consider the hits by a firing line on a series of targets at a range of three hundred yards.

In the first experiment the firing line fired without any smoke screen. In the second experiment a screening smoke was placed just in front of the targets.

In the third experiment a blinding smoke was placed on the firing line. The average ratio of hits by the firing line was 12:3:1 in the above-mentioned order. This clearly demonstrates the great effectiveness of blinding smoke in securing fire superiority, because the comparative accuracy of an enemy's fire out of a blinding smoke will be only one-third that of one's own troops firing into the enemy covered by smoke. This advantage is further increased by the resulting decrease in one's casualties and the inability to change dispositions promptly to meet a surprise attack.

The factors of mobility and surprise, which characterize cavalry action, favor an increased use of smoke in cavalry operations. This brief resume can not cover the field, but every cavalryman can draw the situations in which smoke properly placed would be advantageous to him. These situations may be in dismounted or mounted action or simply the

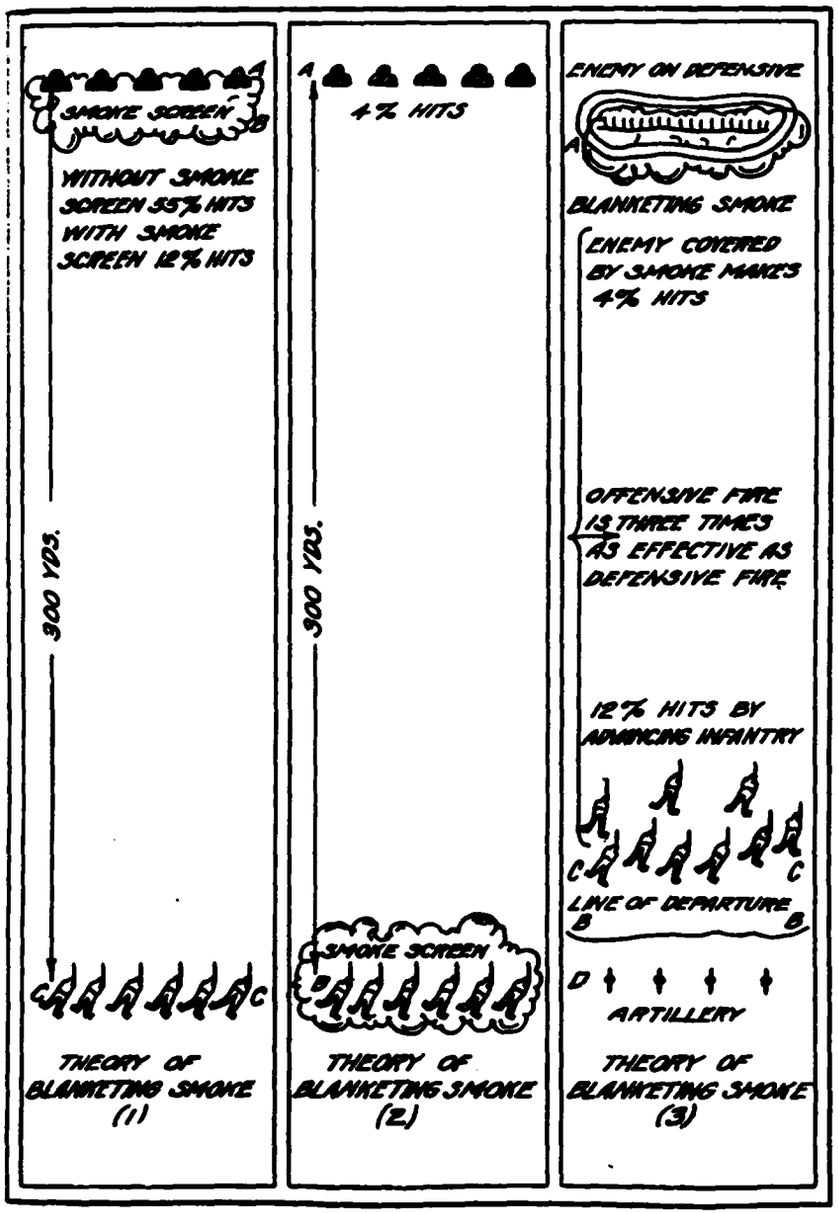


Chart Showing Effect of Smoke on Fire Power

Smoke Screen Produced by Mortar Fire

screening of a movement to a flank. Blinding smoke and tear gas on an enemy firing line will reduce its fire power and blind the enemy to developments to such an extent that the chances of the maneuvering mass approaching mounted to within effective charging distance of the enemy will be greatly increased. The necessary smoke is usually projected by chemical mortars, by artillery or by airplanes. Within or close to one's own lines, smoke may be produced by smoke candles.

In the present organization of a cavalry division, the 75-mm artillery can fire efficiently only tear gas and mustard gas. Because of the small amount of smoke material in a 75-mm shell, the establishment and maintenance of a smoke screen by light artillery requires a large number of shell. The individual cavalryman can utilize smoke candles and various types of grenades in many phases of an action. Smoke may be laid quickly and effectively by airplanes and this means will undoubtedly be used to a great extent.

Chemical troops are not at present an organic part of a cavalry division. However, chemical troops may be attached from the General Headquarters Reserve and can most efficiently support cavalry action. The 4.2-inch chemical mortar with an effective range of twenty-five hundred yards is the main weapon of a chemical troop. This weapon is primarily useful in reducing strong points and in establishing smoke screens. It can fire all types of chemical agents. Its curved trajectory makes it adaptable to fire from behind a mask and for fire against targets on

reverse slopes. Having a sustained rate of fire of ten rounds per minute, it is a powerful weapon with which to attack machine-gun nests, to gas limited areas, to blind objectives with smoke or to screen the movement of mounted or dismounted troops. Its support is effective and can be immediately utilized by a commander to support troops which it closely follows. There is a distinct need of such support for cavalry, and for such use chemical troops are mounted and have pack transportation.

Summarizing the above, we can state:

(1) The use of non-persistent lung irritants of the type of phosgene will be of limited application in cavalry action, but protection is vital to the individual soldier and the animal. Although the cavalry will be far from immune, the great bulk of the animal casualties will be in the animal-transportation and artillery.

(2) The persistent vesicant agents of the mustard-gas type present the greatest danger to the cavalry. Economical as to the quantity required, insidious in its action, and remaining a danger for a number of days after it has been fired, mustard gas will cause many serious casualties amongst men and animals.

(3) Tear gas is classed only as a harassing agent to be used on men, as it has no effect on animals.

(4) Controlled smoke can and should be used on a vast scale in future warfare. In the attack as well as in all types of defensive action, smoke can be so placed as to give the advantage to the user by preventing enemy observation, hampering movement, lowering morale and breaking up fire control and efficiency. No commander can afford to neglect its use.

(5) Chemical troops should be available for use with cavalry, as their support will be highly effective in practically all types of cavalry action.

Attack Aviation vs. Cavalry

By Captain C. F. Houghton, *Cavalry*

ALTHOUGH there has been considerable publicity during the last few years about the effect that aviation would have on cavalry, little has been said about future combats between attack aviation and cavalry. However, it has been strongly intimated that, even as observation groups expect to receive and accomplish many of the missions formerly assigned to their own cavalry, so the attack aviation expects to so annoy and harass the enemy's cavalry as to prevent it from accomplishing any missions assigned it.

This picture is beautiful when we consider our attack aviation and the enemy's cavalry but entirely the opposite when the situation is reversed.

We must assume that the enemy's attack pilots are as well equipped, mentally alert, and daringly aggressive as our own, and, if this assumption is correct, it behooves us to see how we may best protect ourselves from this menace.

The means by which the planes must expect to succeed in their attack are as follows:

a. Speed.

b. Direction of attack.

c. Accurate use of weapons.

Unquestionably, the speed of the plane attack is from both an offensive and defensive standpoint, one of its most favorable characteristics. It will bring the plane to its objective with a demoralizing rush, and will make of the plane a relatively poor target. The surprise factor will be present in an ever increasing degree as the speed of the attack ships is increased, and we may look for speed approaching two hundred miles per hour in the not too far distant future.

The direction of attack is limited only by tactical consideration and the conformation of the ground. The tactical situation will seldom be a very important factor, for it will usually not make very much difference in which direction the cavalry is driven. In hilly country, the favorable direction of attack will be over the defiles through which the cavalry must move. But this need not be adhered to if the hills are low. In flat, open country, the directions from which the air attack may be launched are infinite.

Attack aviation is armed with machine guns and bombs, either of which is a very accurate and destructive weapon when accurately and properly used.

So much for the favorable characteristics. Now let us look at the unfavorable.

When speed is considered, the noise must be considered also. The

greater the speed, the louder the exhaust and the farther away the plane can be heard. Also the greater the speed the less the accuracy with machine gun and bomb, and the fewer rounds the machine guns can deliver on any specified target.

Where the direction of attack is unlimited, the farther away the plane may be seen and heard. When planes enfilade defiles, protective steps can be taken in advance by the ground troops. When planes cross defiles their time of action and target are proportionally limited.

As to accuracy in the use of bombs and machine guns, trained and practiced personnel will, without question, make hits with either weapon commensurate with the ammunition expended.

Now let us look at what the cavalry can do to counteract the attacks of the air service.

The three main characteristics of cavalry are mobility, fire power, and shock. Obviously "shock" is out of the question.

In considering mobility and fire power, the measures to be taken by the cavalry can be divided into two classes, i. e., defensive or passive measures, and offensive or active measures.

In the first class come principally formations and use of both natural and artificial cover. In the second class we find the cavalry weapons: the machine gun, machine rifle, and rifle, which can be used to advantage to nullify the weapons of the planes.

Formations divide themselves into two general classes: formations of the troops in column and in camp, and details posted on the flanks as observers. These latter are able to take care of themselves and are to warn the main body immediately of the approach of hostile aircraft. When the main body receives a message or signal that hostile aircraft is coming, it will instantly, by prearranged signal, disperse into small groups and either continue the march or take cover as the case requires. These small groups make very poor targets for the aircraft and cut down casualties to a minimum. When traveling by night, it will probably be only necessary to move off the road a sufficient distance to be out of the range of the bombs.

Now we come to the means whereby we expect actively to oppose the attacks of the aircraft. But before we take up this class, it is necessary to make another assumption, which, it is believed, is not unsoundly based. We must assume that the combatant on the ground is possessed of as much courage and determination to win as is the combatant in the air.

Regardless of the direction from which the air attack will be launched, the planes will come by threes in the customary wedge shape formation. When they get within about six hundred yards of their target they will dive and pour their machine gun fire into the target until they have come as low as possible, then they will flatten out and rake the rear of the column. When this has been done they will climb up again and repeat

the process. The bombs will be dropped on suitable parts of the targe:

From the time a plane reaches a point eight hundred yards from target until it has passed for a distance beyond, it offers itself as a suit able target for fire from the ground. Upon this fact we must base ou: plans for actively protecting ourselves and preventing the attack aviatio from accomplishing its mission.

Let us consider the case of a plane flying at right angles to the lin of fire of the ground weapons. At one hundred and fifty miles per hour it will cover two hundred and twenty feet in one second. If the vulner able part of the plane is eleven feet long that part will pass a given point in .05 second.

A machine gun tuned up to five hundred and twenty-five rounds per minute will shoot one round every .114 second or .435 round in .05 second, the time it takes the eleven vulnerable feet of the plane to pass a given point. Therefore, it will be necessary to have the first bullet at a certain point in the air when the plane gets there for the next bullet will arrive after the plane has passed. By picking a point in the air in the course of the plane and starting the bullet for that point when the plane is ninety-nine yards away, the two will meet. (The ninety-nine yards is the time of flight of the bullet for eight hundred yards put in terms of yards of flight of the plane at one hundred and fifty miles per hour). The next thing to do is to pick another spot ahead of the plane and repeat. Now if we multiply the number of guns, all handled in the same manner, we increase the number of bullets arriving at the vulnerable part of the plane by the same multiple. The machine rifle has a cyclic rate of six hundred rounds per minute, but even this is not great enough to get two bullets in the eleven feet of plane in .05 of a second with one aiming point. So the figures for the machine gun will suffice for both.

A rifle platoon, dismounted with horses left mobile, has eighteen riflemen available. These riflemen can place eighteen bullets at a given point simultaneously by volley fire and can aim and fire again at least once more before the plane is out of range.

It is a well known fact that the bullets from a machine gun, machine rifle, or a platoon of riflemen do not follow the same course but make, while in flight, a cone and, on a target perpendicular to the line of fire, a shot group. Therefore, within reason, the greater the dispersion of the weapons, the greater the probability of hits on a fast moving target. From tests at the Cavalry School it was found that a larger number of hits for the rounds fired was made by a rifle platoon than by either the machine gun or machine rifle. This leads to the deduction that the rate of fire of the automatic weapons must be increased as the speed of the target is increased.

From all of the above we may logically deduce that the follow: :

actors will govern the probability of hits made on a fast moving target, 'ying at right angle to the line of fire of the ground weapons: first, umber of weapons; second, rate of fire; third, flexibility of the weapons; ourth, accuracy with which fire is brought to bear on the target.

With the machine gun and machine rifle, the last factor is handled with relative ease by using alternate rounds of tracer and ball, but with he rifle this problem is somewhat different, for accuracy will depend n the line of aim regardless of whether the ammunition is ball or tracer.

The other extreme of the possible attack directions as related to the round weapons is when the line of flight of the plane is directly toward r into the line of fire. The problem in this case is relatively simple. The ery direction of attack obviates the necessity of any great and sudden changes in direction, thereby reducing the flexibility factor. A high rate of fire is not as essential because the plane is coming to meet each successive bullet as it is discharged. The number of guns is just as essential for, while casualties among gun crews and riflemen would be at a minimum before, they will reach a maximum when the fire of the plane is directed at the firers. Accuracy is just as essential, although easier to obtain due to the lack of necessity of making changes in direction—elevation is the only quantity which has to be considered.

Tests fired at the Cavalry School in January, 1928, with machine gun, machine rifle, and with eighteen riflemen against targets towed by planes showed that, while only 1.141 hits per minute of firing and 2.587 hits per hundred rounds fired were made on targets moving perpendicularly to the line of fire, 2.434 hits per minute of firing and 5.9 hits per hundred rounds fired were made on target moving toward the firers.

Now let us take up another phase of speed. Assume that an observer a half mile away sights an enemy formation and signals the column so that when the signal is received the enemy's planes are one and one-half miles away. We may be sure that the plane will not fire until he is within at least five hundred yards of the column. Therefore, he will have to travel for twenty-nine plus seconds at one hundred and fifty miles per hour before he can do any damage. In other words the column has twenty-nine plus seconds in which to prepare itself for the attack. The average cavalry machine gun squad can go into action from march gaits and take under fire a ground target in fifteen seconds. With several of the improvised machine gun and tripod adaptations, this rate of speed also holds for air targets. With the Mullenix bipod carried in pack attached to the gun, the time can be cut to eight or nine seconds, but this mount has the disadvantage that it must be removed before the gun can be placed on its tripod for fire against ground targets. Machine rifles and rifles can be gotten into action somewhat faster. With these three weapons so speedily in action, the active means of defense should be ready in plenty of time.

In the war strength cavalry regiment there are twelve machine guns, four anti-aircraft cross country cars, forty-eight machine rifles, and twenty-four rifle platoons. With previously designated rifle platoons, machine rifle squads, and machine gun sections, together with the four cross country cars always ready to act instantly upon signal (the rest of the regiment moving into small flocks at the same time), the column should have sufficient protection provided the anti-aircraft fire elements are judiciously dispersed throughout the column to give its entire length adequate protection.

Enough machine guns or machine rifles are not supplied to the regiment for the protection of the wagon train, but if each wagon carried a machine gun or machine rifle on a universal joint mount, the train could take care of itself as far as attacks from the air are concerned.

In camp or bivouac, the protecting machine guns should be placed on a hill sufficiently high to assure safe overhead fire, but not on such high commanding ground that the planes will fly below them. Gun sections should not be farther than fifteen hundred yards apart. Observers should be placed at points from which they can watch all possible approaches and give timely warning to the gun crews and main body of the appearance of hostile aircraft and the direction from which they are coming.

In combat, some, if not all, of the machine guns and machine rifles will have to be given double missions of firing on both ground and air targets, selecting the target that is the greatest menace to the accomplishment of the mission of the rifle units.

With only four anti-aircraft cross country cars authorized in the war organization (there is no peace allowance), these guns will have to be so disposed on the march and about the bivouac area as to increase the fire of the designated anti-aircraft fire units. During combat, one or more of these cars will have to be used to protect the led horses and train. Any that remain can be well employed to protect the most vulnerable part of the attack.

It might well be suggested here that the armament of the anti-aircraft cross country car be the new automatic 37-mm gun with the .30 cal. machine gun as an auxiliary weapon. Four of these powerful and efficient weapons would very materially assist in the protection of the regiment.

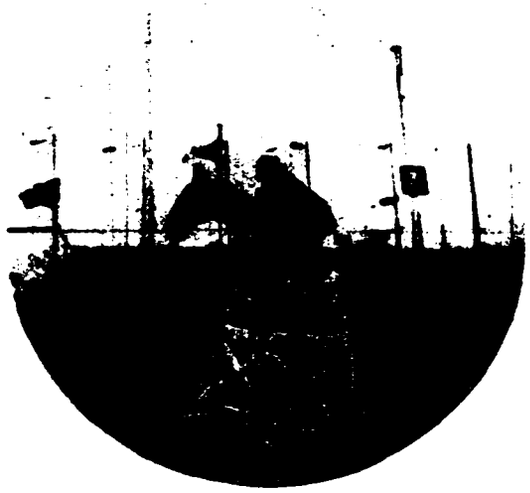
It is apparent that cavalry units, especially regiments and larger units, will have to be prepared when they enter the zone of operations to protect themselves from air attack. If that is so, then the following points should be stressed during the training period as well as after the commencement of hostilities:

a. Training of air scouts.
b. Transmission of signals from air scouts to the main body.

c. The instant assumption of dispersed formations by the main body.
d. The instant preparation of previously designated anti-aircraft fire units to protect the command.
e. The cool and disciplined application of fire upon the enemy's aircraft as long as they are within range.
f. The resumption of the march, if it has been stopped, at the very earliest moment.

If a cavalry organization is trained as outlined above, it should be able to protect itself so well that it will suffer few casualties, perhaps inflict some casualties upon the enemy, and, above all, be able to continue on its mission without appreciable delay.

Believe It or Not!



The horse cleared this jump without fault and made the only clear performance of the day—*Picador*, owned by Countess Frasso of Rome and ridden at Nice in the 1928 show by a Polish officer, Captain Krolikiewicz

Development of the Army Polo Center

By Lieutenant M. McD. Jones, *Cavalry*

When the Army Team was assembled in Mitchel Field for training in preparation for the Junior Tournament in 1922 they had to depend on the courtesy of the Meadowbrook Polo Club for a field upon which to practice. Fortunately for the Army Polo Players, the Commanding Officer at Mitchel Field was one hundred per cent for Army Polo and it was upon his suggestion that plans were discussed as to the advisability of establishing a stable and playing field at Mitchel Field for use of the Army Polo Players and their guests. Plans for building a stable, practice field and polo center at Mitchel Field were approved November 10, 1922, by the Commanding General Second Corps Area, Major General Robert Lee Bullard. These plans were favorably considered by General Pershing. Major Quekemeyer, Aide-de-Camp to General Pershing, was sent to Mitchel Field in December, 1922, to make a personal inspection of the proposed polo center. Major Quekemeyer made a most favorable report and with the War Department's approval, decision was made to establish the polo center at Mitchel Field, and a committee to consist of the Polo Representatives from the Army Central Polo Committee, the Second Corps Area, the 61st Cavalry Division, and Mitchel Field was appointed by the Commanding General, Second Corps Area, to control polo activities of this establishment, which was to be known as the Second Corps Area Polo Center.

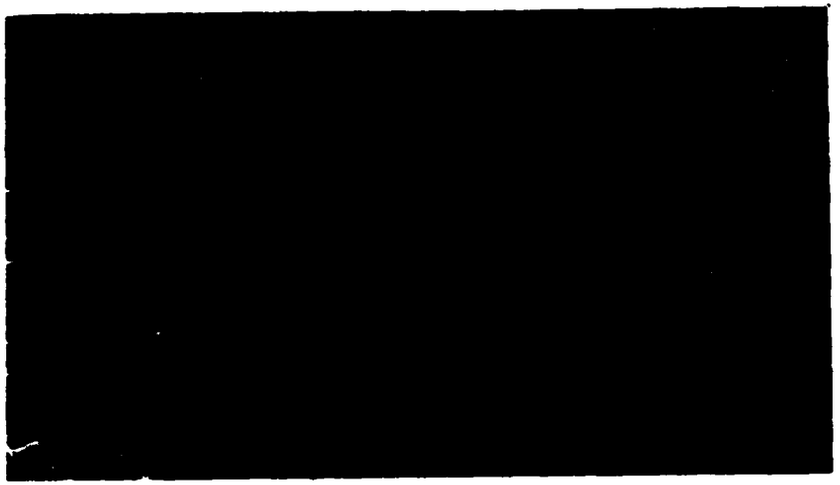
Work was started March 1, 1923, and the stable was used by the Army Team and the visiting International Team during the polo season of 1923. Very little was accomplished at the Polo Center in 1924, but in the spring of 1925 plans were made to complete the polo fields. To avoid conflict with the proposed housing program of the army it was necessary at this time to select a new site for the playing field. This was done and the site was approved by the War Department. The Army Team hoped to use the field during 1926 but the work did not progress as rapidly as had been expected. A very careful study was made of the Second Corps Area Polo Center in 1926 and as a result of this study a policy was announced by the Second Corps Area as follows:

a. That Governors Island be designated as the Second Corps Area Polo Center, and every effort be made to put the installation and field at Governors Island in first class condition.

b. That the Second Corps Area Polo Center installations at Mitchel Field be maintained, but not improved, for use by Army teams or individuals which the Army Polo Representative might wish to place there

while they are getting ready for or playing in matches on Long Island, and teams or individuals which the United States Polo Committee wishes us to house for them.

With this policy adopted by the Second Corps Area it was necessary for the United States Polo Association or the Army Central Polo Committee to improve and make further additions to the newly christened Army Polo Center. In 1926 and 1927 the United States Polo Association furnished sufficient funds to pay for building two new hay and grain sheds, for many valuable alterations and repairs to the stable and quarters for grooms and quite a sum for the improvement of the polo field.

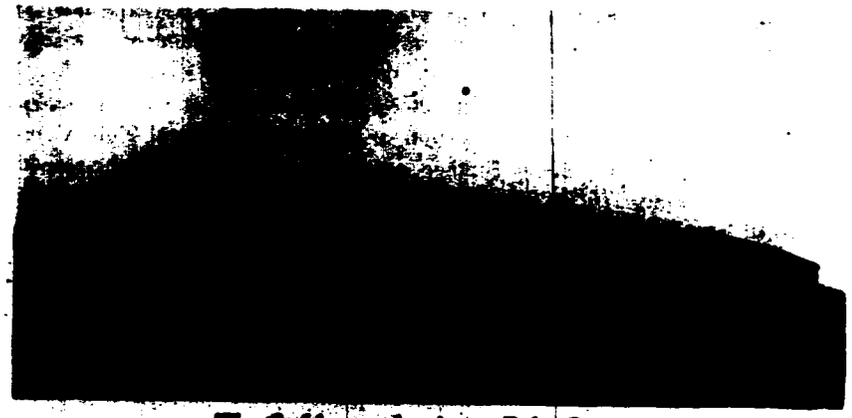


Aerial View of the Army Polo Center, Mitchel Field, L. I.

In May, 1928, a scheduled plan with priority projects was made to cover a five-year program. This plan was approved by the Chairman, Army Central Polo Committee, and the work outlined was as follows:

First year's program: Painting of all buildings; weeding, grading, fertilizing and planting of grass seed on practice and playing field; widening the playing field; improving roads approaching the Polo Center; purchasing and making side boards and putting gravel on the entire stable area.

Due to the hearty cooperation of Lieutenant Colonel H. Conger Pratt, A. C., and Captain C. H. Green, Q. M. C. of Mitchel Field, and the financial assistance afforded by the United States Polo Association and the loyal support and advice from the Meadowbrook Polo Club, it was possible to accomplish the work outlined for the first year by November 25, 1928.



The Buildings at the Army Polo Center

Second year's program: Planting trees and shrubbery in the vicinity of the Polo Center; planting a privet hedge on all four sides of playing field; treating polo field with a humus and sand mixture; re-seeding polo fields; and completing the watering system.

Third, fourth and fifth years' program: The finishing touches for the entire plant and building a grand stand and bleachers.

The Army Polo Center now has a plant with a stable of ninety-two box stalls, seven tying stalls, one soak stall (with hot and cold water), four saddle rooms (capacity sixteen sets of equipment each), four small store-rooms, a dressing room with showers, two hay and grain sheds, one shoeing and blacksmith shop (fully equipped), one barrack building with kitchen, showers, etc., sufficient to accommodate thirty grooms, a practice field ready for use and a regulation field in the process of making, that should be ready for use by June 30, 1930.

The Army Polo Center has had as their guests the British Army Team and a picked team from India in 1923, the International British Team in 1924, the International British Team in 1927, and the Argentine Team in 1928.

All expenses incident to the establishing of the Army Polo Center have been borne by the United States Polo Association, the Meadowbrook Polo Club, the Second Corps Area Polo Fund and the Army Central Polo Fund.

Such distinguished military leaders as General Pershing, General Bullard, General Summerall and General Ely, with the financial aid and technical advice of the members of the United States Polo Association and the Meadowbrook Polo Club, have made possible this Polo Center for the Army.

The Cavalry School, 1919-1929

By Major W. M. Grimes, *Secretary, The Cavalry School*

IN January, ten years ago, the present Cavalry School was founded. It may be of interest to graduates of the school to trace briefly its development and the changes that have taken place in its organization and curriculum between its date of origin and the present time.

Changes in Organization

Any discussion of the development and organization of The Cavalry School must of necessity include a mention of the old Mounted Service School.

With the entrance of the United States into the World War, the training of officers at the Mounted Service School ceased; however, instruction of enlisted men was continued. Thus, the school plant was preserved practically intact. In January of 1919, a selected group of cavalry officers was sent to Fort Riley to resume operations. On September 19, 1929, the designation of the Mounted Service School was officially changed to The Cavalry School.

The transition from the old Mounted Service School to the present Cavalry School was not a gradual growth or development with the one merging into the other. The change was sudden and abrupt. The general purposes of the two schools were similar, except, however, the newly created Cavalry School recognized the necessity of a course broader in scope and more general in character.

The organization and development of what, for want of a better term, might be called the academic departments of The Cavalry School constituted the major problem to be solved by the school staff and faculty in 1919-1920. In order better to appreciate this task, one must remember that the old Mounted Service School was essentially a school of equitation, its courses including only such subjects as equitation, hippology, and horseshoeing. The curriculum of the new school created departments to teach tactical principles, command, staff, logistics, the employment of weapons, and similar subjects.

In addition to creating and developing the new departments, the academic staff was busily engaged in preparing instructional matter varying in scope from school texts to the creation of a tactical doctrine for the employment of our arm.

Thus, it will be seen that the transition period was a critical one. Resurrected and reconstructed were the aims and policies of the Mounted Service School—now remoulded and adopted to the needs of the newly created Cavalry School.

Fortunate, indeed, was the new school in the selection of the first commandant, assistant commandant, and corps of instructors. The com-

The West Riding Hall, The Cavalry School

The scene of many hours of pleasure and toil for all Cavalry officers

mandant was an officer of the old school, a cavalryman long identified with Riley and its traditions. He brought to the school a wealth of experience covering a long period of association with the Mounted Service School. As assistant commandant, there came a distinguished cavalryman, to whose lot fell the task of creating and organizing the academic departments of the present school. Through the energy and foresight of this officer, the general organization and policies established in 1919 remain intact today.

For the school year 1919-1920, the so-called department organization was adopted. The school proper was organized into four departments, each department having its own group of instructors and a director. The departments included Horsemanship, Tactics, Cavalry Weapons, and General Instruction. The Department of Horsemanship was simply an outgrowth of the former Mounted Service School Department of Equitation. As a result, the organization of this department was comparatively an easy matter. Such was not the case with the three new departments of Tactics, Cavalry Weapons, and General Instruction. Because these departments had no counterpart in the old Mounted Service School, it was necessary to build each from the ground up. Without doubt, the greatest task was the formation of a tactical department. This department had first to formulate a doctrine for the employment of cavalry and then promulgate this doctrine by means of tactical exercises. It should be remembered that, in 1919, there was no text on the employment of cavalry, no modern drill regulations, no instructor's file to dip into for previous tactical exercises, etc. The Tactical Department did not function as such until January 1, 1920. To the Department of Cavalry Weapons was assigned the role of imparting all instruction dealing with cavalry

weapons. The Department of General Instruction instructed in all subjects not taught by the other three departments. Thus, in 1920, we see the school organized, insofar as instruction was concerned, into four main departments. This so-called "department organization" was to continue in effect until 1927-28.

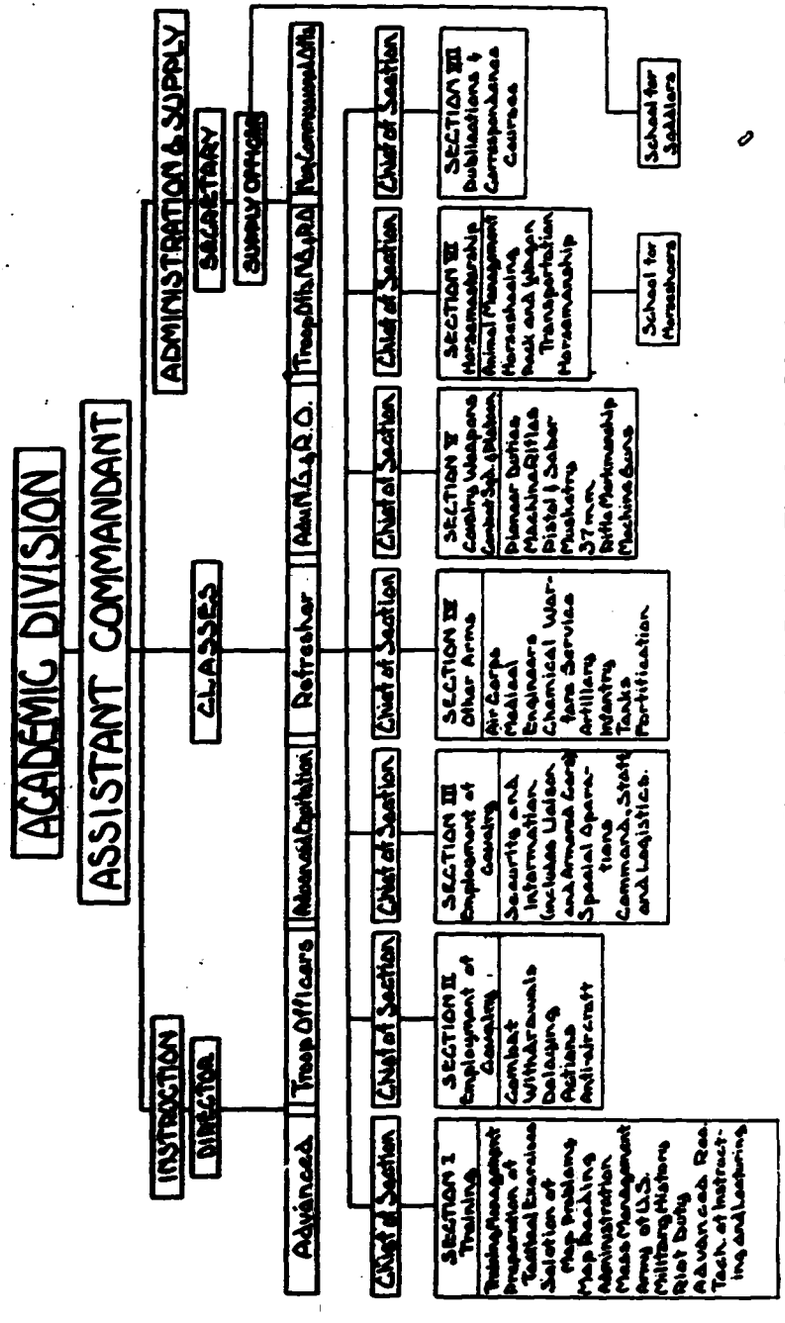
In the year 1926-27, although the department organization was continued, each of the four directors of departments were, in addition to their duties as heads of departments, placed in charge of the various classes, such as Advanced, Troop Officers', Advanced Equitation, and National Guard and Reserve Officers. In other words, during this period the advantages of detailing a senior officer to supervise the instruction of the several classes was recognized. Prior to this, all instruction to the several classes was coordinated by the assistant commandant. This year witnessed the development of the idea of a class director.

The advent of a class director is interesting to note. Previously, the basic idea of the organization of the instructional staff had been the division into departments, the classes reporting to the several departments for their instruction. The preparation and coordination of a class schedule of instruction was centralized in the assistant commandant's office. The advent of class directors subordinated the importance of the departments and was but a step toward their abolishment. The creation of a class director decentralized the control of the instruction of the class in the hands of the class director. In other words, the organization into departments, without directors, tended to centralize class instruction in the office of the assistant commandant, control of the departments being decentralized. The abolishment of departments, the organization into sections, and the creation of class directors decentralized class instruction to the class directors and decentralized control of the sections.

The year 1927-28 witnessed a radical change in the organization of the school. The four old departments of Horsemanship, Tactics, Weapons, and General Instruction were abolished. In their place the instruction staff was divided into seven sections. Briefly, the organization of sections follow:

Section I—Training.
II—Employment of Cavalry—Combat.
III—Employment of Cavalry—Security and Information.
IV—Other Arms.
V—Cavalry Weapons.
VI—Horsemanship.
VII—Publications and Correspondence Courses.

In general, Section I is the old Department of General Instruction; Sections II, III, IV now constitute the former Tactical Department; Section V is an enlarged old Weapons Department; Section VI is the



Organization Chart—Academic Division, The Cavalry School

Department of Horsemanship; Section VII is a new unit in the school and is explained later.

The change to the present organization is due in great part to a reduction in the number of instructors. As now organized, all members of the instructional staff, except the Director of Instruction, take their share in the actual instructing. Many of the supervisory duties formerly required of the directors of departments are now being performed by the six chiefs of sections, with a consequent reduction in the time required of each for such duties, thus leaving more time for instructing. The Director of Instruction now performs many of the duties formerly performed by the directors of departments and the directors of classes.

The new organization recognized the importance of having a director for each of the several classes. Consequently, four senior instructors were now placed as class directors in charge of classes. The duties of a class director were the general supervision of the preparation of instructional matter and the coordination of all instruction given their respective classes.

At the beginning of the present school year 1928-29, the seven section organizations was continued. However, the policy of having a separate director for each class was abandoned. A new office was created called *Director of Instruction*. This officer supervises the general plan of instruction for all classes.

The present organization of the instructional staff proper thus consists of a corps of instructors assigned to the seven sections, and a Director of Instruction. The senior instructor in each section is Chief of Section; he is responsible for the direct supervision and control of the preparation and presentation of instructional matter and conduct of instruction of his section.

All subjects comprising the courses of instruction of the various classes are divided into groups, and each group of subjects is assigned to a section. Each section is charged with the instruction of all classes in the group of subjects assigned.

Sections I to VI, inclusive, prepare, present, and conduct instruction in the subjects assigned. Section VII, the Publication and Correspondence Courses Section, does not actually conduct any classes. The work performed by this section is varied in character. The work contributes much to the smooth and efficient running of the school and facilitates routine administration. The section edits all instructional matter, texts, exercises, etc., issued by the school and coordinates such matter with that issued by the War Department and other service schools; it prepares and issues the Cavalry School mailing list; it is charged with the preparation of the cavalry correspondence courses, a task in itself. Probably one of the most useful duties performed by the section is the furnishing of information on a variety of subjects to the service at large. Last, but not least, this

section is responsible for the Instructors' File. This file is the repository of all instructional matter received or produced by the school.

During the period 1919-29, while the school was expanding and developing, the garrison of Fort Riley was likewise undergoing considerable expansion. The post of Fort Riley at the present time consists of the school troops, administrative agencies and the school proper.

The school proper as distinguished from the other activities of the garrison is now known as the *Academic Division*. The term "The Cavalry School" applies to the entire post. The Academic Division consists of the administrative and instructional staff, commissioned and enlisted student personnel and the personnel of The Cavalry School Detachment.

Changes in Curriculum

The changes that have been made in the courses of instruction at The Cavalry School have been influenced by a number of factors, such as War Department instruction relative to training; training policies enunciated by the Office of The Chief of Cavalry; changes in organization, weapons, and equipment; changes based on past experience; recommendations of regimental commanders and former graduates; and the qualifications of individuals receiving instruction. This latter is particularly true with respect to the student officers attending The Cavalry School at the present date; a number of these officers are graduates of previous courses or have been on duty in regiments under graduates of the school.

To cite an example of an instructional change due to one of the above factors, the present policy of the school is to utilize school troops to the maximum possible extent in all phases of instruction, such as tactical instruction, demonstrations, command post exercises, pack and wagon transportation, pioneer and demolition, musketry, marches and camping, and many other phases of work. The school troops consist of a reinforced cavalry brigade and the aviation unit of a cavalry division. In the early days of the school, the use of school troops was, indeed, quite limited Now the use of school troops for instructional purposes is habitual. One of the most important schedules in use at the present date is the one entitled "Use of School Troops". Hardly a day has passed in the present school year that there has not been some phase of instruction imparted by school troops to a class.

In any course of instruction, it is never possible to allot to the various subjects the number of hours that are desired by those most interested. In drawing up a schedule of instruction for a class at The Cavalry School, there are a number of conflicting requirements that must be adjusted. First must be determined the object of the particular course of instruction and the subjects required to be taught. Knowing the number of hours available for instruction, it then follows that the time must be apportioned to the several subjects in the relative order of their importance; in other words, the more important subjects receive the greater number of hours.

The subjects taught in The Cavalry School curriculum really fall under two broad headings—military art and horsemanship. Military art includes tactical subjects, use of cavalry weapons, field fortifications, mapping, etc. Horsemanship includes equitation and horse training, horseshoeing, animal management, and kindred subjects.

In general, it may be said that the number of hours allotted to military art has been increased and the number of hours devoted to actual instruction in equitation decreased. Both of these statements, however, need some qualification.

From the viewpoint of military art as defined above, there has merely been a readjustment of hours. For example, the number of hours devoted to tactical instruction in the troop officers' course is greater than it was in 1922. It is only natural and logical that this should be true. There are many more subjects embracing the general subject of tactics as taught in 1929 than in 1922. The nature of the instruction is more varied and more practical. The school has had the advantage, benefit, and experiences of many courses of instruction since 1922. The number of hours devoted to the employment of weapons has been materially increased. For example, in 1922, twenty-five hours were allotted to the subject of machine gunnery; in 1929, one hundred and seventeen hours were allotted. This increase in hours is due to several causes, the most important of which is a change in school policy with reference to the importance of a thorough conception on the part of all cavalry officers of the powers and limitations allotted to field fortifications, map reading, riot duty, and mess management. A corresponding increase in hours has been allotted to training management, a course recently developed and now stressed.

Probably a comparison between the Department of Horsemanship of 1922 and the Horsemanship Section of 1929 will be of interest. In 1922, the Horsemanship Department was allotted a grand total of 846 hours for instructional purposes. In 1929, Horsemanship similarly received 577 hours. In neither years, however, was the total time allotted devoted exclusively to equitation. Rather, it was apportioned out to various associated subjects, such as animal management, horseshoeing, etc. In 1922, the class rode approximately one-half the total number of hours allotted the entire course. In 1929, the class rode approximately one-third of the allotted time. On the other hand, in 1929, a total of seventy hours was allotted to animal management; only thirty-seven hours of this instruction appeared in the 1922 curriculum.

It is not difficult to analyze the reasons for the change in policy with reference to the subject of equitation. In the years 1919 to 1924, most of the officers were attending The Cavalry School for the first time; these men had little or no previous riding instruction. The contributing causes were the few graduates of the school available as regimental instructors,

instruction in horsemanship was not uniform, and the facilities were limited; therefore, in order to raise the standard of and provide competent instructors of equitation, it was necessary to concentrate on this subject. At the present time, conditions have changed; many of the members of the Advanced and Troop Officers' Classes are graduates of former Cavalry School courses, and practically all of the officers coming to the school for the first time have had considerable riding instruction under former graduates. The present policy with respect to horsemanship is to train the rider for duties in campaign; to train the remount for duties in campaign and to properly condition him for such duties; and to give such other instruction in riding, training, and conditioning of school horses as it is possible to give within the allotted time.

It is a debatable point whether or not the troop officer graduate of 1928 could put up as creditable a performance in the schooling phase of the remount competition as the graduate of 1922. However, when the ability of the 1928 graduate to employ his weapons from his remount and to negotiate difficult terrain with his remount is considered, it is thought that the 1928 graduate would compare most favorably with the graduate of 1922, but such comparisons are not fair to either year. Totally different conditions existed both as to quality of remounts, hours allotted to remount instruction, and the objective of the instruction. It is sufficient to state that either horseman, whether a product of the class of 1922 or 1928, is worthy of the term "Riley graduate."

In order to give an idea of a present-day program of instruction, the following summary of the 1929 Troop Officers' Course is given. The total number of hours devoted to the course is 1,402. It is allotted to sections as follows:

	Hours
Section I—Training	190
Section II—Employment of Cavalry—Combat	58
Section III—Employment of Cavalry—Security and Information	109
Section IV—Other Arms	68
Section V—Cavalry Weapons, Combat to include Squad and Platoon	289
Section VI—Horsemanship*	577
*Note: Hours allotted as follows:	
Animal Managament (70)	
Horseshoeing (44)	
Transportation, Pack and Wagon (8)	
Horsemanship (455)	
Terrain Exercises (marching and camping)	48
Reserved Graduation Events	53
	1,402

The Cavalry School courses for 1929 could be summarized as follows: The essential features of a cavalryman's training are being emphasized—the non-essentials minimized.

There can be no improvement if things remain in status quo. A school is no exception. It is believed that the changes that have taken place in The Cavalry School covering the period from 1919-1929 have all been for the best. Certainly, they are the results of careful study, thought, and experience.

Pride, loyalty, and enthusiasm for our arm and gaiety in the performance of duty are still attributes of the Spirit of Riley.

POLO AND HORSE SHOWS

Annual Mid-Winter Polo Tournament at Fort Brown

TO the residents of the Lower Rio Grande Valley the Annual Mid-Winter Polo Tournament at Fort Brown, Brownsville, Texas, has become as essential to the entertainment of the guests who throng the "Magic Valley" in search of balmy sunshine as the marvelous duck and goose shooting found in its environs. Starting in a modest way in 1927, the Polo Tournament has under the encouragement of the Post Commander at Fort Brown, and with the able cooperation of the city of Brownsville, widened its sphere and furnished keener sport for the lovers of the pony and mallet.

Three teams participated in the 1929 Tournament, played February 3d to 10th,—Wichita Falls, Texas, civilian team, 5th Cavalry team from Fort Clark, Texas, and the 12th Cavalry team from Fort Brown, Texas. Also the 17th Mexican Cavalry team played in the final Round Robin of the Tournament, giving an international tone to the latter.

In the first game of the Open Event on February 3d, the Wichita Falls team met the 12th Cavalry and in a closely contested fight throughout the nine chukkers defeated the latter with a score of nine to seven. A mist laden "Norther" blowing throughout the game had so saturated the sod that after the first half there was a perceptible slowing down of the game. The 12th Cavalry team, decidely outmounted by their civilian opponents, allowed the Wichita Falls team to get away with four goals in the first two chukkers. In the third period each team tallied one, while in the fourth the Wichita Falls team weakened, scoring one only to the 12th Cavalry's three—the score standing six to four in the Wichita Falls favor at the end of the first half. The fifth and sixth periods again saw Wichita Falls get away, scoring three in the two periods to the 12th Cavalry's one. Neither team scored in the seventh, but in the eighth, the 12th Cavalry rallied so strongly that for a few moments, after scoring two goals in rapid succession, it appeared the game might have to go an extra period. Mr. Featherstone's play in the back field stopped the Twelfth's offensive in time and the bell did the rest.

The finals of the Open Event were played on February 5th when the Wichita Falls team lined up against the 5th Cavalry. On this occasion the Army fared better at the hands of the civilians.

The Fifth got away to a racing start in the first chukker and pushed

across three goals to Wichita Falls' one, though in the next period the tables were turned and Wichita Falls scored two and the Fifth could not register. Two more goals were tallied up for the Fifth in the third period, while Wichita Falls only managed one—neither scoring in the fourth. In both the fifth and sixth periods each team made one goal in each. In the seventh and eighth periods Wichita Falls made a goal in each, the Fifth scoring three in the seventh but couldn't place them in the last period. Final score Fifth Cavalry ten, Wichita Falls eight.

The Fifth Cavalry again met the Wichita Falls team on the seventh in the first game of the Handicap Event—and again rode to victory by a score of nine to seven. Both teams carried the same handicap and in consequence the game was played from scratch as in the Open Event. From the throw-in the 5th Cavalry had the civilians on the defensive and except for the sixth period when Wichita Falls put three goals across it was easy to see that the Army was bound to win.

On the tenth the Fifth Cavalry took the finals of the Handicap Event from the Twelfth Cavalry with a scorce of nine to six. The Fifth had to spot the Twelfth two goals and in the first period the Twelfth managed two more, the Fifth failing to score. The Twelfth's lead was short lived. They failed to score again except one in the fourth and sixth periods, while the Fifth scored three in the second, two in the third, two in the sixth and one each in the seventh and eighth periods.

An exhibition Round Robin on February 12th between the Fifth U. S. Cavalry, Seventeenth Mexican Cavalry and the Twelfth U. S. Cavalry ended the Tournament. In this the Fifth Cavalry again proved the superior team winning over the Seventeenth Mexican Cavalry with a score of two to one and over the Twelfth with a score of five to one; while the Twelfth won over the Seventeenth Cavalry four to one.

The Seventeenth Mexican Cavalry demonstrated their good sportsmanship by entering this event on mounts loaned from the Twelfth and Fifth Cavalry and in spite of their playing on ponies with which they were unacquainted played a clean aggressive game throughout. The Seventeenth's team had originally been booked to enter the regular tournament but an epidemic among their ponies unforunately prevented, to the disappointment of Valley polo fans who have watched with interest the development of the Mexican team in recent months under the able leadership of their Regimental Commander, General Jesus Garcia.

Team and individual cups were presented for each of the events: The Brownsville Chamber of Commerce presenting those for the Open and Handicap Events, and the Harlingen Chamber of Commerce for the Round Robin.

Another feature in conjunction with the Polo Tournament was the horse show held on February 9th. There were a number of polo classes in the latter, which gave the visitors an opportunity to enter, and in

which several of the 5th Cavalry ponies placed. *Pee Wee*, a 5th Cavalry horse, with Mrs. C. A. Horger up, wife of Captain Horger, team captain. 5th Cavalry, won first place in the Ladies' Class. Places in the judging classes were well divided between mounts from the 2d Squadron, 12th Cavalry, stationed at Fort Ringgold, Texas, which had sent a team down for the horse show, and Fort Brown troops. One of the outstanding horses in the show was *Silver Stockings*, a thoroughbred mare, owned by Lieutenant Colonel Stanley Koch, 12th Cavalry, taking first in the Officers' Mount; Officer Charger; Polo Pony (Middle and Heavyweight) and the Road Hack.

Society of Brownsville and the lower Rio Grande Valley made the tournament the occasion of a number of social gaieties in compliment to the visiting polo teams. Many dinners, dances and teas on this side of the Rio Grande as well as in old Mexico kept the polo players pleasantly occupied between games.

TEAMS

5th Cavalry	*Wichita Falls*
1. Major John A. Robenson	Mr. J. M. Corder
2. Captain Charles A. Horger	Mr. Art Meckel
3. Lieutenant John I. Gregg	Mr. Alex Dickey
4. Lieutenant Claude A. Thorp	Mr. C. H. Featherston
Sub. Lieutenant Royce Drake	Mr. Jess Pierce
17th Mexican Cavalry	*12th Cavalry*
1. Captain Garza	Lieut. R. T. Garver
2. Captain Cortez	Sergt. Otto Cornde
3. Captain Soledad	Lieut. Col. Stanley Koch
4. General Garcia	Lieut. John P. Willey
Sub. Major Samara	1st Sergt. Delbert McGehee

Tenth Cavalry Arizona Polo Champions

ARIZONA polo, which is just emerging from its infancy, has made a great step upward during the present season. Last year the University of Arizona sponsored a tournament at Tucson, which, although the first, sowed the seeds of polo in Arizona. This year, with more teams entered and a new turf field to play on, the tournament, held February 6-14, was a success from every standpoint. The credit for this success goes to Lieutenant Colonel Howard C. Tatum, Commandant of the University of Arizona Military Department, and his staff of cavalry officers. They are the pioneers of Arizona polo, especially from the civilian point of view.

In this year's tournament, a Round Robin, there were five teams entered—Phoenix, Chandler, Tucson, University of Arizona and the 10th Cavalry. The 10th Cavalry advanced to the finals by defeating Chandler, 12-1, and Tucson, 11-1. In the finals the 10th defeated the University of Arizona, 8-5. This game was a fight from start to finish. A perfect ending

Tenth Cavalry Polo Team

Left to right: Lieutenant Trew, Captain Hurt, Captain Gibbs, Lieutenant Curtis, Lieutenant Scherer

for any tournament, leaving a good taste in the mouths of both interested spectators and pessimistic critics.

The Line-ups

University of Arizona		*10th Cavalry*
(1) Hopper	1	(4) Capt. C. M. Hurt
(2) Johnson	2	(1) Lieut. Scherer
Oakes	3	(2) Lieut. Curtis
(2) Shannon, Capt.	Back	(1) Capt. Gibbs, Capt.
Ruptge	Alternate	Lieut. Trew

Score by Periods:

Arizona	2	0	0	2	1	0
10th Cavalry	1	2	2	0	1	2

The Tucson Chamber of Commerce presented the regiment with a beautiful cup, and the Arizona Polo Association presented individual cups to each member of the team.

Horse Show, Presidio of Monterey

THE first of a series of Horse Shows and mounted Field Meets, which have been planned by Colonel Roger S. Fitch, 11th Cavalry, Post Commander, was held Thursday, January 17, 1929, on the Main Parade Ground. Entries, from the entire Post took part. A Horse Show Ring was erected on the parade ground in front of the officers' Club, while an area just south of the ring was used for those events of a mounted

field meet nature. By alternating events between the show ring and the field the show was run off without delay and with something constantly going on to interest the large crowd of civilians and Post people present. The various events, and the winners in each, are listed as follows:

Recruit Jumping—Won by Recruit Horn; Recruit Barnett, second; and Recruit Abrens, third.

Polo Pony Bending—Won by Captain Falck, 11th Cavalry; Captain Coe, 11th Cavalry, second; and Lieutenant Lillard, 76th Field Artillery, third.

Enlisted Men's Jumping—Won by Sergeant May, 11th Cavalry; Corporal Todd, 76th Field Artillery, second; and Private Kokoski, 11th Cavalry, third.

Machine Gun Contest—Won by 2d Squad Machine Gun Troop, 11th Cavalry, under command of Corporal Petrillo.

Officers and Ladies Jumping—Won by Mrs. Horace Fuller, 76th Field Artillery; Captain Slocum, 76th Field Artillery, second; Lieutenant Land, 76th Field Artillery, third.

Artillery Driving Contest—Won by Battery E, 76th Field Artillery, Corporal Stein in command.

Officers Charger—Won by Captain Smith, 76th Field Artillery; Captain MacKelvie, 76th Field Artillery, second; Captain Coe, 11th Cavalry, third.

Handy Hunter—Won by Sergeant Trembath, 76th Field Artillery; Private Brown, 11th Cavalry, second; Corporal Kane, 11th Cavalry, third.

Rescue Race—Won by Sergeant Ambrogio and Corporal Stilwell, Troop B, 11th Cavalry; Sergeant Mullins and Private Willkinson, second; Sergeant Maher and Sergeant Mann, 76th Field Artillery, third.

Umbrella Race—Won by Captain and Mrs. Falck, 11th Cavalry; Captain and Mrs. Wood, 11th Cavalry, second; Lieutenant and Mrs. Donaldson, 76th Field Artillery, third.

Enlisted Men's Mounts—Won by Corporal Kornack, 11th Cavalry; Corporal Keller, 76th Field Artillery, second; Private Trabhowski, 11th Cavalry, third.

Many of the horses performing in this show will take part in the San Francisco Horse Show to be held in the Bay City the first of February.

Camp Stotsenburg Polo Tournament, Horse Show and Race Meet

THIS year in place of the Annual Stotsenburg Carnival it was decided to concentrate on a polo tournament, horse show and race meet, omitting the usual carnival features, such as parades, carnival queens, picnics and decorations.

The races were held on December 16th and resulted in some very spirited competition. In the feature race of the day, the officers half mile handicap, Captain Olsen on his *Sonny* showed his heels to the rest of the field, with Lieutenant Moran on his *Pancho* second and Lieutenant Thayer on Lieutenant Amazeen's *Trumps* third. The quarter mile race for officers was won by Lieutenant Donnovin's *St. Quivan*, the owner up, by a half length from Lieutenant Kendall on *Carry the News*, a government mount. The latter horse ridden by Mrs. Healy also won the quarter mile race for ladies in a neck and neck finish, with Mrs. Jay on the government owned *Silver King* second, Mrs. McCormick on *Eagle* third and Mrs. Speed on *Actress* fourth. An added race for children on calesa ponies at one furlong was won by Sonnie Irvine, with Jimmie Coxeter second and Laurice McCormick third. The enlisted men's handicap at three furlongs went to *Bamboo*, Private Coliz up, and the enlisted men's maiden race at a quarter mile resulted in a dead heat between *Wild Bill* ridden by Corporal Bitanga and *Wild Mare* ridden by Corporal Damazo. The fast mule race was won by Private Panisa and the slow mule race by Private Francisco. The new straight away half mile track is laid out north of the post with the start near the small arms target range and the finish near the seventeenth hole on the golf course. A great amount of interest has been aroused in the sport and the track is a gala scene on a race day. Due to the unfortunate death of Lieutenant Airan, who as a dismounted spectator was hit and killed beyond the finish by a running horse, the horse show and polo tournament were postponed for two weeks.

No polo teams from Manila were able to compete in the polo tournament which resulted in the Cavalry "A" team playing Artillery "A" and Cavalry "B" playing Artillery "B" for the cups offered for the "A" and "B" tournaments. Both games were won by the Cavalry teams by the identical scores of eight to three and both were fast, hard, clean games, the "A" game being probably the best polo game seen on the local field in several years. The Cavalry "A" team was composed of Lieutenants Thayer and Ward, Major Hardy and Lieutenant Healy and the Cavalry "B" team of Lieutenants Kendall and Elms, Captain Dissinger and Lieutenant Whelen in that order from front to rear. Captains Young and Beeman were umpires and Major Bradford referee.

The horse show was held on the afternoons of January 5th and 6th in the newly constructed ring in front of the Post Exchange. Henry L. Stimson, the Governor General of the Philippine Islands, presented a very handsome trophy for the Grand Champion horse of the show (the horse winning the most points during the show) which was won by Major Hardy's *Peter Pan*. This horse ridden by Major Hardy won first place in the officers charger class; ridden by Joe Tully, Jr., first place in the children's class for children over nine years old; ridden by Major

Hardy, first place in the model polo pony class and first place in the open polo pony class; and, ridden by Captain Beeman, second place in the officers jumping class and third place in the championship jumping class. *Sandy McDonald*, the private mount of Colonel Long, commanding officer of the 26th Cavalry, ridden by Captain Beeman, won both the officers jumping and the championship jumping and was second in the officers charger class. Mrs. Carter on her *Jazzbo*, was second in the championship jumping and Lieutenant Kendall on *Breathless* fourth. Lieutenant Gillmore's *Texas* was second in the model pony class, Lieutenant Willis' *Peggy* won the green polo pony class and was second in the open polo pony class; *Sandy*, Lieutenant Thayer up, was second in the green polo pony class. Lieutenant Gomez's *Apollo* won the polo pony bending race, with Lieutenant Elms on *Mack* second.

The ladies jumping class was won by Captain Segundo's grey horse *Bogus Check*, ridden by Mrs. Hickey, with *Jazzbo*, ridden by Mrs. Carter, second, and *Billy* and *Red Fox*, both ridden by Mrs. Speed, third and fourth, respectively. In the ladies saddle class, *Black Mary*, Mrs. Hardy up, won the blue ribbon; Lieutenant Kendall's *Hindenburg*, Mrs. Henry up, the red; *Nancy Bee II*, with Mrs. Lewis the owner up, the yellow; and *Bogus Check*, Mrs. Hickey up, the white. In the pair class, a lady and a gentleman to ride, *Nancy Bee II*, Mrs. Lewis up, and *Anna Christie*, Captain Beeman up, got the blue. These horses were a beautiful matched pair of chestnut mares. Second place went to a pair of blacks, *Jet*, Mrs. Hickey up, and *Black Bess*, Captain De Langton up. Third place was won by a pair of greys ridden by Mrs. Gillmore and Lieutenant Hardy and fourth place to a pair of dark chestnuts ridden by Lieutenant and Mrs. Healy. Little Mary D. Jay won the children's class for children under nine years old, with Sally Bradford second, Charleen Egan third and Bobby Tully fourth. Laurice McCormick was second to Joe Tully, Jr., in the class for children over nine years old; Albro Parker was third and Francisco Tablante fourth.

In the enlisted men's jumping class, Private Brown on *Dandy* was first; Sergeant Dadula on *Speed* was second, Private Olivaros on *Bay Mary* third and Private Sambrano on *Foolish Lady* fourth. In the best enlisted men's mounts class, Sergeant Nazario was first and won a large cup presented by the Post Commander, General Holbrook, second place went to Sergeant Peredo, third to Private Tamayo and fourth to Sergeant Jurado. The class for the best machine gun or machine rifle squad was won by the Machine Gun Troop, with Troop F second second, Troop B third and Troop E fourth. The best artillery gun section class was won by Battery B, 24th Field Artillery; Battery E was second, Battery C third and Battery F fourth.

The ladies riding class put up a very well drilled musical ride at the completion of the second day's program and Troop E, 26th Cavalry, gave a fine exhibition of cossack riding and monkey drill at the end of the first day. The judges for the show were Lieutenant Colonel M. C. Tyler, and Majors R. B. Paddock and Roy O. Henry. Handsome ribbons were given for all places in each event and sterling silver goblets for each first and second places. The success of the show was largely due to the generous contributions from the merchants of Manila.

Sports at Fort Ringold

A HORSE show team made up from officers and enlisted men from the 2d Squadron, 12th Cavalry, competed at the February horse show at Fort Brown, Texas. A very good showing was made in all classes and many cups and ribbons were the reward for the men competing.

A horse show and field meet at this Post February 22-23-24 produced many exciting races and competitions as well as unusually good performances in jumping classes. Members of Troop E carried off the greater share of the prizes, and a total of one hundred and sixty dollars in money. All events had many entries and all competitions were keen. A horse show team from Fort Brown, Texas, competed and inter-squadron spirit was very high. Many visitors from Rio Grande Valley towns and officers and enlisted personnel from Fort Brown attended, and the grandstand at the Race Track was crowded each day.

TOPICS OF THE DAY

Special Italian Cavalry Number

THROUGH the efforts of Major Norman E. Fiske, Cavalry, now a student at the Italian Cavalry School, material has been secured for a special number of the JOURNAL to be devoted to the Italian Cavalry which will be published as the July issue. The undertaking has had the official support of the Italian Government authorities, Premier Mussolini having consented to contribute a foreword. The material has been perpared by the highest authorities on the various subjects and will be of exceptional interest to all cavalrymen. Following are the special features which will appear:

A PICTURE OF HIS EXCELLENCY BENITO MUSSOLINI, HEAD OF THE GOVERNMENT AND MINISTER OF WAR.

FOREWORD.
Benito Mussolini.

THE ITALIAN CAVALRY THROUGH THE CENTURIES.
Major Arturo Kellner, Savoy Cavalry.

ITALY'S CAVALRY IN THE WORLD WAR.
Colonel Luigi Briolo, Cavalry, formerly Asst. Commandant, the Cavalry School, Pinerolo.

IL CORPO CELERE—THE NEW CONCEPTION OF A SPEED CORPS.
Lieut. Col. Alfredo Baccari, General Staff.

THE CAVALRY SCHOOL AT PINEROLO.
Prepared by the School Staff.

TOR DI QUINTO—CROSS-COUNTRY RIDING AND FOX HUNTING IN THE ROMAN CAMPAGNA.
Colonel Sebastiano Murari della Corte Bra, General Staff, Commandant, The Cavalry School at Tor di Quinto.

GUARDS OF THE KING AND GUARDIANS OF THE KINGDOM—THE ROYAL MOUNTED CARABINIERI.
Prepared by the Headquarters of the Carabinieri Reali.

MOUNTED TROOPS IN THE AFRICAN COLONIES.
Lieutenant Colonel Carlo Gastinelli, Royal Corps of Colonial Troops.

THE HORSE ARTILLERY REGIMENT.
Prepared by the Regimental Staff.

HORSE SHOWS IN ITALY.
Lieutenant Colonel Piero Dodi.

STRESA-BORROMEO HORSE SHOW, 1928—THE SUMMER INTERNATIONAL CONCORSO IPPICO ON PICTURESQUE LAGO MAGGOIRE.
Count Cigala Fulgosi.

THE REMOUNT SERVICE IN ITALY.
Lieutenant Colonel Carlo Tappi, Cavalry.

Lessons from the British Experimental Armored Force

MECHANIZATION and its place in the military scheme have become topics of lively interest to all branches and all armies. At present it is very much in the status of a strange bug which the puzzled scientist has succeeded in impaling on a pin for study, but which has been captured at too early a stage of development to be assigned to any known classification. Will it walk, creep or fly? Will it survive the test of evolution, or follow the armored monsters of prehistoric days into oblivion?

The maneuvers of the British Experimental Armored force have to date given the most reliable information concerning this new organism. Naturally much has been written on mechanization in general and on the aforementioned maneuvers in particular, most of it unreliable as to either theory or fact, or both. The commander of this Force is doubtless best qualified to analyze the facts as brought out to date. The *Royal Engineers Journal* (March, 1929) publishes a lecture given by Brigadier R. J. Collins, C.M.G., D.S.O., in which he outlines his conclusions. Prefacing his remarks with the statement that they would be confined to the consideration of wholly mechanized forces capable of operating independently, General Collins continues:

"* * * Of these the present Experimental Armored Force, which I have the honor to command, was last year the sole example. Now the American Army have also instituted something of a similar nature. * * * I will endeavor to tell you what facts are, I believe, proved, what I personally have learnt, and the conclusions that I have come to.

"1. Generally speaking, at the outset, I think it is right to say that armored forces have shown themselves subject to the same 'teething' troubles and limitations—relatively speaking—as normal formations. The human factor plays, in fact, as big a part as ever, and to attempt to ignore it will, as always, be likely only to lead to trouble.

"2. I consider that we may fairly make the following claims for such armored forces:

(a) That they can function on their own over most types of continental country, but not in mountains, swamps, or forests.

(b) That their mobility is already at least double that of normal infantry formations, and is likely to increase yearly.

(c) That their power of endurance is far greater.

(d) That they have a great moral effect on such normal formations.

(e) That they can so limit the latter's freedom of movement as almost to render them immobile.

(f) That they are less vulnerable to air attack.

(g) They are almost proof to persistent gas attack.

"3. On the other hand, it is also only fair to say that practical experience has shown that they possess the following weaknesses or drawbacks:

(a) They are very expensive in initial cost, though probably less than normal formations in annual upkeep.

(b) For their efficient functioning they demand such a high standard of training as to put them beyond the reach of any but a long-service professional army.

(c) Their mobility is limited, firstly by the present medium tank, and secondly by the problem of providing protection on the move, which latter is to some extent dependent on the degree and extent to which they can be armored.

(d) They are peculiarly sensitive to ground, more so possibly than was thought until the recent practical tests.

(e) All the functions of the horse cannot yet be carried out as efficiently by machines.

(f) Their armoring presents a prodigious problem.

(g) Since the stationary gun will always have the advantage over the moving one, improvements in artillery and heavy machine-guns are likely to make attack by armored fighting vehicles increasingly dangerous.

(h) Although they are generally economical in men, yet some infantry will always be a necessary part of their organization.

"4. In no walk in life is the attempt to peep in the future more fraught with danger than in the development of Armored Forces. It is hard sometimes to realise in what an embryonic state these are today. But—in so far as our painfully inadequate experience can be relied upon—the development along the following lines would appear advisable:

(a) Armored cars are tending to get so large, so heavy, and so expensive that they must be preceded in reconnaissance by some type of scout, to which the armored cars will act more as a parent vehicle. For this new *role*, the light car appears suitable.

(b) The medium tank is so wide, so cumbersome and so expensive, as well as so unreliable when called upon to cover long distances on macadam roads, that something cheaper and less cumbersome, even if less powerful, would appear necessary.

(c) For all-round simplicity, cheapness, reliability and mobility, six-wheel vehicles should be standard for all types except armored fighting vehicles.

(d) In view of the danger to armored forces from improvements in anti-tank defence, fast armored close-support artillery and smoke producers must form a part of such forces.

* * * * * * * *

"6. Finally, I would urge caution on all those who are called upon to play a part in the development of mechanization. A balanced and considered opinion is not easy to come by. So much that appears in the press, or even in military journals, is so obviously misinformed. For little reason that one can see, military opinion swings too quickly first to one side and then to the other. Personal predilections and idosyncrasies, as well as a natural loyalty to the arm of the service in which one has been brought up, all play their part. The boasted 'open mind' so often, I find, ignores the logic of facts, especially when these are unpalatable, and produces schemes of development and expansion which seem ludicrous to those of us who are in daily touch with practical realities. Hence, and in accordance with my General's wishes, I have steadfastly refused to indulge in any flights of fancy."

First Cavalry Division Maneuvers, 1929

MANEUVERS of the 1st Cavalry Division will be held in the vicinity of Fort Bliss, Texas, during the latter part of April and the first part of May, in which the entire division, less the 5th Cavalry, stationed at Fort Clark, Texas; the 8th Engineer Battalion (Mounted), stationed at Fort McIntosh, Texas, and the Division Air Service, stationed at Mitchell Field, New York, will attend. The 10th Cavalry will march from Fort Hauchuca, Arizona, to Fort Bliss, and will be attached to the 1st Cavalry Brigade for the period of the maneuvers. Six observation airplanes furnished by the 8th Corps Area will represent the Division Air Service.

Headquarters and Headquarters Troop 1st Cavalry Brigade and the 2d Squadron, 5th Cavalry, will march from Fort Clark, Texas, to Camp Marfa, Texas, arriving at the latter place about April 20. The 2d Squadron, 5th Cavalry (less Troop E) will then remain at Camp Marfa and garrison that post during the absence of the 1st Cavalry.

Troop E, 5th Cavalry, will march to Fort Bliss to provide orderlies, mounts, and equipment for observers and visitors during the maneuvers.

The 1st Cavalry Brigade (less 10th Cavalry) with Troop E, 5th Cavalry, and 2d Pack Train attached, will march from Camp Marfa to Fort Bliss, where the brigade will be joined by the 10th Cavalry. The march of concentration will be conducted under an assumed tactical situation, which will be continuous for all phases of the maneuvers.

One company of the 25th Infantry filled to a strength of about 100 enlisted men will be transported by motor from Camp Harry J. Jones,

Douglas, Arizona, to Fort Bliss, to garrison that post during the absence of the division on maneuvers.

The first phase will involve the use of reinforced regiments from Fort Bliss, Motorized, to oppose the incoming regiments, thus affording a comparative test of dismounted troops moved by truck against cavalry.

The second phase will involve the use of reinforced cavalry regiments mounted against cavalry.

The third phase will involve normal reinforced cavalry brigades opposed.

The fourth phase will involve the use of the bulk of the division operating against an outlined enemy and will include a tactical firing problem using service ammunition.

The fifth phase will consist of a cavalry corps command post exercise. For this exercise all commanders and staffs will act as commanders and staffs of the next higher echelon.

Actual maneuvers will commence about April 29 and terminate about May 12.

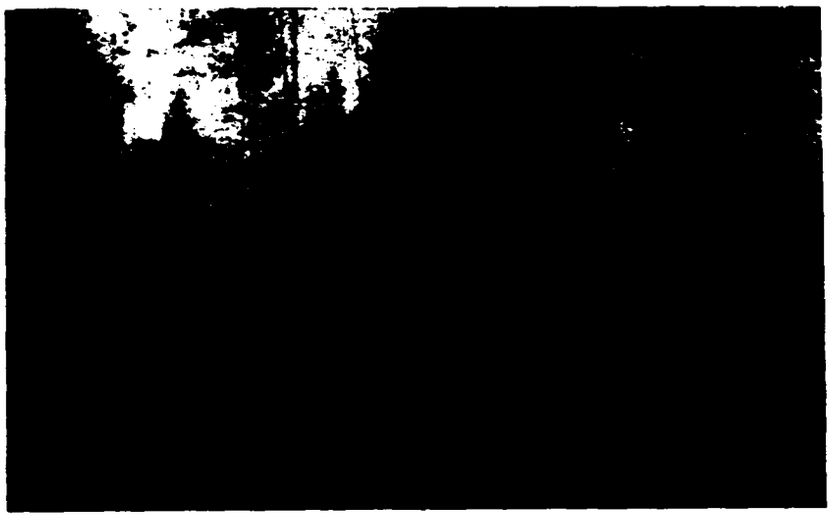
During the maneuver period, tests will be made of the following projects, some of which have already been partially tested by the 1st Cavalry Division Board: Motor transport for a cavalry division; water supply for troops; spring wagons for veterinary detachment of a cavalry regiment; improved radio vehicle (radio on cross-country cars); combat vehicles for cavalry (converted caissons and limbers); reel carts for horse artillery; covers for saddle blanket (made of regulation blanket material); air-cooled Browning machine guns (24 to replace machine rifles); armored car organization and equipment.

The plans provide a continuous tactical situation from beginning to end of the maneuvers. This situation will provide problems for all units from regiment to cavalry corps.

First Cavalry Division Vacation Camp

THE First Cavalry Division Vacation Camp, situated on the crest of the famous pine-clad Sacramento Mountains, at Cloudcroft, New Mexico, will open for its third season on June 1st. This vacation spot, nine thousand feet above sea level, has become justly famous as a summer resort throughout the Southwest. Last summer, at the army camp alone, over fourteen posts and stations were represented by several hundred officers and their families who spent from ten days to three months there.

The camp was originated in 1927, under the leadership of Major General Edwin B. Winans who was then commanding the 1st Cavalry Division. Brigadier General George Van Horn Moseley, who succeeded General Winans at Fort Bliss has likewise been a strong supporter of the camp, and it has been greatly added to and improved under his vigorous guidance. The original purpose of the project, which has been rigidly



Club Building at the Army Recreation Camp, Cloudcroft, New Mexico

adhered to, was to provide in the cool and invigorating mountain location, a well-ordered and conveniently equipped camp, where an officer or his family, particularly the latter, could go during the intense heat of summer and be comfortably taken care of at very reasonable rates, well within the means of everyone. In accordance with this basic policy, the rates have been kept unusually low, at the same time comforts and conveniences have constantly been added.

The site of the camp overlooks the summer cottages that constitute Cloudcroft, and at the same time is sheltered from both the gaze of the public and the elements of nature by a dense and beautiful forest of tall pines and fragrant balsams. The surrounding hills are carpeted with mosses, ferns, and wild flowers in profusion. From many points of vantage breathtaking views may be had of the foothills and valleys below Cloudcroft, reaching to the famous so-called "White Sands", the huge beds of snow-white gypsum lying near Alamogordo, New Mexico.

Cloudcroft has the distinction of having one of the highest golf courses in the world, an excellent nine-hole course in a beautiful setting of the broad green turf fairways, bordered by giant pines. For those who desire other sports, bowling and tennis are available. Horses may be procured for rides over the many trails and paths that exist in the surrounding country, which are likewise interesting to hikers. Good motor roads lead the fisherman to well-stocked trout streams within a radius of twenty miles. Other interesting motor trips through continuous panoramas of scenic beauty are readily accessible. One of the most interesting is that through the picturesque and historic Mescalero Indian Reservation, where

each July several hundred Mescalero Apache Indians gather to hold their annual religious rites and dances.

The camp now consists of over forty well-equipped cabins and buildings, scattered among the giant pines. All of the structures are finished on the outside with rough bark slabs, giving the entire camp a rustic and unique appearance. The camp area and all buildings are electrically lighted. A pressure water system, central water heating plant, conveniently constructed bathrooms with tub and shower baths, a permanent sewer system and well-trained camp orderlies, who keep your fires supplied with fuel, and completely equip your cabin before your arrival with furniture and bedding ready for you to step into a comfortable temporary summer home, make this truly a camp-de-luxe. In this high altitude insects of any kind are a rarity. Snakes have never been seen at Cloudcroft.

Meals are served at convenient hours in the long central dining room. Here guests, with vacation-like sleepiness may obtain breakfast ordered to their individual tastes and wishes, as late as 9:00 o'clock. An exceptionally high standard for the mess had been established in 1927 and 1928, the reputation of which has spread far and wide. At one end of the dining room there is a cosy recreation room, with a huge fireplace throwing out a welcome blaze. Furnished with Navajo Indian rugs, wicker easy chairs, divans, lamps and bridge tables, and plentifully supplied with current magazines, this room affords an inviting retreat for those desiring a restful change after strenuous hours in the outdoors.

Cloudcroft has in recent years earned the sobriquet of "Babies' Paradise". This is due to several contributing causes, the major one, of course, being the matchless climate, with its sunshine, coolness and freshness. Coupled to this is the "Baby Sanatorium", conducted by an organization of El Paso (Texas) doctors. Here hospital facilities for babies and trained nurses capable of preparing special diets and of giving all necessary treatment are available at all times. In addition to the local doctors, an army medical officer is maintained at the vacation camp at all times throughout the summer, so that expert medical attention is constantly available.

Realizing the asset she has in Cloudcroft, the State of New Mexico has in the past year spent large sums of money in improving the several highways leading to this resort. During the current month a new highway from La Luz to High Rolls, New Mexico, eight miles from Cloudcroft will be opened to the public. This new road leading up into the Sacramento Mountains from the excellent National Old Trails Highway, is in itself a scenic trip hard to excel. With a gentle grade, wide, smooth roadway and well-banked curves, this road reduces the dangers of mountain driving to a minimum. During 1929, the remainder of the highway from

On the Golf Links at Cloudcroft, Nine Thousand Feet Above Sea Level

High Rolls to Cloudcroft will be improved, widened and smoothed. The Southern Pacific branch line from Alamogordo, New Mexico, to Cloudcroft, connecting at Alamogordo with the Apache Flier, offers in itself an unequalled scenic trip.

The camp has been so managed for the first two years of its existence that the expense of guests has been kept sufficiently low to make it possible for everyone to take advantage of it. This has largely been made possible through the financing and supervision by the Post Officers' Club of Fort Bliss. The club secretary is charged with the keeping of the camp records and is prepared to furnish information relative to the camp. Whereas the camp is sponsored by the 1st Cavalry Divison and the Fort Bliss Officers' Club, a hearty welcome is extended, not only to officers of the 1st Cavalry Division, their friends and families, but also, up to the capacity of the camp, to army people everywhere. Visitors of past years are looking forward eagerly to the opening of the 1929 season.

Minutes of the Annual Meeting of the United States Cavalry Association

Washington, D. C., January 31, 1929.

THE meeting was held at the Army and Navy Club, Washington, D. C., this date, and was called to order at 8:10 P. M. by the President. Thirty-eight members were present and two hundred and fifty-eight by proxy, a quorum.

Upon motion it was voted to dispense with the reading of the minutes

of the last annual meeting and to approve them as published in THE CAVALRY JOURNAL for April, 1928.

The annual report of the Secretary-Treasurer-Editor was read as follows:

Washington, D. C., January 31, 1929.

To: The United States Cavalry Association.

Gentlemen:

By vote of the Executive Council, the undersigned relieved Major K. G. Eastham, Cavalry, as Secretary-Treasurer-Editor of the Cavalry Association on August 15, 1928.

There is submitted herewith, as required by the Constitution, the financial statement for the year ending December 31, 1928, and a report of the activities of the U. S. Cavalry Association for the same period.

Financial Statement of the United States Cavalry Association for the Year Ending December 31, 1928

RECEIPTS

Advertising	$ 2,485.36
Book Department	1,810.09
CAVALRY JOURNAL	4,059.90
Interest	771.95
Magazine Department	4,123.80
Postage, Stationery and Incidentals	23.68
Rent	385.00
Saddle Department	840.50
Telephone	58.73
Trophies	226.22
Cash on hand, January 1, 1928	369.54
Total	$15,154.77

EXPENDITURES

Advertising	$ 640.14
Book Department	1,244.08
CAVALRY JOURNAL	3,198.01
Magazine Department	2,965.14
Postage, Stationery and Incidentals	541.30
Rent	1,080.00
Saddle Department	777.60
Salaries	2,382.50
Telephone	142.92
Trophies	296.60

Cash on hand, December 31, 1928	1,886.48
Total	$15,154.77

ASSETS

Cash in bank	$ 1,886.48
4 Fourth Liberty Loan Bonds ($1.000 denom.) Market value	4,004.00
Accrued interest on preceding	35.88
5 Southern Railroad Certificates ($1,000 denom.) Market value	4,393.75
Accrued interest on preceding	50.00
2 American Water Works Bonds ($500 denom.) Market value	965.00
Accrued interest on preceding	12.50
1 First Mortgage Seventh Ave. Hotel Corp. Market value	950.00
Accrued interest on preceding	27.50
3 Real Estate Notes	3,000.00
Accrued interest on preceding	83.33
Savings Account	2,000.00
Accrued interest on preceding	17.65
Stock on hand: Books	436.14
Stock on hand: Saddle Dept.	
Equipment	30.00
Int. in consignment a/c import tax	106.95
Office Equipment and Supplies, inventory	367.82
Credit at Post Office, Baltimore	14.52
Accounts Receivable:	
Ledger Accounts	1,699.31
Field Artillery Assn., December Rent	35.00
Service Advertising, October Journal	412.00
Credit with National Service Publishing Company	12.66
Petty Cash	4.96
Refund due from Service Advertising	290.08
Total	$20,835.53

LIABILITIES

Bills Payable:	
Ledger Accounts	$ 251.44
Telephone (December)	5.91
Salary, self (December)	75.00
Due Customers on Unfilled Orders	169.46
Net Assets	20,333.72
Total	$20,835.53

Washington, January 28, 1929.

We, the undersigned, appointed by the President of the United States

Cavalry Association to audit the accounts of the Treasurer of said Association, for the year ended December 31, 1928, do hereby certify that we have examined the books of account, vouchers, and the foregoing statement, covering said fiscal year, and that the same are correct and true, to the best of our knowledge and belief.

G. B. COMLY,
Lt. Col., Cavalry (D.O.L.).
W. C. CHRISTY,
Major, Cavalry (G.S.).
WILLIS D. CRITTENBERGER,
Major, Cavalry.

Net Assets

The net assets of the Association on December 31, 1927, as presented in the last annual report were $20,384.65. On February 29, 1928, a revaluation of stock and fixtures was made, making a considerable cut in the inventory values, so that the statement of February 29, 1928, showed net assets of $19,662.17. Our present net assets, $20,333.72, therefore, show a gain since March 1, 1928, of $671.55. It will be seen from this that the Association is operating at a small profit. It will be noted that of our net assets, $17,431.05 are represented by investments, accrued interest and cash. Accounts receivable amount to a total of $2,146.31. Of this amount, it is estimated that a very small proportion, probably not over $50.00, will eventually prove uncollectable.

Membership and Subscriptions

The following is an analysis of the Association's membership and subscription list:

Regular Cavalry Officers	826
National Guard Cavalry Officers	220
Reserve Cavalry Officers	387
Other Active (Retired Cavalry and General Officers)	72
Associate Member (Other Branches, Non-Commissioned Officers, etc.)	57
Honorary Members	3
Life Members	3
Subscribers	302
Exchange, Advertisers, Publicity	277
Total	2,147

The above figures show 83.3 per cent of regular officers, 25.7 per cent of National Guard, and 10.8 per cent of Reserve Officers members of the Association.

In considering the membership and subscription list, it is desired to call attention to the provision of the Constitution which forfeits membership on lapsing of paid-up status. This results each quarter in several hundred losses which have to be regained by circularization. It is recommended that the Constitution should be so changed as to provide that an officer once becoming a member should so remain until he presents his resignation. This system is used by other associations successfully. The above project is partially attained at present where members voluntarily signify their desire to become continuous members and are thereafter kept on the membership list, regardless of whether their subscriptions are paid up to date.

The dues and subscriptions to the JOURNAL during 1928 show a balance of $340.09 over the amount required for actually printing and publishing the JOURNAL.

Business Department

Besides the dues and subscription to the JOURNAL, the Association makes a moderate profit from Advertising, Book Department, Interest from invested funds, Magazine Department and Saddle Department. Of these, the Advertising has shown a considerable increase beginning with the October JOURNAL, due to support of El Paso firms. Our advertising, other than local and old advertising, is now handled by Service Advertising, under a one-year contract entered into in June, 1928. This firm handles the advertising of the Infantry, Field Artillery, Coast Artillery and Cavalry Journals under invididual and group contracts. While still experimental, it is believed that this method of operation will result in a gain in advertising, as it has been possible to obtain some national advertising contracts and some smaller advertisements which we could not secure ourselves. The Saddle Department shows only a slight profit, due to increased value of the franc and high import tax on Hermes equipment; however, it is considered best to continue this activity as a convenience to members.

The profits from the income-producing departments support the overhead of Postage, Stationery and Incidentals, Rent, Salaries, Telephone, Trophies, and the balance represents the gain in net assets of $671.55 above referred to.

Cavalry Journal

The size of the JOURNAL has been maintained at 160 pages and throughout the year it was published on glazed paper. In the January (1929) issue a dull finish paper has been tried, which makes a saving of about $60.00 per issue. A better grade of cover stock is being used, the additional cost thereof being compensated for by printing in but one color.

The editors have had their principal difficulty in obtaining proper material for the JOURNAL. In this connection it is desired to call the members' attentions to the fact that the JOURNAL should be a medium of exchange of thought among all the members of the cavalry service. To this end, every member can help by either providing good material or

giving the editor suggestions as to subjects of general interest and value on which articles should be obtained. When the initiative is left entirely to the editor in obtaining material, there is eventually a tendency toward a more or less narrow range of subjects. While, in theory, the professional interest of members should produce abundant material, it is believed that the stimulus of increased authors' fees is also required. It is hoped that profits in 1929 will justify such an increase.

Other Activities

The Association has provided trophies as follows during 1928: Chief of Cavalry's Rifle Team, $56.10; Cavalry Rifle Team Trophies and Equipment, $215.50.

The Association has acted as custodian for the fund donated for the Leadership Test for Small Units. Of this, $1,000 was disbursed to the winning platoon in the 1928 Test held in the First Cavalry Division, leaving on hand $1,000 for the the 1929 Test.

Upon motion, the report of the Secretary-Treasurer-Editor was accepted.

The following were unanimously elected to the offices indicated, there being no other nominations:

President: Major General Herbert B. Crosby.

Vice-President: Colonel Guy V. Henry.

Executive Council: Colonel George Williams, Colonel W. I. Forbes, 305th Cavalry; Colonel Hobart B. Brown, 302d Cavalry; Colonel Leon B. Kromer, Cavalry; Lieutenant Colonel George B. Comly, Cavalry; Lieutenant Colonel J. W. Converse, 103d Cavalry; Lieutenant Colonel Vaughn W. Cooper, Cavalry; Lieutenant Colonel J. J. O'Hara; Lieutenant Colonel A. W. Holderness, Cavalry.

The President, Major General H. B. Crosby, briefly addressed the meeting, explaining recent changes in organization of the cavalry division and results expected from the present organization.

It was moved, second and carried, to extend the thanks of the Association to Major Kenna G. Eastham for his services as Secretary-Treasurer-Editor, pro tempore, during the period March 1, 1928, to August 15, 1928.

There being no further business, the meeting adjourned at 8:45 P. M.

OLIVER L. HAINES,
Major, Cavalry, Secretary.

New Tables of Equipment

NEW tables of equipment are being prepared in the office of the Chief of Cavalry which will be published in the near future. In reality, they are tables of basic allowances for the cavalry, revised and brought up to date. New issues have been prescribed for certain equipment. It

has been a constant care to make it possible for troops to obtain all the supplies necessary to their efficiency and comfort. So far as practicable, a basis of issue has been found which belongs to a unit either of organization (as squad) or of an article of equipment (as machine gun). The underlying idea was to introduce an elasticity into the tables which would permit the table to still function as the cavalry of the United States is modified. Experience shows that tables of equipment based upon figures alone are good only for a certain moment and definite conditions. Then the "law of change" steps in and modifications in the equipment are necessary.

The table is prefaced by an alphabetically arranged index of all articles. The names of all articles are followed by a symbol denoting the supply branch for that article.

In the proper supply branch section of the table articles are arranged alphabetically, together with the basis of issue and any pertinent remark.

Articles are listed as complete and contents of chests, etc., are given in the notes. Perhaps an illustration might be timely:

Machine guns, caliber .30, Browning, M1917. Basis of issue—one per machine gun squad.

Belts for the same gun are found as prescribed—21 per gun.

Escort wagons are as per tables of organization. For enumeration of parts and accessories, see Note X.

Draft animals are as per authorized vehicles.

Harness are as per authorized draft animals.

Tables of equipment and tables of organization are interwoven and interdependent, but tables of organization dominate.

One hears a great deal of "minimum equipment", but what is "minimum equipment?" Minimum equipment for duty on the Rio Grande in midsummer is not the same as minimum equipment for duty in Montana in midwinter. Therefore, to make it possible for the troops to preserve the lightness which is requisite to mobility, certain articles have been prescribed as obligatory and must be carried at all times—arms, ammunition, etc. Certain other articles may be included or omitted at the discretion of regimental and higher commanders. In other words, an organization takes into the field for any given operation certain prescribed equipment and other optional equipment up to the maximum capacity of the transportation authorized by tables of organization.

The following photographs and general order of the 13th Cavalry, commanded by Colonel Aubrey Lippincott, stationed at Fort Riley, Kansas, show how one regiment solved the difficulty. It is published for the benefit of the Service at large, and is not advanced as the only solution for the problem of the troops. However, it is a solution which satisfies the 13th Cavalry, to whom much credit is due for the work they have done in solving this most vexed question.

HEADQUARTERS THIRTEENTH CAVALRY
Office of the Regimental Commander

Fort Riley, Kansas,
December 31, 1928.

GENERAL ORDERS
NO. 18

The following equipment and distribution of loads is prescribed for this regiment for field service, and for field service inspections. This equipment will be packed in containers the type of which is shown in the tables.

By order of Colonel LIPPINCOTT:

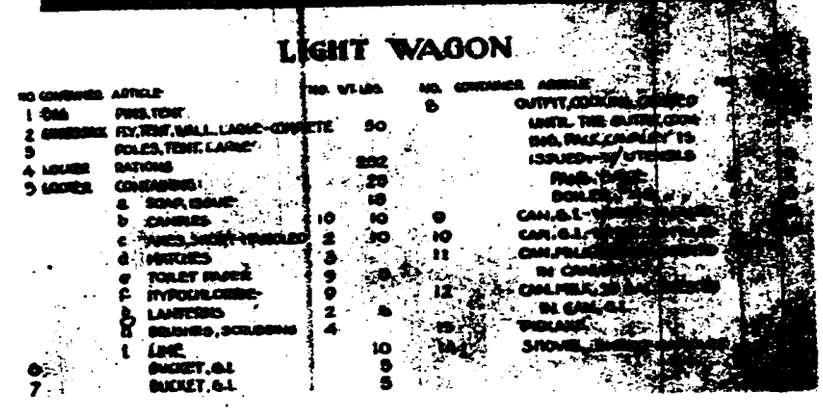
W. R. IRVIN,
Captain, 13th Cavalry,
Adjutant.

1. LIGHT WAGON—ALL TROOPS

Serial No. of Container	Container (Type)	Articles	No. Articles	Weight (Lbs.)
1	Bag	Pins, Tent		
2	Canvas Sack	Fly,—tent, wall, large		50
3		Poles, tent, large. (Strapped to inner side of wagon-top standards).		
4	Locker	Rations		232
5	Locker	Containing:		25
		(a) Soap, issue		13
		(b) Candles		10
		(c) Axes, short, handled	2	10
		(d) Matches		
		(e) Toilet paper		5
		(f) Hypochloride		
		(g) Lanterns	2	6
		(h) Brushes, scrubbing	4	2
		(i) Lime		10
6 and 7		Buckets, G. I. (Nested)		10
8		Cooking, outfit, provisional consisting of: 4 rods, iron, (½" x 3'); 2 pans, bake; 1 Boiler No. 48 with necessary knives, spoons, forks, etc.; Carried until Pack Cooking Outfit is issued.		
9		Can, G. I. (Weight included in serial number 11).		
10		Can, G. I. (Weight included in serial number 12).		
11		Can, milk, 20 gal. (Nested in can G. I. with water)		195
12		Can, milk, 20 gal. (Nested in can G. I. with water)		195
13		Pickaxe		5
14		Shovel, short handled		3
		TOTAL WEIGHT		801

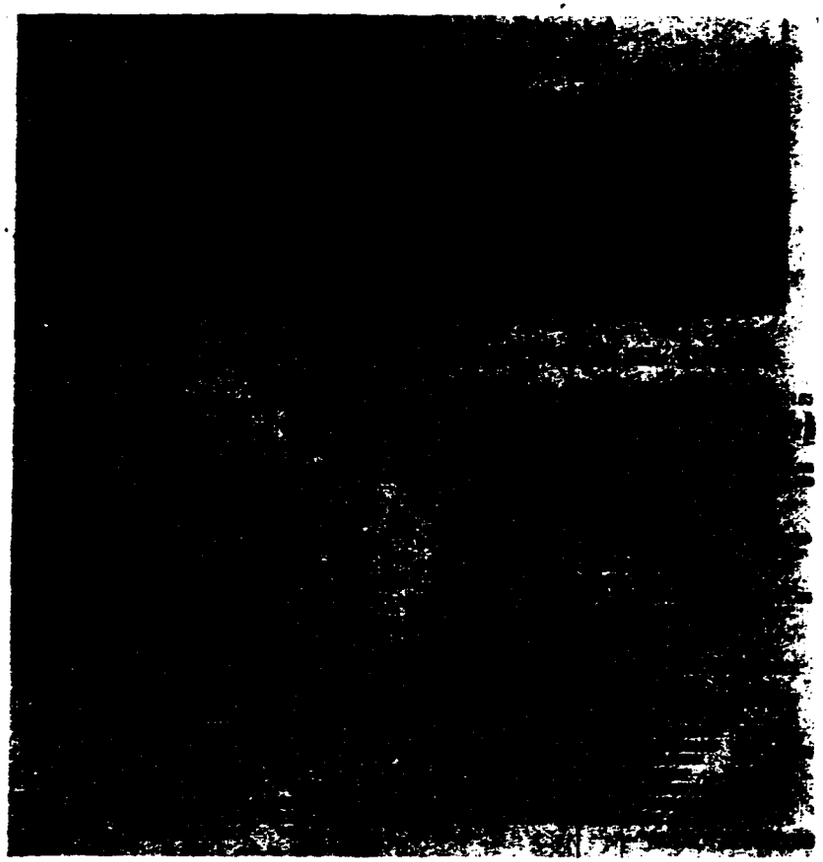
NOTE: The elimination of the 40 gallons of water from this load would lighten the load 300 pounds.

[redacted]



2. ESCORT WAGON (RATION ANG BAGGAGE) No. 1—ALL TROOPS

Serial No.	Container	Articles	No. Articles	Line Troop	M. G. Troop	Hq. Troop
				Weight—Lbs.		
1	Can	Oils, kerosene, gals.	5	50	50	50
2	Locker	Rations, reserve	1 per O, WO, & EM.	419	386	398
3	Locker	Rations, reserve				
4	Locker	Containing	1			
		(a) Kit, pistol, cleaning	2			
		(b) Lanterns, complete, Tr. 4. Band	1-5			
		(c) Stretchers, shoe	1	65	65	65
		(d) Bag, water, canvas, 20 gal., pr.	1			
		(e) Bag, water, sterilizing, w/cover	1			



5	Locker	Containing:			
		Cleaning and Preserving Material (30 da. Supply)			
		(a) Cloth, crocus qrs. 1			
		(b) Cloth, emery, No. 0. qrs. 1			
		(c) Compound, cleaning, (sodium carbonate) 5 lbs.			
		(d) Compound, rust preventing (cosmic) 2 lbs.	90	90	90
		(e) Oil, sperm, (gun) 10 pts.			
		(f) Oil, neatsfoot. 1 gal.			
		(g) Patches, cut Canton Flannel	12,000		
		(h) Soap, saddle, fair. 31 lbs.			
		(i) Sponges, 4—inch. 10			
6	Rolls	Officers, bedding, 75 lbs. each. 3 H.Q. 4 Line Troop and M. G.	300	300	225

7	Aummunition, Cal. 30, 110 rounds per E.M., 500 rounds per M.R. (60 per E.M. in Cav. Bandoliers)	1200	300	500
	Cal. 45 (14 per Officer, W.D., & E.M.)	105	105	105
	Note: 1. Until the oufit, cooking, pack, cavalry, is issued following mess equipment will be carried on this wagon	255	255	255
	Range, Field, No. 1, complete, less 1 boiler and 2 pans, bake.			

Note: 2. In addition to the articles listed in Serial number 5 above, each animal drawn vehicle, will carry the following, in tool box:

½ Gal. Oil, neatsfoot.
1 Can, Soap, harness, black, 1-lb. container.
1 ea. Sponges, 4-inch.

Note: 3. Squadron Headquarters attached to Troops A & E.

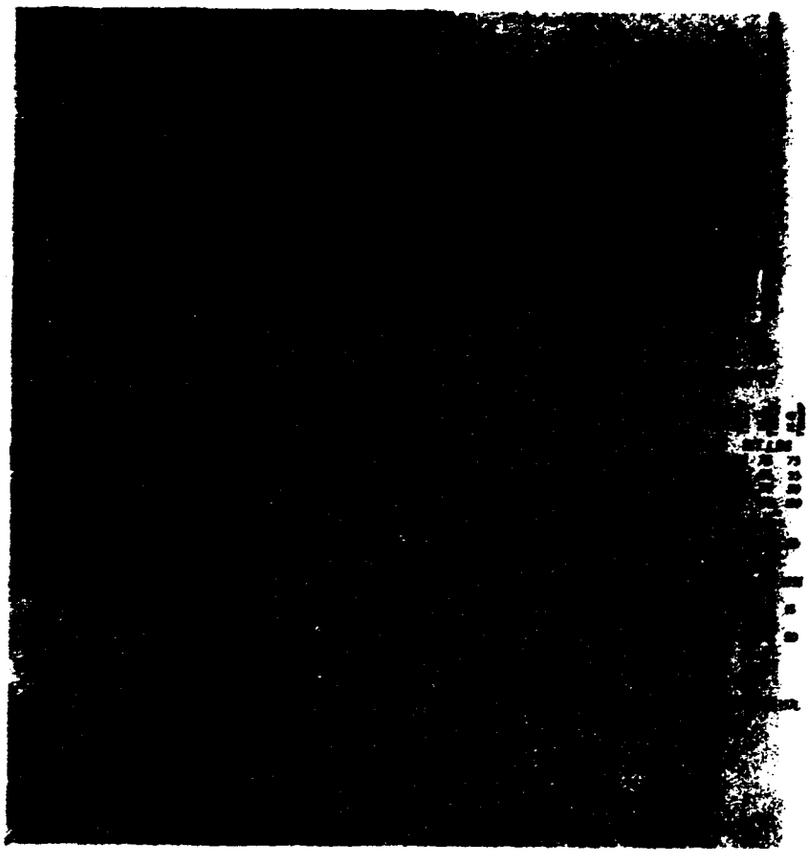
1 Tent, wall, small, complete.... 50 lbs.
2 Officers bedding rolls ..... 150 lbs.
1 Officers mess outfit..... 40 lbs.
2 Rations, reserve..... 10 lbs.

Note: 4. Hq. Troop & Machine Gun Troop will carry only rifle Ammunition required for Enlisted Men armed with rifle in the Organization. (Hq. 47 O M.G. 30).

TOTAL WEIGHT	2484	1551	1688

3. ESCORT WAGON (FORAGE AND PIONEER) NO. 2, ALL TROOPS

Serial No.	Container	Article	No. Articles	Line Troop	M. G. Troop	Hq. Troop
				Weight—Lbs.		
1	Bag	Coal smithing, (1 lb. per 2 animals	1	72	82	52
2	Box 14"x16"x22"	Shoes, horse, front per animal	1	120	150	100
		Shoes, horse, hind per animal	1	120	150	100
		Shoes, mule, front per animal	1	8	16	12
		Shoes, mule, hind per animal	1	8	16	12
3	Box	Containing	1			
(Width 16"	(a)	Forks, stable	2			
Depth 7"	(b)	Handles, stable brooms	2			
length 70"	(c)	Pickaxe, w/helves	2	127	127	127
inside dimen-	(d)	Rakes, steel	2			
sions 1"	(e)	Shovels, short handled	2			
lumber)	(f)	Pins, tank, watering	16			
	(g)	Brooms, stable, head	2			
4	Canvas Sack	Saddlers supply (30 days). Containing:				
	(a)	Leather:				
		Bridle, back, lbs. 7	1			
		Harness, fair, lbs. 10				
		Latigo, lbs. 5				



		Stirrup, straps, McClellan	8			
		Stirrup, straps, Officers	4			
		(b) Rivets, and burs, brass, lbs: 1 inch. oval head. lbs. 1		65	65	65
		(c) Rivets, and burs, copper, lbs: No. 10, 1 inch. lbs. 1				
		(d) Thread: Machine thread 6 strand	1			
		(e) Wax, saddlers, lbs. (¼)	1			
		(f) 25 cn. pommel & cantle straps				
5	Chest	Set, horseshoers tools	1	75	75	75
6	Chest	Set, stable Sgts. Vet. complete	1	55	55	55
7	Chest	Set, saddlers, tools, complete	1	39	39	39
8		Forge, horseshoers	1	190	190	190
9	Locker	Containing	1			
		(a) Kit, tool, saddle, phillips, pack	1			

		(b) Nails, horseshoe. lbs. 10				
		(c) Buckets, water, canvas	6			
		(d) Tanks, watering, canvas	2	56	56	56
10		Grain—1 reserve ration per animal at 10 lbs.		1430	1200	1030
11	Sack	Rope, halter tie, extra, 1 per 8 animals		18	21	13
12		Salt, rock		50	50	50
		TOTAL WEIGHT		2433	2292	1976

4. ESCORT WAGON (FORAGE AND PIONEER) NO. 3—M. G. TROOP

Serial No.	Container	Article	No. Articles	Weight—lbs.
		Grain ration		440

5. ESCORT WAGON (COMBAT NO. 4—M. G. TROOP

Serial No.	Container	Article	No. Articles	Weight—lbs.
1		Belt, filling machine with 12 extra needles, ammunition Cal. 30	4	30
2		Boxes, water, Machine Gun	16	160
3		Cases, ammunition, Cal. 45	1	105

4		Chests, ammunition, Cal. 30	19	1850
5	Gun Box	Guns, boxes, machine gun	2	80
6	Box	Pickaxes, w/helves	8	
	12"x26"x16"	Shovels, short handled	8	
				78
		TOTAL WEIGHT		2303

8. ESCORT WAGON (RATION AND BAGGAGE) NO. 3—REGIMENTAL EQUIPMENT

Serial No.	Container	Article	No. Articles	Weight—lbs.
1	Bag	Pin, tent. 102 large, 106 small		200
2	Box	Blank, forms, message center		10
3	Box	Chest, commissary	1	100
4	Box	Chest, arm, repair	1	60
5	Box	*Desk, field	3	300
6	Box	*Safe, field	1	73
7	Box	*Typewriters	2	80
8	Canvas cover	*Tents, wall, large, w/poles & ropes	2	310
9	Canvas cover	*Tents, wall, small, w/poles & ropes (3 Regt.)	3	180
10	Clamp	*Chairs, folding	6	48
11	Clamp	*Tables, folding	4	100
12		Lanterns	4	12
13	Boxes	Outfit, Officers Mess	2	80
		TOTAL WEIGHT		1553

Note: Articles marked * are normally carried on truck No. 3 when trucks are available.

9. TRUCK NO. 1 (1½ TON)—BAND

Serial No.	Container	Article	No. Articles	Weight—lbs.
1		Band Personnel (19 men)		

10. TRUCK NO. 2 (1½ TON)—BAND AND PERSONNEL

Serial No.	Container	Article	No. Articles	Weight—lbs.
1		Personnel Section and Band (19 men)		

11. TRUCK NO. 3 (1½ TON)—REGIMENTAL EQUIPMENT

Serial No.	Container	Article	No. Articles	Weight—lbs.
1		Chairs, folding	6	36
2		Desks, folding	3	300
3		Gasoline. (As ordered by C. O.)		
4		Outfits, Officers, mess	2	80
5		Safe, field	1	73
6		Tables, folding	4	100
7		Tents, wall, large, w/poles & ropes	2	300
8		Tents, wall, small, w/poles & ropes (3 Regt. and 2 Sq.)	3	180
9		Typewriters	2	80
10		Band instruments		
		TOTAL WEIGHT		1169

Note: The articles listed to be carried on truck No. 3, will be carried on wagon No. 3 Hq. Troop until trucks are furnished.

CAVALRY ACTIVITIES

First Cavalry Notes

THE roster of the First Cavalry, as of March 5th, 1929, follows:

Colonel C. S. Babcock	First Lieutenant H. F. T. Hoffman
Major M. B. Rush	First Lieutenant J. K. Mitchell
Major H. T. Aplington	First Lieutenant L. G. Smith
Major W. M. Modisette	First Lieutenant W. P. Withers
Captain H. E. Watkins	First Lieutenant K. G. Hoge
Captain W. C. Gatehell	First Lieutenant G. A. Rehm
Captain D. R. Dunkle	Second Lieutenant C. B. Hutchinson
Captain W. H. Halstead	Second Lieutenant A. A. Cavenaugh
Captain H. S. Beecher	Second Lieutenant H. W. Johnson
Captain H. O. Richardson	Second Lieutenant P. A. Ridge
Captain F. Fabri	Second Lieutenant H. M. Zeller, Jr.
Captain F. E. Bertholet	Second Lieutenant S. L. Myers
Captain W. L. Hamilton	Second Lieutenant C. R. Pinkerton

The regiment will be close to authorized strength for the April-May maneuvers of the 1st Cavalry Division. Forty recruits recently completed the prescribed course of instruction and have been taken up for duty. In addition one hundred and six are undergoing instruction.

Brigadier General LeRoy Eltinge, commanding the 1st Cavalry Brigade, inspected the regiment on January 10-11. On January 26th, the Division Commander, Brigadier General G. V. H. Moseley, visited the post. He was tendered a review and inspected quarters.

The Corps Area Commander, Major General William Lassiter, arrived at Camp Marfa on February 4th and reviewed the regiment. Troop F and massed buglers escorted General Lassiter from railroad station to camp. On February 5th there was held an inspection of quarters, stables, and installations. Field equipment was displayed on bunks.

On February 13th the regiment held a maneuver with visiting airplanes.

March 2d, marked the ninety-seventh birthday of the First Cavalry. There was a field meet in the morning. In the afternoon the regimental commander gave a talk to the regiment on the First Cavalry history, using large wall maps recently prepared by the War Department.

Troop F was, on Organization Day, declared the winner of the Curtis Cup, and cup and special guidon were presented to the troop commander at a hop held on that evening.

Second Cavalry (Second Dragoons)

THE Machine Gun Troop represented the regiment in a football game for the Post championship on December 9, 1928, against its old rival Company A, 9th Engineers, the Engineers winning, 13-0, by virtue of a superior passing game.

Recently Troop B played three games with Headquarters Troop, 13th Cavalry, for the Post basketball championship. Headquarters won the first game, Troop B returning the compliment in the second game, but losing the final game to Headquarters Troop, 13th Cavalry.

The following officers have recently been assigned to the regiment: Captains Robert M. Graham, Charles R. Johnson, Jr., Gustav B. Guenther, Robert O. Wright, Orland S. Peabody; First Lieutenants Gannett H. Wilson, Granville V. Morse, Ralph M. Neal, Thomas J. Randolph and Hayden A. Sears.

Lieutenant Charles H. Espy, who has commanded the M. G. Troop since assignment in June, 1928, left the Post February 25 for the Philippine Islands and assignment to the 26th Cavalry, Camp Stotsenburg, Philippine Islands.

The following officers have been ordered to the Cavalry School as students for the 1929-1930 school year: To the Advanced Course, Captain Harry A. Buckley; to the Officers' Course, Second Lieutenants Peter C. Hains, 3d, Laurence K. Ladue, Clark L. Ruffner, Harrison W. Davidson, Roland A. Browne, William H. Wood, Raymond M. Barton, John L. Depew.

On January 14, 1929, a regimental review was given in honor of Technical Sergeant Hugh McKenzie, who was retired at Fort Riley, Kansas, on that date upon the completion of over thirty years' service.

On March 9, the regiment participated in a review and regimental drill for the celebration sponsored by the Union Pacific Railroad at the old state capitol at Pawnee. On this occasion, Master Sergeant Zoro Aydelott, Sergeant Major of the 2d Cavalry since its reorganization, in 1928, was retired after more than thirty years' service. Master Sergeant Aydelot has a most enviable record; he has been discharged eight times, each time as a non-commissioned officer with excellent character. It is with a sense of deep regret and mutual loss that all members of the 2d Dragoons view his passing from active service.

Since September 1, 1928, the regiment has received two hundred recruits, and is now up to its authorized strength.

All officers below field grade who have not previously graduated from the course in Mess Management will have completed such a course by April 30.

The Academic Department's horse show, held on February 26, was enthusiastically participated in by the Dragoons, among the winners being Mrs. Thomas F. Van Natta, Jr., and Second Lieutenant Peter C. Hains, 3d.

During the winter special emphasis has been placed upon recruit and remount training. Excellent progress has been made. Much instruction has been gained from musketry problems fired on the indoor ranges constructed by troops.

Many officers of the regiment have been taking the aerial experience course, offered by the Air Corps at Marshall Field.

On February 21, the officers and ladies of the regiment entertained at Godfrey Court for the officers and ladies of the garrison with a supper dance, music being furnished by the 2d Cavalry Orchestra.

Fort Myer Notes

THE Post has just finished the winter series of exhibition rides and feels that they have been most enthusiastically received by the members of the military service and Washington society. Our Chief of Staff, General C. P. Summerall, has been in constant attendance as have been other high ranking officers of the War Department.

During the season the Post has entertained members of Congress, the Diplomatic Corps, the Inaugural Committee, the Secretary of the

Courtesy Washington Daily News

The Third Cavalry Salutes the Chief of Staff on the Occasion of His Elevation to the Rank of General

Navy, the Commandant of the Marine Corps, the Commandant of the War College and the Chiefs of Cavalry and Field Artillery. A tea dansant has been held following each ride at which the members of the garrison have had the pleasure of meeting the guests.

The Squadron and the Machine Gun Troop had the honor of escorting President Coolidge from the White House to the Capitol and there receiving President Hoover and escorting him to the White House. All along the route of march the Squadron was recipient of loud acclaim from the spectators.

The officers of the Post had the honor of being the first officers of the military service to salute and congratulate General Summerall upon his elevation to the rank of General. Troop E, 3d Cavalry, furnished the guard of honor on this occasion.

The Post is now preparing for the annual Society Circus which is to be held in the Post Riding Hall on Saturday, March 23d. Here will be seen Fort Myer's best riders assisted by a number of young ladies from Washington and vicinity. It is planned that this circus be the most gorgeous yet held.

The Post was accorded the first opportunity of officially welcoming the new Secretary of War, Hon. James W. Good. A composite guard of honor met the Secretary at the Post Riding Hall. Following the inspection of the troop Mr. Good received the honors of the exhibition ride and was a guest of the officers at tea immediately following the ride.

On the night of March 5th during a wind storm the regiment was called on to send a hundred men to Bolling Field to assist the Air Corps in preventing the destruction of the Army and Navy dirigibles which had come to the Capital to participate in Inaugural parade. Letters of commendation were received from the Commanding Officers at Bolling and Langley Fields.

Fourth Cavalry Notes

DURING the winter months training in the regiment has been largely indoor work, as the severity of the weather at Fort Meade has limited outdoor training. The average low temperature for the last two weeks of January was approximately 21.6 degrees below zero, accompanied by considerable snow and some stormy weather. Such subjects as can be taught in the barracks have been thoroughly covered. An indoor target range has been built in one of the squad rooms of an empty barracks building, and it has been found to be of great benefit to all troops during the winter. Backstops and firing points for eight targets have been built and a convenient arrangement for placing and removing targets without interrupting firing is a feature. The range is in constant demand and improvement in both rifle and pistol shooting has surpassed all expectations. The first of a series of competitions was fired during the week ended March 9. Troop F defeated Troop E in this competition, each troop firing all enlisted men in the troop present for duty. Troop E fired seventy-seven men and Troop F, seventy-four. The average score per man of a possible 50 was: Troop F, 41; Troop E, 41. A similar competition will be fired in the First Squadron in the near future.

A final bowling match on January 6 completed an inter-troop bowling series which has been in progress since the early part of the winter. In this series each team played each other team two matches. Troop F won the series without losing a game and will be presented with a trophy by the Post Athletic Association With the completion of the bowling season, inter-troop basketball was started. Each team entered is scheduled to play two games with each other team. With only two games left to complete the series, the team representing the Machine Gun Troop is assured of the Post championship. A Post basketball team, all members of which are of the 4th Cavalry, has just completed a very successful season, having played some thirty games with teams from nearby towns in the Black Hills. The Post team won well over half of the games played. The center of boxing activities in the Black Hills is Fort Meade. The boxers of the 4th Cavalry and the Post personnel have exhibited their ability by taking on any pugilist willing to fight. The last Monday night of each month sees the Post gymnasium jammed with fans, who enjoy some thirty to thirty-five rounds of excellent boxing.

On February 6, 1929, Master Sergeant Michael J. Dolan, Headquarters Troop, 4th Cavalry, was retired, having completed thirty years' active service on January 24, 1929. Sergeant Dolan enlisted in Oklahoma City on January 15, 1903, and since that time has served in the following organizations: Casual Detachment, 2d Cavalry; Troop L, 3d Cavalry; Quartermaster Corps; Troop A, 4th Cavalry, and Headquarters Troop, 4th Cavalry. On March 10, Staff Sergeant John J. Donegan, Band, 4th Cavalry, will have completed thirty years' service. Sergeant Donegan first enlisted in Boston, Massachusetts, on June 19, 1900, and since that time has served in the following organizations: Troop I, 8th Cavalry; Troop I, 2d Cavalry; 16th Cavalry; Troop E, 4th Cavalry; Headquarters Troop, 4th Cavalry, and Band, 4th Cavalry, and as a commissioned officer in the 5th Cavalry during the World War.

A course in mess management was started in February, with Lieutenant C. W. Feagin, 4th Cavalry, instructing. Lieutenant Feagin completed the course in mess management at the Cavalry School in January.

Two 37-mm. guns were issued recently to the Machine Gun Troop, 4th Cavalry, for the purpose of instruction in those weapons in garrison. These guns constitute anti-tank armament for the regiment, but as there is no method yet adopted for their transport in the field, they will be used only for gun drill and target practice in garrison.

The Post schools officer has recently inaugurated a series of short talks on polo to be given after each session of the officers' school. Attendance at these talks is entirely voluntary and the object is to acquaint all cavalry officers in the Post with the history, development and principles of play of polo. Other polo activities at Fort Meade cease about November first and no actual play can be had before May. However, prospects for a good team next summer are bright.

Some months ago the regimental commander appointed a general athletic council to regulate, oversee and plan for all classes of athletics in the Post, including polo, trapshooting, tennis, golf, etc. In order to further these atheletics the council has arranged to produce an entertainment which will be given in ten or twelve communities in the Black Hills. Rehearsals have been under way for several weeks and the financial success of the undertaking is assured.

On Sunday, March 3, 1929, the 4th Cavalry arrived at its seventy-fourth anniversary. The occasion was observed on Monday with fitting ceremony. Each organization of the regiment was assembled in the separate barracks and the history of the regiment was read and explained to the men. This was supplemented by an explanation of the regimental coat of arms. The weather prohibited assembling of the regiment as a unit.

Several changes in the officer personnel of the regiment have been announced recently. Orders have been received assigning the following: Major Sydney V. Bingham, Captain Jay K. Calwell, Captain Arthur H. Beane, Captain Irvin H. Zeliff and Second Lieutenant Frank J. Thompson. Major Ralph I. Sasse has gone on duty in the office of the Chief of Cavalry. Second Lieutenant Gustavus W. West has been relieved from assignment and detailed in the Air Corps. Lieutenant Colonel Leonard W. Prunty and Captain Irvin H. Zeliff have been ordered to their homes to await retirement on account of physical disability.

Fifth Cavalry Notes

THE open winter has made it possible to have numerous cross-country rides which have been held on Sunday mornings and usually have been followed by a breakfast in the field or at the Officers' Club. The fields have been large and made up of most of the riding members of the Post in addition to which numerous automobile parties joined for the breakfast.

The members of the Post were invited to participate in a wolf hunt on January 20th by Mr. Galloway who has been working a pack of hounds on his extensive ranch with a marked success. The ranch being about seventeen miles from the Post, a detachment was send out Saturday afternoon with the mounts.

The hunters left the Post at four o'clock in the morning, but even

at that hour there were twenty-two enthusiastic hunters including several officers' wives who were only too glad for an opportunity to have a real wild hunt.

Several wolves were jumped during the morning and the sport ended up with an exciting run and a kill in the open.

The field returned to the ranch house where a very enjoyable breakfast had been prepared on the bank of a large tank by members of Troop "A".

The Fifth Cavalry Polo Team participated in the Low Goal Event of San Antonio's Mid-Winter Tournament during January. The line-up of the team was as follows: Major John A. Robenson, Lieutenant H. C. Hine, Jr., Captain C. A. Horger and Major H. W. Hall. The team defeated Austin thirteen to seven and San Antonio six to five but lost to Abilene ten to seven and 8th Corps Area twelve to six.

The Fifth was also represented in the Brownsville Mid-Winter Tournament and in addition to winning both the Open and the Handicap Events won a Round Robin which was played between the 17th Mexican Cavalry, 12th Cavalry and the 5th Cavalry.

A horse show was held in connection with the polo tournament and here again the Fifth won three cups and seven ribbons.

One of the most interesting events of the winter was the Officers' Timed Obstacle Race held on January 30th. The course was about four and one-half miles across natural country and included twelve jumps finishing at the judges' stand at the race track.

The contestants were started at two minute intervals and for a perfect score, the course should have been covered in sixteen minutes and forty-two seconds. The results of the contest were as follows: First, Lieutenant Kohler; second, Lieutenant Martinez, Cuban Army; third, Captain J. H. Irving.

Lieutenants Martinez and Cocie of the Cuban Army, who have been attached to the Fifth Cavalry for training since September, 1928, have donated a very handsome silver cup to be awarded to the winner of an officers' jumping contest to be held on March 17th.

An entirely new and original course has been selected for this event which will require some very clever jumping to complete.

February 22d was an occasion for a card of two flat races and a rodeo at the Fort Clark Race Track both of which proved very interesting. In the evening there was a fancy dress ball at the Officers' Club which was largely attended.

March 3d was the seventy-fourth anniversary of the Fifth Cavalry and was celebrated on Monday, March 4th, by an apropriate ceremony at the Service Club where the Regiment was assembled. This was followed by a base-ball game between the 1st and 2d squadrons. In the afternoon a very interesting race card was run which consisted of three

flat races and two steeplechases, one being for officers and the other for enlisted men.

Troop "A", commanded by Captain J. H. Irving, was selected to represent the Regiment in the Goodrich Trophy Test and while this troop was not the final winner, it made a splendid showing and finished a close second.

The Division Commander, Brigadier General George V. H. Moseley, was a visitor at the Post the latter part of January during which time the Brigade turned out for a review.

Our recently appointed Corps Area Commander, Major General William Lassiter, was also a very welcome guest over February 15th and 16th. The Brigade was turned out for a review on the 15th and the following day was given over to a general inspection of the Post.

Sixth Cavalry Notes

THE 6th Cavalry, at Fort Oglethorpe, Georgia, has been anything but dormant during the cold, bleak, winter months, and, with the exception of a few rainy days, the regiment has been able to continue its outdoor training.

Brigadier General H. B. Fiske, in command of the 5th Coast Artillery District, inspected the Cavalry Branch School for Reserve Officers, Chattanooga, Tennessee, and was a visitor at the Post during the latter part of February.

The Secretary of War, the Hon. Dwight W. Davis, spent a few hours in Chattanooga on his way to Washington, D. C., from a vacation in the South, and Colonel T. A. Roberts, Commanding Officer of the 6th Cavalry, was the guest of Colonel Richard Kimball, Cavalry Reserve, who entertained the Secretary at breakfast on this occasion, during the month of February.

The regiment played the host to eleven Australian boys, members of a party of one hundred and sixty, of the Young Australian League, which was the guest of the Rotary Club, of Chattanooga, Tennessee. Colonel Roberts, who is an honorary member of the Chattanooga Rotary Club, is also a member of the Boys Work Committee, and played an active part in their entertainment. The boys were distributed among the officers of the Sixth Cavalry and were shown through the Post.

The Horse Show team, composed of Lieutenants R. E. Ireland, C. H. Reed, H. I. Hodes, and Jack Ryan, is busy making preparations for the Spring Horse Show at the Biltmore-Forrest Club, Asheville, North Carolina.

Troop B, Sixth Cavalry, commanded by Captain Gilbert X. Cheves, will leave on or about the 25th of May for a several months' stay at Camp Knox, Kentucky, where they will assist in the Summer training at that place.

Authority has been received for the training of the Sixth Cavalry Reserve officers for fourteen days at Fort Oglethorpe.

A number of changes in personnel have recently taken place. Colonel Evan H. Humphrey has been assigned to the regiment to succeed Colonel T. A. Roberts as Commanding Officer of the Sixth Cavalry. Colonel Humphrey will not assume command until some time in the fall. Captain Olin C. Newell, Sixth Cavalry, has been ordered to Fort Clark, Texas, for station. Captain C. H. Murphy, Sixth Cavalry, has been ordered to recruiting duty at Los Angeles, California. Captain Wilkie Burt has joined Sixth Cavalry again, coming from Fort Clark, Texas. Second Lieutenant Z. W. Mores, who has been stationed at Fort Riley, Kansas, will join the Sixth Cavalry in the near future. Lieutenant H. F. Beaumont, 4th, has recently been assigned.

Eighth Cavalry Notes

THE regiment is now well on its way to complete readiness for the maneuvers to be held in May. The recruiting service has kept the enlisted strength at the maximum and most of the recruits received since the first of the year are now doing duty with their troops.

Since the last issue of the JOURNAL the mount of the regiment has been completely renovated and many old-timers in border service are gone, including the famous *Peanuts*. About one hundred remounts are nearly ready to take the vacant places in the ranks. The famous white mules have also given way to youth, to the regret of the 8th and to the relief of others who no longer will have to follow the white train on the road.

The regimental gallery range has been a great success, especially among the recruits who have never fired before and who are making the most of the opportunity to learn to shoot under conditions quite different from those of the regular target season. In company with other units of the Post, a short course in firing with service ammunition is being conducted for all men who have never fired before.

The basketball team rewarded the support of the regiment by winning the Post League Cup, hands down, fourteen games won to two lost. However, it wasn't as easy as the final standing would indicate, because very few of the games were won with ease, and most of them were nip and tuck 'till the final whistle.

The ever-recurrent battle of Juarez gave the regiment quite a thrill of expectancy, which quickly simmered down to a detail on provost guard over the temporarily detained Federal forces.

Ninth Cavalry Notes

A COLD, unpleasant winter has not prevented the 9th Cavalry personnel from having an enjoyable time. Following the close of the football season, an indoor baseball league was formed. The league con-

sisted of twelve teams, representing various posts and regimental activities where 9th Cavalry personnel is on duty. The games were played twice weekly in the West Riding Hall and were witnessed by most of the men of the regiment as well as numerous officers at the Post and their families. During each game light refreshments were served by the regimental mess. The season ended on February 13 with a game between the Band and No. 1 Stables for the league championship, the game ending in a victory for the Band by a score of 13 to 8. So much enthusiasm was shown in the league that it was decided to play an additional schedule between all-star teams. This is now in progress, with the Band again leading the league.

The regimental consolidated mess has been steadily improved until now it is believed to be the equal of any organization mess in the Army. A battery of gas ranges has replaced the old coal ranges in the kitchen; in the bakery a large oven, thermostatically controlled, bakes the bread, rolls, cakes, pies and similar pastries that form a part of the daily menu; food is served fresh and hot from a modern steam table that has a large compartment for warming dishes; all silverware and dishes are washed and sterilized in a gas-heated, electrically-operated dishwashing machine, and a battery of coffee urns brew the coffee. An electrically-operated refrigerating system completes the modern equipment. A cafeteria system has been installed to expedite meal service.

Recruit "stag" dances in the barracks, begun as an experiment, have proved so popular that they are now a regular part of our recreational activities and are attended not only by the recruits but many of the old-timers.

A complete change of commissioned personnel on active duty with the regiment takes place this spring. Colonel W. V. Morris, who has been in command of the regiment for the past year, goes to Governor's Island for duty with the General Staff; Captain H. B. Gibson, after seven years with the regiment, goes to Texas A. and M. College, as assistant P. M. S. and T., and Captain F. W. Koester will be an instructor in The Cavalry School. Captain E. A. Franklin has joined from the 12th Cavalry.

Tenth Cavalry Notes

DURING Christmas holidays, 1928, a three-day horse show was held December 27-29 by the 10th Cavalry at this station. The usual horse show classes were held and good showing made in all. Few outside visitors were present, but a feature of the show was the attendance, December 29, of Colonel Jaurez, commander of the 64th Mexican Cavalry, stationed at Nogales, Sonora. After the show a luncheon was held at the Officers' Club to afford an opportunity for our officers to meet Colonel Jaurez.

The Corps Area Commander, General Lassiter, inspected the Post and regiment February 9, 1929. He was received with a review of the entire garrison, after which he inspected all activities In order to make a complete turnout for him, the 10th Cavalry Band, dismounted, acted as a Post Band, while the 10th Cavalry was played in review by its enlarged Bugle Corps. In the absence of mounts for the Band, this solution has been adopted as best adapted to furnish music when Headquarters Troop is turned out, and is very satisfactory. The 10th Cavalry Bugle Corps now consists of one set of kettle drums, six small drums and eighteen trumpets; the personnel are members of combat organizations except when temporarily detached for ceremonies.

On February 23-25, 1929, four airplanes of the 12th Observation Squadron, 2d Division, visited the Post to conduct training in air-ground operations. Excellent results were obtained, both in communication and in anti-aircraft protection. One exercise, for instance, which was successfully carried out involved the control of a detached squadron by airplane messenger from Regimental Headquarters; in the course of which a message was picked up by the plane from Regimental Headquarters, dropped to the squadron, an answer sent by panel to the plane, recorded by the observer, and dropped at Regimental Headquarters. A number of officers and non-commissioned officers were afforded opportunities to take short flights as observers. A photographic plane was present and took pictures of various features, such as a concealed camp, dispersed formations to avoid attack, headquarter panels displayed, etc., which we hope will be very valuable in future training.

March 8, 1929, a lecture was given to the garrison by Lieutenant Colonel Victor A. Rule, 158th Infantry, Arizona National Guard, of Phoenix, Arizona, on "Allenby and the Palestine Campaign." Colonel Rule was a captain in the Desert Mounted Corps during the Palestine campaign, and is now a minister in Phoenix. His lecture was illustrated with slides and was extremely interesting and instructive.

Eleventh Cavalry Notes

THE month of January found the 11th Cavalry with its qualifications in the various arms completed and embarked on the period of Troop and Squadron Training. Much interest has been added to this part of the training year by the inauguration of a series of competitive tests at the end of the troop training period. These competitions, which will be held in the latter part of March, are to be modeled on the Goodrich Trophy Tests. A spirit of keen competition has arsen among the rifle troops of the regiment as the result of each one's determination to stand first.

A review and inspection of the entire garrison is held on the last day of every month on the post parade ground which has been leveled off sufficiently now to provide a very good review area. In addition weekly parades are held by one of the squadrons of the regiment or the 2d Battalion, 76th Field Artillery.

An inspection of all transportation on the Post, horse drawn and motorized, made by the Commanding Officer, February 16, 1929. The majority of the wagons have been repainted recently and the Regimental Trains present a very smart appearance as they roll by the reviewing stand.

Each month the regiment takes part in a two day Field Exercise on the Gigling Reservation. These exercises are part of a continuous problem which develops month by month as we get more and more involved with the ever present Reds.

The Chief of Cavalry arrived on the Post March 1st and spent the next day inspecting the normal activities of the regiment in garrison. During his stay here, General Crosby met all of the officers of the regiment and in a short talk informed them of the policies which govern the conduct of his office. On the evening of the General's arrival Colonel and Mrs. Fitch gave a very delightful supper dance at the Officers' Club in his honor.

The regiment entered a polo team composed of Lieutenant J. L. Hines, Lieutenant T. T. Thornburgh, Captain W. A. Falck and Captain D. S. Wood (Team Captain), in the Del Monte Polo Tournament in February. The team reached the semi-finals by defeating the strong San Mateo Team, but was eliminated by the San Mateo Reds. Later the team played two match games with a team composed of Lieutenant Cyr and Captains Forrester, Walford and Rork of the British Army, losing one game and tying the other.

13th Cavalry Activities

MUCH enthusiasm has been engendered among the personnel of this regiment by a series of three horse shows, held in the West Riding Hall on the nights of January 30, February 25 and March 27. The idea of holding these shows was conceived exclusively by the enlisted men of the 13th Cavalry, who by voluntary contributions raised sufficient funds to purchase an organization trophy. The regiment and each troop contributed additional funds so that individual cash prizes and ribbons could also be awarded. Scoring on the basis of first place, 5 points; second place, 3 points, and third place, 1 point, the troop making the largest number of points in the three shows was to be awarded a suitable trophy, to become the property of the winning troop. All private mounts of officers, all public horses assigned to officers, and all horses that have won prizes at civilian shows were barred from entry. Judges were selected from officers on duty at the post not assigned to the 13th Cavalry. All other officials were selected by and from the enlisted men of the regiment. In the first show Troop A led Troop F by only one point, scoring seventeen points. The closeness of these two troops, each from different squadron, stimulated interest and incited a keen rivalry within the regiment, resulting in much schooling and extra grooming. Every advantage was taken by the men to get into the riding hall. Practically every night the riding hall was filled with troopers schooling their horses. At the end of the second show Troop A, Captain Guy D. Thompson, Commanding, took the lead by a margin of nine points, scoring in all thirty-six points. The other scores by points were: Troop F, twenty-seven; Machine Gun Troop, twelve; Troop E, six; Troop B, five, and Headquarters Troop, four.

The following officers have joined the 13th Cavalry since January 1, 1929: First Lieutenant Virgil F. Shaw, Second Lieutenant William H. Nutter, and Second Lieutenant Mitchell A. Giddens. Of the present officers' personnel of the regiment, it is expected that 71 per cent will be sent to other duties this summer.

Fourteenth Cavalry (Less First Squadron)

"BLOW, blow, thou winter wind," wrote our old friend, William Shakespeare, "Thou art not so unkind as man's ingratitude towards men." Historical records are vague on the subject, and it is not known whether or not he ever served in Iowa; but if he never did, the 14th Cavalry at Fort Des Moines is in a position to give him a few pointers, information and what-not concerning this aforementioned "wintry wind." The old-timers of Iowa have been neglecting their work and hogs have been growing thin while they have argued whether this winter has been more severe than that of 1861 or 1872. However, it has been a real winter! Snow has fallen copiously and abundantly at frequent intervals. Only through the energetic efforts of Captain William F. Saportas, the police officer, have the roads and walks been kept open. The snow combined with the ice resulting from occasional thaws have tended to curtail outside activities and riding.

However, as we write, the sun is shining brightly, a warm March wind is blowing from the direction of Texas, the snow is fast melting and it won't be long now until we will be able to see the polo field again.

Yet, in spite of the snow and cold, the winter has been a pleasant one. Each Monday evening the officers of the garrison have gathered at the club for an informal stag party, at which cards and pool have provided entertainment; basketball games have been played every Tuesday and Thursday, Fridays have alternated between bridge and band concerts, and two Saturday nights a month have been devoted to hops.

Since the first of the year, the riding hall has been the scene of an exhibition ride each Wednesday afternoon. Troop E has specialized in bareback riding; Troop F in Cossack work; the Machine Gun Troop in a spectacular drill and Headquarters Troop in specialty and novelty work. In addition, First Lieutenant J. B. Patterson has trained a bridleless

platoon of twenty-two horses, whose work has never failed to bring forth applause from those witnessing the work. The Infantry and Artillery stationed at the Post have added their acts, with the result that the whole exhibition has been both varied and interesting. Numerous civilians and civilian organizations have witnessed the work during the winter months, and a great deal of favorable publicity obtained for the Post and the Army. According to present plans, the exhibition will be put on April 24 in the City Coliseum in Des Moines.

Since the last writing, the regiment has lost two old soldiers through retirement—Master Sergeant Stitt M. Hunter and Master Sergeant George Darhamian. Both soldiers have had long years of honorable service with the regiment and leave a host of friends who wish them happiness and success in their well-earned retirement. Inclement weather prevented the holding of reviews in their honor. Both soldiers were honor guests at dinners given by their respective organizations and were presented with beautiful parting gifts by their comrades.

Organization Day was celebrated by the regiment on March 5. The 14th Cavalry Press prepared and issued a handsome souvenir program for the occasion containing in addition to a history of the regiment, the troop menus, the program of the day and pictures of Fort Des Moines, the Commanding Officer, Captain William F. Saportas, who is the oldest Captain from length of service with the regiment, and other pictures of interest. At 10:00 A. M. the regiment gathered in the riding hall, where Colonel Sirmyer made a few fitting remarks and presented the recruits who have joined since the last Organization Day to the Colors. In the afternoon, after an elaborate dinner, the regiment again assembled at the riding hall for a gymkanna. The events consisted of Musical Chair Race, Sack Race, Shoe and Leggin Race, Egg and Spoon Race, Mounted Wrestling, a Rescue Race and a Slow Mule Race. The Machine Gun Troop, under command of Captain B. M. Creel, carried off high honors, winning four firsts, one second and two third places. Their nearest competitor was Troop F, which scored two firsts, two seconds and two thirds.

In the evening, following a buffet supper, the enlisted men and their guests danced at the Post Gymnasium and the officers and ladies of the regiment gathered at the Officers' Club for a dinner dance. Following the dinner, the Commanding Officer, with an appropriate address, presented silver mugs, beautifully engraved with the crest of the regiment, to the parents of the babies born in the regiment. Those honored were Captain and Mrs. Charles W. Latimer, Captain and Mrs. John E. Maher, Lieutenant and Mrs. S. C. Page, Lieutenant and Mrs. Fred Thomas, and Lieutenant and Mrs. James B. Patterson.

With the coming of spring the personnel of the regiment is looking forward to the outdoor work, cross-country riding and hunts.

Philippine Marches

DURING the month of November, the two squadrons and the Machine Gun Troop of the 26th Cavalry made separate marches in preparation for field service incident to the annual maneuvers of the Philippine Division. The maneuvers were to be the repelling of a hostile invasion in the vicinity of Lingayen Gulf. To accustom the troops to the terrain over which the maneuvers would be held, all marches were made north in the direction of Lingayen

The Machine Gun Troop, Captain C. G. Wall commanding, marched via San Miguel, Paniqui, Villasis and Santa Barbara to Lingayen and return, a total distance of about two hundred miles. An interesting incident of the march occurred when crossing the Baka River, north of

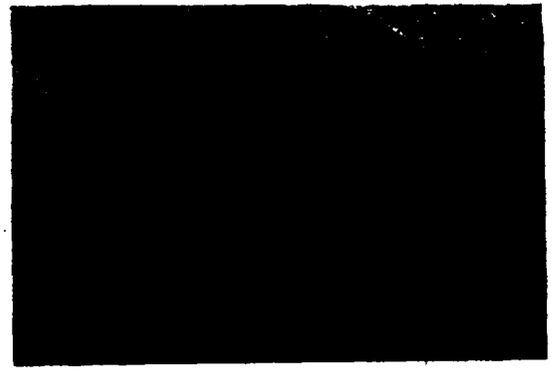
Fording the Bamban River

Paniqui, on a bamboo raft which had to be buoyed up by gasoline drums to float the wagons, eleven of which accompanied the troop. The troop traversed for the first time a newly improved stretch of road from Moncada to Carmen, which shortens the usually traveled route to Lingayen by about twenty miles. On the march tactical training was had in marching and camping, night marching, selection and occupation of machine gun positions and protection and defense against aircraft. The camp at Lingayen was beautifully located in a cocoanut grove near the beach, where the troop remained two days for instruction in beach defense and recreation in the form of surf bathing.

The Second Squadron, Major E. N. Hardy commanding, marched via Capas and Tarlac to Camiling and return a total distance of one hundred miles. The road from Tarlac to Camiling is still under construction and affords many opportunities for training and in overcoming difficulties in the form of poor roads, demolished and uncompleted bridges and stream crossings. This road is west of the route travelled by the Machine Gun Troop and is a practicable one for cavalry use in campaign. Tactical training was had in marching and camping, patrolling, security detachments and the different forms of cavalry combat. Tactical problems were in the form of a continuous situation, such as might con-

front a cavalry command during active operations in the Central Plain of Luzon.

The First Squadron, Major A. Q. Ver commanding, marched over the same route as the Second Squadron and slightly farther, to Bayambang and return. Tactical training was held similar to that of the Second Squadron. On the return march the squadron encountered torrential



Twenty-Sixth Cavalrymen Repairing a Bridge

tropical rains which accompanied the typhoon which recently swept the Islands. In spite of this handicap the command crossed many swollen streams and returned to the post in good condition at midnight of November 25th, although the wagons had to be left north of the Bamban River until the next day.

Applicatory System in Officers' School, 26th Cavalry

THE officers' school held during the school season last year was conducted entirely by the applicatory system. The methods used indicate one manner in which tactical instruction, as given at the service schools, can be easily applied to the problems of a regiment.

The school season in the Philippine Islands is from June to September, inclusive, which corresponds roughly to the rainy season. This precludes outdoor work and makes it impracticable to have terrain exercises, tactical rides, or other outdoor work in the officers' school and reduces the type of exercises to map problems, map exercises and map maneuvers. Map problems were eliminated entirely due to the labor necessary on the part of the instructors in preparing and correcting the problems, if original problems are to be used, and on the part of the students in writing out lengthy solutions. Previously prepared Cavalry School problems were eliminated because more benefit is derived from

problems on the ground near the regiment's own station. The course was, therefore, built around map exercises and map maneuvers.

Each officer was required to prepare and conduct one map exercise (one sided) or one map maneuver (two sided). In all cases, the cavalry forces involved were units of the 26th Cavalry commanded by their own officers. Problems were laid on the available maps of the terrain on which this regiment will be likely to operate in time of war and all problems were of the type which the regiment would be most likely to encounter in war. In the map maneuvers, one troop of the regiment fought another, one squadron fought the other, and toward the end of the course the 26th Cavalry (Blue) commanded by the Regimental Commander, Colonel Long, fought the 26th Cavalry (Red), commanded by the Regimental Executive Officer, Lieutenant Colonel Pegram. These officers were spared in the critiques of their solutions of the problems no more than the lowest ranking lieutenants in the regiment were spared in the critiques for their solutions.

Each officer conducting a map exercise or map maneuver was required to hold a conference on the day previous and cover the principles of the operations involved in his problem. In addition during the course each officer gave a lecture on a selected list of subjects of particular interest to the regiment, such as the new cavalry regimental organization, forms of attack and defense most likely to be used by the 26th Cavalry, lessons learned from the 1928 Philippine Division Maneuvers, the terrain from Lingayen Gulf to Manila Bay, probable employment of the 26th Cavalry in war, etc.

The above described methods were very successful. They concentrated the thoughts of the officers on their own men and their own problems and on the terrain on which the problems would have to be solved in war. In addition the course was run with the minimum expenditure of time and labor for all concerned.

First Squadron, 103d Cavalry Notes

ALL units of the Squadron are now actively engaged in preparation for the annual indoor inspection, which takes place early in April.

Troop B (2d Troop, P. C. C.) furnished an escort of honor when Captain George Fried, Commander of the S. S. America, was a guest of the city of Philadelphia. The escort, in special full dress uniforms, met the party at Broad Street Station and conducted it from there to the office of the Mayor, and then to the Bellevue-Stratford, where Captain Fried was entertained at luncheon.

First Lieutenant Joseph J. Wall of Troop B has been detailed to attend the National Guard course at the Cavalry School at Fort Riley, and will represent the Squadron there.

305th Cavalry

POLO in the regiment this season has been greatly curtailed due to the lack of practice. The 103d Cavalry Armory, where polo is practiced and played in Philadelphia, has had a new flooring of tan bark put in, which has made it too soft for polo this season.

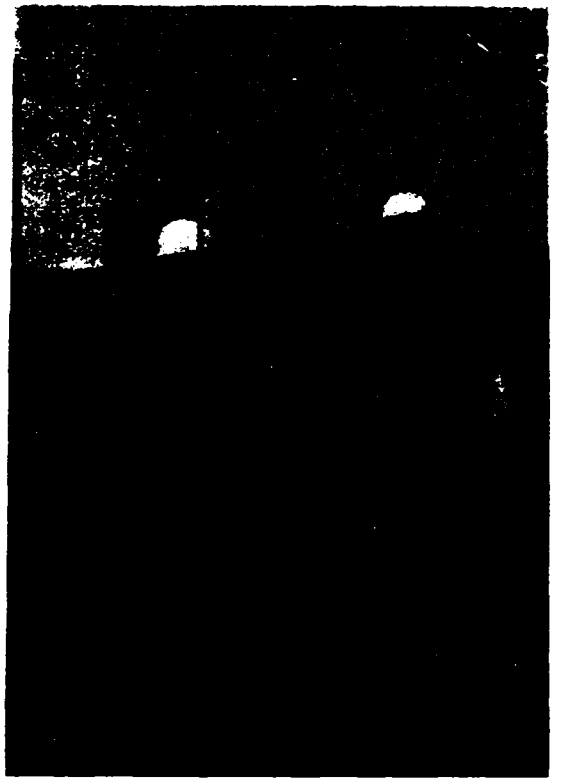
Despite the lack of practice, the regimental polo team journeyed to West Point on January 5, and played the scheduled game with the Cadet team on that date, being soundly thrashed by the Cadets to the tune of 15 to 6. Lieutenant E. A. Town played excellent polo, scoring five of the six goals for the regiment.

The 1928-29 Inactive Training continues to be the most successful in the history of the regiment. More officers and enlisted men are turning out for the training than ever before, and the work of the regiment, as a whole, in the Correspondence Courses is very satisfactory. Much enthusiasm has been evinced since the regiment was informed by the Chief of Staff, 62d Cavalry Division, that the Active Duty this year would be at Fort Myer, Virginia, and that the officers would train the candidates of C. M. T. C. at that Post. In addition to the three rides and drills weekly and monthly map problems already scheduled, two conferences per week have been added to the schedule in order that the officers going to camp will receive preparatory training in their duties as instructors of the C. M. T. C. These conferences are held at regimental headquarters during the noon hour on Wednesday and Friday.

On December 21, 1929, the annual Regimental Turkey Shoot was held at the 1st City Troop Indoor Range. This was a real test of marksmanship, as the firing was done with the Caliber .45 Automatic Pistol at a moving target. Major E. N. Hay won the first prize, an 18-pound turkey; Lieutenant L. N. D. Mitchell, second prize, a 15-pounder; Lieutenant D. G. Grannis, third prize, and Captain L. C. Bell, fourth prize.

On February 13, a Regimental Hunt was held at the Whiteland Hunt Club, Exton, Pa. This hunt was arranged by Captain Max Livingston, Jr., Assistant Master of Hounds at Whitelands, and it was through Captain Livingston's kindness that the officers of the regiment were mounted. All officers rode in uniform. The hunt started at 1:30 P. M., and the two foxes jumped afforded two excellent runs for members of the regiment. After the hunt, Captain Livingston was host to all officers of the 305th Cavalry at his beautiful farm, near Exton, Pa., and that night a regimental dinner was held at the Green Tree Inn, Paoli, Pa., attended by all members hunting, with several officers who motored out from town.

The regiment gave a farewell dinner on February 21, at the Racquet Club, in honor of Staff Sergeant Albert Leusch, D. E. M. L., who retired from active duty after thirty years' service. Sergeant Leusch has been on duty with the 305th Cavalry for the past seven years, and Colonel W. I. Forbes, Regimental Commander, who presided at the dinner, presented him with a small token from all officers and enlisted men of the regiment in appreciation of the willing, efficient and loyal service he rendered the organization.



Polo Practice, 305th Cavalry
Lieutenant Towne on the ball

306th Cavalry

BEFORE going to camp this summer the regiment will be reorganized in accordance with the latest War Strength Tables of organization approved May 10, 1928. The new organization, which will become effective July 1, 1929, will be quite different from the present one and will closely parallel the Peace Strength Tables on which the cavalry of the regular establishment is now organized. In general, these changes include a Machine Gun Troop as a part of the regiment, add one squadron and eliminate the Service Troop.

The Machine Gun Squadrons, of which there is now one to each Cavalry Brigade, are to be done away with and each Cavalry Regiment

is to have a Machine Gun Troop, as an organic part of the regiment. This troop will consist of a troop headquarters, three platoons, an anti-aircraft and a one-pounder section. Each platoon is to be subdivided into two sections of two guns each, thus giving the troop twelve machine guns. The anti-aircraft and one-pounder sections are commanded by the same officer and may be considered as an auxiliary platoon of four anti-aircraft machine guns and three one-pounders.

In adding a squadron to the regiment the number of troops in the regiment has not been changed, since the new squadrons are to be of two troops each. However, as a material reduction has been made in overhead, each troop has been made considerably stronger, consisting of a troop headquarters, four rifle platoons of three squads each, and a M. R. Platoon of four squads. This will increase the personnel of each troop to seven officers and one hundred and sixty-six enlisted men, two captains being provided in each troop, the junior being the second in command.

The Headquarters Troop will take over most of the functions of the present Service Troop and will consist of a troop headquarters, a headquarters platoon and a communication platoon.

The functions of the transportation platoons of the present Service Troop will be taken over by the several troops of the regiment, each of which will be given its proper share of mules and wagons.

The Band is to be a separate organization commanded by the Adjutant, which can be attached to any unit of the regiment as circumstances may dictate.

While all the details of reorganizing the regiment have not been definitely settled, it is contemplated that the personnel of the 153d M. G. Squadron will be transferred to the 306th Cavalry, and that the regiment will be located as follows on completion of the reorganization:

Hdqrs., Hdqrs. Troop and Band	Baltimore, Md.
1st Squadron	Baltimore, Md.
2d Squadron	Washington, D. C.
3d Squadron	Baltimore, Md.
Machine Gun Troop	Baltimore, Md.

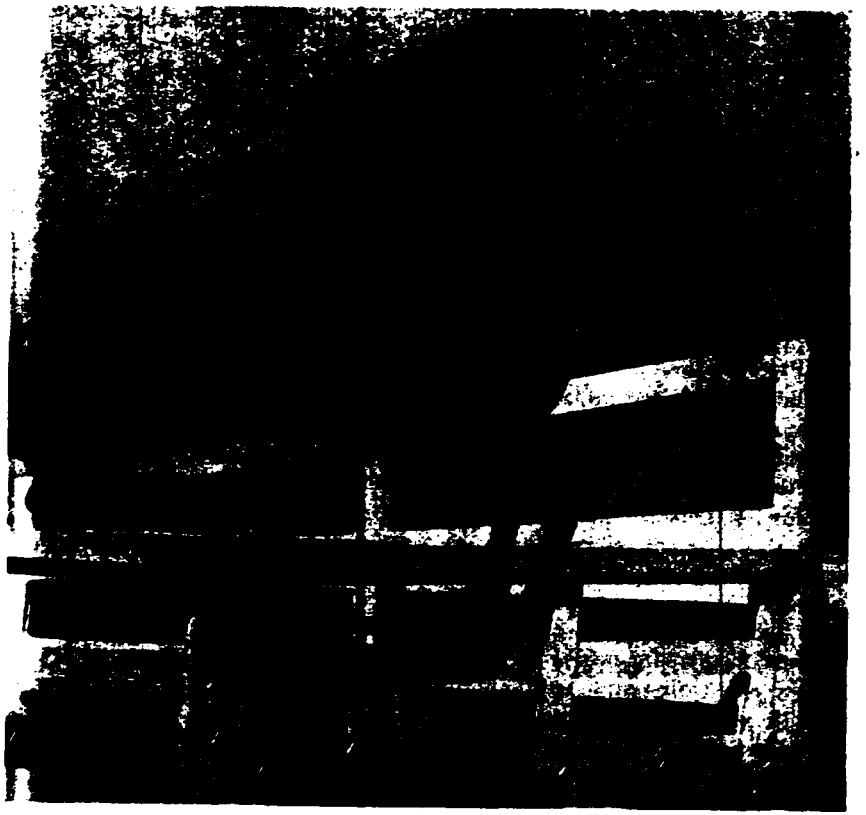
307th Cavalry

IT is hoped to have a 100 per cent attendance of the 307th Cavalry at Fort Myer, Virginia, for the annual encampment. All officers are greatly pleased that Fort Myer has been designated as the post for summer training. A number of officers have already signified their intention of attending. Those officers who attended camp last year speak very enthusiastically of their work and have announced their intention of returning. The coming school sessions will be devoted to preparation for work which will be carried out during the camp.

308th Cavalry

ACTIVE training in the 308th Cavalry has been progressing satisfactorily during the winter months, with conferences, rides twice a week, and correspondence school work. Last month seventeen subcources in the Cavalry Correspondence School Course were completed. The regiment has an enrollment in these courses of fifty-six.

The orders assigning this regiment to conduct the training at the C. M. T. C. this summer were received with enthusiasm. Officers are preparing themselves for this work by attendance at conferences, practical work and rides, completion of applicable correspondence school courses and a prescribed course of study.



Lt. Col. G. H. Cherrington, 308th Cavalry, at the Pittsburg Hunt Horse Show

154th Machine Gun Squadron

A TROOP School has been conducted for the members of the 154th Machine Gun Squadron during the period November 1, 1928, to February 28, 1929, with Captain David H. Blakelock, Cavalry (D.O.L.), as instructor.

The conferences covered the subjects as noted below:

November 22, 1928—Technique of machine gun fire, direct laying and the employment of machine guns.

December 13, 1928—Illustrated map problem of a regiment in an attack, involving the estimate of the situation.

January 24, 1929—Illustrated map problem involving a troop acting on a reconnaissance mission.

February 28, 1929—Illustrated map problem involving a halt for the night by a cavalry brigade.

Following each of the above conference periods, pistol practice was conducted on the pistol range of the Armory building for a period of one hour. Very satisfactory scores have been made by several of the officers.

During the month of January an equitation class was organized, and one ride was held. The horses used were secured from and through the courtesy of the 111th Field Artillery, Virginia National Guard. Now that good weather is in sight it is expected that these rides will be held weekly and will be well attended.

Prior to the appearance of the next issue of the JOURNAL, the 154th Machine Gun Squadron will be disbanded in accordance with the change in organization of the cavalry. It is not known at the present writing what disposition will be made of the officers of the squadron, but it is expected that they will be assigned to the 307th Cavalry, possibly forming the third squadron and the machine gun troop of that regiment.

462d Field Artillery

IT is difficult to conceive of a greater testimonial to the value of artillery as cavalry support than the recent decision of the War Department to replace the battalion of the Cavalry Division by a regiment. Yet this does not come as a surprise to those who have been observing recent developments in logistics.

The organization of this regiment is proceeding satisfactorily. Seventy per cent of the officers are graduates of universities and most of them are natural horsemen. They are interested in their work and attendance at camp this summer is expected to be good. It is felt that this unit is already of material value in the scheme of national defense.

Sixty-Third Cavalry Division Notes

THE general interest in inactive duty training manifested by the officers of this division this year has far surpassed any former record. Thirty-five per cent of the entire strength (both commissioned and enlisted) is the enrollment record for the Army Correspondence Courses, and reports of completed work are rolling in regularly from the unit executive officers.

The District Branch Schools of Chattanooga, which are conducted under the direction of Colonel O. B. Meyer, Cavalry, D.O.L., Chief of Staff of the 63d Cavalry Division, have proved to be most interesting and beneficial, from an educational standpoint, to those Reserve officers who attend them. Brigadier General Harold B. Fiske, U. S. A., visited the Chattanooga schools on Tuesday evening, February 26, on a tour of inspection. In his talk to the students present at the Cavalry School, General Fiske expressed his pleasure in noting the attendance, and stressed the important place in the military education of the Reserve officer which is being taken by the District Schools. He brought out strongly the necessity of having a Reserve Army cadre, composed of officers and men who are trained to care efficiently for their units at the time of a mobilization, should such emergency arise.

The Equitation Class, sponsored by this division and held at Fort Oglethorpe, Georgia, each Sunday morning, through the courtesy of the Commanding Officer, Colonel T. A. Roberts, 6th Cavalry, enjoys continued success. Captain William V. Ochs, Cavalry, D.O.L., is the instructor, and some twenty Reserve officers are in regular attendance.

The Corps Area program of active duty training during the coming summer has been received. For the first time since the organization of the division, Division Headquarters will be ordered to camp for training as a unit. Twelve officers will be authorized to attend, and instruction in the functioning of a Division Headquarters should prove very valuable. This training will be held at Fort Oglethorpe, Georgia. Other units of the division to be ordered to camp are: Headquarters Troop, 63d Cavalry Division; Headquarters and Headquarters Troop, 155th Cavalry Brigade; 309th Cavalry; 310th Cavalry; 403d Engineer Combat Battalion, all to train at Fort Oglethorpe, Georgia, and the 463d Field Artillery Battalion, to train at Fort Bragg, North Carolina. An authorization to order a total of ninety-three officers to active duty during the summer has been granted, and judging from past performances, this indicates that many officers applying for active duty will have to be denied training this year.

BOOK REVIEWS

Suicide Battalions. By WENDELL WESTOVER, Captain, 4th Machine Gun Battalion. 2d Division, A. E. F. 278 pp. With Illustrations, Drawings and Map. G. P. Putnam's Sons, New York. $5.00.

Reviewed by Major Kenna Eastham, Cavalry

The author has produced a story of the war, written mostly in the first person, which portrays particularly the actions and life of the machine gun unit to which he belonged. The book is replete with vivid descriptions of the trip overseas and the training and battle experiences of the organization after arrival in France. It is written from the viewpoint of a Lieutenant, who, the author claims, enjoys a twofold viewpoint: that of the higher commander and that of the enlisted man. He says: "Between these two is the Lieutenant. Lightly trained to think in higher terms, understanding comes with such meager information as sifts down to him; he interprets it for his men. His, the direct and all-important task of leadership, of understanding, of living the human and inhuman days with the men who occupy the ground and gain the decision in battle."

For those who enjoy war reminiscences, this book will be found interesting and enjoyable. Both the joking and the serious characteristics of the individual are depicted. Men who have served in machine gun units will find it to be a particularly entertaining volume. It has but little military value, but would be a welcome addition to any troop, battery or company library. It contains no technical matter and can be understood by anyone.

It is a beautifully gotten together book, containing thirty-four line cuts and twelve photogravures by Lucien Jones, the talented artist, who, after recovering from wounds received while on duty with his regiment in action, was appointed by the French Government as an Official War Artist. Thereafter he painted and sketched at the front—picturing the soldiers of many different nationalities. He had the honor of being selected to portray Colonel Lindbergh after his New York to Paris flight. These illustrations contribute immensely to the pleasure of reading the book.

The Future of the British Army. By MAJOR B. C. DENING, M.C., R.E. Published in England. $2.00.

Reviewed by Major George Patton, Jr., Cavalry

There are probably as many ways of winning a war as there are of skinning a cat. Some of us pin our faith on an accurate use of commas, others on grease or gas, on footcase or saddle soap, and in the ardor of our enthusiasm for our especial panacea forget that the way to skin a cat is to remove his hide, and the way to win a war is to beat the enemy.

Whether or not we belong to those who pin their faith on grease, and mechanization as the surest means to future victory is, however, immaterial to the fact that any soldier will be benefited and interested by reading *The Future of the British Army* by Major B. C. Dening, M. C.

While most of us will find it difficult to accept in their entirety the argument

and figures he adduces to prove his plea for machines, we must all admit that his restrained and soldierly exposition provides abundant food for cogitation.

In reading this book it is recommended that the usual practice of omitting the preface be reversed, for in the few pages containing it, Major Dening not only gives excellent reasons for continued and active investigation of the nature of the next war, but also refutes the arguments of those who, heeding their hearts rather than their heads, lure themselves and attempt to seduce others into a Eutopian belief in the continuation of peace.

The opening chapter on "The Future Conditions of War" is a concise and masterly review of modern battles with the idea of determining their outstanding characteristics. The data used in arriving at this evaluation is derived from a study of: 1870, the Boer War, the Russo-Japanese War, and the World War.

His conclusions are that the conditions most affecting modern battles are: first, the domination of the battlefield by the small arm bullet with the strengthening of the defensive incident thereto; second, the profound influence of railways on strategy; third, the constant increase on the amount and caliber of artillery in an unsuccessful effort to balance the bullet; and, finally, the advent of new weapons devised to restore the power of the offensive.

While the conditions and results as deduced are impressive, one cannot but be struck with the notion that at times the author interprets facts to sustain a preconceived assumption. Also, in common with most modern military writers, he fails to take into account the paramount influence of great individuals, whose effulgent glory dominates and captivates armies—whose presence is victory.

Finally, Major Dening seems ignorant of the wrestling aphorism to the effect that: "There is a block for every hold". In other words, he fails to consider the historical fact that the initial appearance of every new weapon has invariably marked the zenith of its influence despite the fact that usually the weapon itself has become thereafter increasingly deadly. This falling off in moral effect is, of course, due to the influence of familiarity and to the antitoxin developed in the military system by the injuction of counter measures.

The next subjects taken under consideration are the requirements in the British Army.

By way of clarifying the question a list is first presented specifying the tasks of the army in peacetime as:

a. The maintenance of an expeditionary force.
b. The garrisoning of naval bases.
c. The garrisoning of naval bases.
d. The garrisoning of special territories.

In considering these questions a complete and interesting account is given of the so-called Cardwell System—that is, the system of linked battalions whereby the troops at home provide reliefs and replacements for those abroad. While we are less concerned with this question than in England, it is none the less of at least academic interest as a possible solution to the question of maintaining our own overseas garrisons.

Next, the tasks of the army in war are set out and examined on the assumption that the possible theaters of operations will include:

a. The northwest frontier of India.
b. Western Europe.
c. The Far East.
d. The Near and Middle East.

This determination of probable commitments is vital to the rest of the book, but the thought obtrudes itself that, wittingly or nor, the author is over-prone to trim the cloth of his arguments to fit Western Europe.

As a result of these assumptions, including also the one arising from the necessity of maintaining civil order, the conclusion is reached that: "In all the main theatres of war open to the British Army, except a portion of the northwest frontier of India, it is important to note that the use of cross-country mechanical forces is practicable." It is delightful to find an enthusiast using such a moderate statement as that outlined in this quotation, yet the very restraint of the arguments adds power to them and is a pleasant change from the blatant effervescence of "A million farmers."

The chapter closes with a statement of the three possible solutions adapted to meeting the peace and, assumed, war needs of Great Britain. These are:

First: To change no existing units and to add mechanized ones as funds become available.

Second: To provide two types of army—presumably with some internal changes—the one adapted for peace and the other for war.

Third: To drastically reorganize the army both at home and abroad.

The author assumes that the third solution is the proper one, and in the succeeding chapters sets up objections and difficulties to this solution, and then, at least to his own satisfaction, knocks them down. The refutation of the objections is not too convincing, because it fails to admit the fallibility of the public mind, and assumes that while public interest was apathetic prior to the last war, it will "Give till it hurts" in preparing for the next.

The financial arguments are most impressive and as presented clearly favor mechanization, but we have a sneaking notion that a competent statistician could make them shriek just as loudly against it.

The technical and financial soundness of the plan having been demonstrated to the writer's satisfaction, we are next presented with a detailed account of the composition of an: "Ideal Modern Army Corps", sprung like Pallas fully accoutered from the brow of its creator.

Whether or not we agree either with the concept or the approved solution, we are bound to respect the boldness and clarity with which the new corps is developed for our inspection. To give in the compressed scope of a review an account of the corps would not only fail to do it justice but would also lessen the zest of the reader for its careful examination. The subject merits and will repay thoughtful study.

As a whet to interest, then, we will only say that in it the old order changes, giving place to new. Infantry, cavalry, and artillery exist no longer; in their place we find "The close combat arm", "The protective arm", and "The mobile arm". It contains 42,000 men and 6,081 motor-driven vehicles, making a column fifty miles long, which will pass a given point in four hours. To us this statement about time is hardest to swallow.

The aspect of the future cavalry division, or rather its successor, now comes up for consideration; as before, we shall not spoil the reader's appetite with excerpts beyond the bald statement that it contains no horses.

The next few chapters are devoted to a detailed account of the administrative and financial methods by which the present British Army is to be transplanted into the one visualized. Strange to say, these chapters are vastly interesting in a strangely upsetting way in that they constantly put us to the test in mentally refuting the arguments they contain. As to the exactitude of the financial conclusions reached we are mute, though personally doubtful.

The closing chapter of this splendid book voices a plea for "Finding a true concept of future wars."

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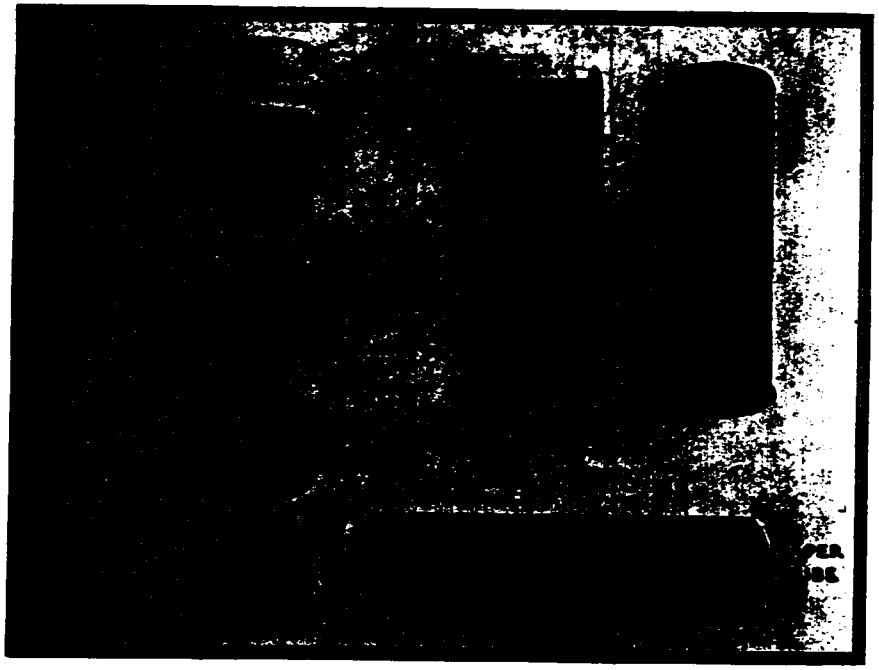

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Just as surely will our future triumphs or disasters depend on whether or not we are able to compromise, to select the virtues of the new and add them to the merits of the old—to mix grease with footease.

Strategy. By CAPTAIN GEORGE J. MEYERS, U. S. Navy. 259 pp. Byron S. Adams, Washington, D. C. $3.00.

Reviewed by Major Kenna Eastham, Cavalry

The orthodox fashion of treating the subject of strategy is to analyze the well known "immutable" principles of war. Considerable doubt has been thrown upon the applicability of the immutable principles by various authors in current literature. Captain Meyers gets away from the orthodox and treats his subject in an entirely new and original manner, but substantiates his points by well chosen quotations from familiar authorities on the conduct of war.

In the first place, we find a definition of strategy that is easy to understand and that fits in with the whole scheme of the enforcement of national policy in peace and war as strategy pertains to the three instruments of policy: diplomacy (or statesmanship), the land forces, and the sea forces. In the second place, Captain Meyers shows that land and sea strategy are governed by the same identical principles. We are glad to say that he does not call them immutable, but the more these principles are pondered, the more justification there seems to be to impute to them immutability as principles that should be practiced to achieve a purpose. Another important point is the exposition of the fact that there is a science and an art of war—the one the creation of power and the other the application of that power.

Besides an introduction, the chapters of the book deal concisely with strategy in the realm of statecraft, strategy in war, command, purpose (objective), adequate forces, suitable arms, dispositions in time, inspection, organization, instructions, and the combat.

Strategy's place in statecraft, as the subject pertains to our form of government, is ably handled. It should be read not only by officials in our Armed Services, but is well worth the serious attention of the civil officers of our government. The suggestion of a council of national foreign policy on page 201 is worthy of consideration as a substitute for the present Council of National Defense. The principles deduced for statesmen to follow to achieve success will be found on pages 64 and 65. While there may be some minor disagreement as to the exact wording of those principles, they are sound in scope and meaning. By applying them to the enforcement of national policy in peace, the probability and chance of war might be lessened.

In Chapter II, the place of battle in strategy, command of the sea, lines of supply and that "the enemy armed forces should be our objective wherever they may be", are illuminated. This chapter also deduces the principles of strategy in war. Each of these principles is more elaborately treated in succeeding chapters.

Chapter III, Command, discusses the methods of command, briefly the character of the commander, and the system of command existing in our government.

Chapter IV, Purpose, treats of our own well known principle of the objective under a different but perhaps better defined term. It shows the relation between the national purpose as expressed in the nation's policy and the military (land and sea) purpose to be achieved by the armed forces.

Chapter V discusses the principle of "adequate forces to achieve the purpose in

view," a principle which the author rightly states is the one most often violated. In its violation, it invites war and brings disaster in war. The relation of this principle with the civil establishment of our government is also discussed. Light is thrown on the origin of the so-called principle of "Economy of Force".

The principle covering the proper proportion of arms in land forces and of types of ships in sea forces is related to the previous principle, but it seems better to treat it separately as the author does in Chapter VI, that it may not be lost from view. This chapter deals with factors that determine the value of arms in land forces and types of ships in sea forces and applies those factors in a brief discussion of arms and types. Tanks and air forces are included in this discussion.

Chapter VII covers "dispositions in time" and includes a brief discussion of the methods that must be selected for use upon different occasions.

Inspection, Chapter VIII, includes information of the enemy and the state of efficiency of our own forces. It does not conform to the present division of the General Staff but the whole function of this principle gives a complete picture of the situation. The embodiment of the factors covered by this principle is worthy of consideration in surveying the functional organization of a staff.

Chapter IX includes a brief discussion of organization while the subject of Chapter X is Instructions. The principle of "forces adequate to achieve the purpose in view" and the principle covering instructions lead directly to the application of power at a given point.

This is logically developed to the last chapter—The Combat. In this chapter, tactical principles are stated and substantiated by quotations from Napoleon, Clausewitz, Moltke, and Foch.

At the end of the last chapter is a summation chart giving the eight principles deduced, the methods falling under each, the factors pertaining to each, and those factors which relate directly to the application of power. This chart also shows the relation between strategy and logistics. In the study and reflection so strongly advocated by the author, analysis is facilitated by the aid of this chart. Furthermore, to the student who is engaged in making historical studies, the chart has the character of a check-off list that will assist in obtaining comprehensive results and laying out the sub-headings for such studies.

The back of the book contains a reading course arranged conveniently by subjects and by publications. The books are well chosen and, if the historical matter is studied by the use of the summation chart, the knowledge gained should form an excellent ground-work for the practice of an officer's profession.

While no author can hope for complete agreement on the views he advances, it may be predicted that Captain Meyers has laid the foundation for a better understanding in our Services of the subject of strategy. If we can talk about this subject with a common language, we can safely say that this book marks the beginning of a new era.

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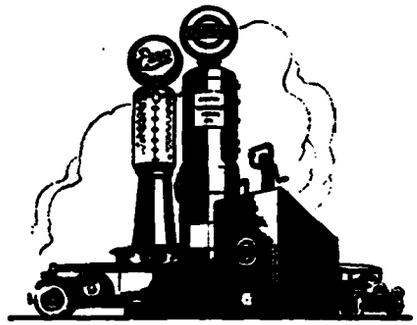

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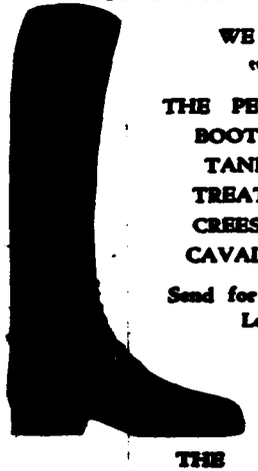

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VOLUME XXXVIII JULY, 1929 NUMBER 156

The CAVALRY JOURNAL

Devoted to the Interests of the Cavalry, to the Professional Improvement of Its Officers and Men, and to the Advancement of the Mounted Service Generally

Editor
Major O. L. HAINES, Cavalry

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The
CAVALRY JOURNAL

VOL. XXXVIII JULY, 1929 NO. 156

The Italian Cavalry in the World War

By Colonel Luigi Briolo, *Cavalry*

At the outbreak of hostilities between Italy and the Austro-Hungarian Empire the Italian cavalry was composed of thirty regiments; the first ten and the 27th and 28th were lancers and the rest light cavalry. In addition, there were ten separate groups* of light cavalry (consisting of two squadrons each), which had been organized late in 1914 and early in 1915, and which, in the course of mobilization, were attached to the existing regiments. Fourteen of the thirty regiments, including the separate groups above mentioned, were assigned to the large infantry commands. Subsequently the separate groups were dismounted to supply horses to the rapidly developing artillery. Only one of the groups functioned intact throughout the war, and this was composed of Sardinian cavalry that operated in Albania.

The remaining sixteen regiments were consolidated into four divisions of cavalry, each one having the following composition:

Four regiments of cavalry,
One battalion of *bersaglieri*† cyclists,
One group of artillery (of 2 batteries),
Detachments of engineers and signal corps,
One section of Royal Carabineers (mounted) for duty as military police,
Services of supply.

*The *group* corresponds to our squadron or battalion, the *squadron* to our troop.

†The infantry of the Italian army has in addition to the regular line regiments several special corps such as the *alpini*, the *granatieri* and the *bersaglieri*. The latter was formed in 1836 by Captain della Marmora of the Guard Regiment of the Sardinian Army. It was lightly equipped and armed and was specially trained to fast marching, quick manuever and rapid attack—a radical departure from the infantry tactics of that time. During the World War many *bersaglieri* regiments were mounted on bicycles and this means of transportation proved so effective that it has been extended to the entire corps which now consists of twelve regiments.

Bersaglieri troops are readily recognized by their characteristic head dress, a large, thick plumage of cock feathers on the right side of the hat.

The incorporation of the *bersaglieri* with the other mobile arm, the cavalry, to form the new unit called the *corpo celere*, has made possible a large and new employment of the corps in the field of strategy and of tactics.

Each regiment of cavalry was formed of five squadrons. Each squadron consisted of four platoons and each platoon included, in addition to its troopers, a squad of cyclists. These cyclists could, when necessary, be grouped together and be operated as a unit under the command of a subaltern.

The number of machine guns issued to the units mobilized at the beginning of hostilities was quite modest. For its sixteen regiments formed into divisions, the cavalry had only an allotment of one section per regiment, each section having two guns. In the early part of the war the machine gun sections were distributed to all the regiments, but they were later reformed into machine gun squadrons of two guns each. In addition, the nuclei of cyclists were allowed two machine guns to each unit, and each regiment had a field officer designated to command the cyclist squads of the regiment should need arise for their employment as a unit.

With this brief outline of the organic composition of the Italian cavalry as it existed when its squadrons first took the field, let us consider the general action of the four subsequent years when the cavalry fought side by side with the other arms and corps of the army.

It is recalled with pride that the motto of the old Genoa regiment, *"Soit a pied, soit a cheval, mon honneur est sans égal"*, was adopted by the cavalry as a whole to signify its courage and willingness to sacrifice, and the splendid new laurels it achieved in the World War thus added to the ancient and glorious standard of the Yellow Dragoons.

On May 24, 1915, mobilization was completed. The Italian Army then operated defensively along the wide Alpine front with two armies and a separate army corps; and offensively between the Tagliamento and the Isonzo rivers* with two other armies that, traversing the plain, dashed against the strongly and skillfully constructed fortifications of the enemy. Thus on the one front stood that colossal barrier, the vast and impenetrable sector of the Alps; and on the other, the no less formidable one of the mountains and heights of the Isonzo. Both were firmly held by hostile troops already skilled in methods of modern warfare—particularly of position warfare—troops loyal to the Central Empire, full of animosity toward Italy, strongly armed and well supplied with weapons and materials of all kinds.

Against such obstacles the advance of the Italian army was checked at the outset. The Allied front since 1914 had gradually stretched across Europe until now it reached from the North Sea to the Dardanelles. At the beginning Italy could neither see nor instigate any opportunity for maneuver, but was forced to carry on instead the exhausting seige, tenaciously and continuously; dashing her armies against the Cyclopian forti-

*See Map, Plate I.

fications that raised their menace from the crest of the Alps down to the war-torn sea at Triest.

Eleven battles the Italian army fought furiously on the Carso to break that front, and gradually, but at the cost of a fabulous sacrifice of blood, the road was opened leading to the heart of the enemy concentrations.

Then came the Austrian counter-thrust, and in October, 1917, the clash at Caporetto. Fortune favored the hostile arms and the Italian forces slowly withdrew to the line of the Piave, forced to leave a large portion of the national territory in the hands of the enemy.

But on the Piave the Italian arms, supported by the indomitable will of a whole people, the legend and pride of a whole race, held in check the Imperial Army. During an entire winter they endured misfortune with desperate fortitude, opposed the enemy with the flower of their youth and with the wrath of their arms; there the renewed and invigorated troops of the nation sowed the seed that was to ripen into victory; there in the mortal duel of June, 1918, the last desperate Austrian thrust, they reversed the enemy advantage and sounded the keynote that was to prologue the imperishable story of Vittorio Veneto; and there on the anniversary of the disaster at Caporetto, Italy finally broke forever the menace of the enemy and began her august march toward her brilliant destiny.

During the long interval between May, 1915, and October, 1917, the Italian cavalry rarely found opportunity to try its strength according to its training and the tasks for which it had been especially fitted. Nevertheless, it contributed to the success of the struggle both by offering many of its eager officers to the service of other arms and corps and by dismounting certain of its regiments and sending them by the side of the heroic infantry into the bloody trenches of the Carso. Anxiously it awaited the turn of events that would take the battle into the open and with it bring back the necessity for the dash and shock of mounted squadrons.

During the Austrian offensive in the Trentino—May, 1916—the cavalry, notably the mounted machine gun sections, found some employment suited to its normal role, but these missions were sporadic and unproductive of those brilliant results which the whole cavalry so eagerly desires. And this because of the nature of the terrain and because of the fact that the Italian counter-offensive soon ran against the strongly fortified positions on the heights where the enemy, having been pushed back, had entrenched himself.

After these minor encounters of the first days of the war a propitious circumstance arose in the course of the battle of Gorizia for the useful employment of the cavalry.

The battle of Gorizia was fought in the basin of the city of Gorizia

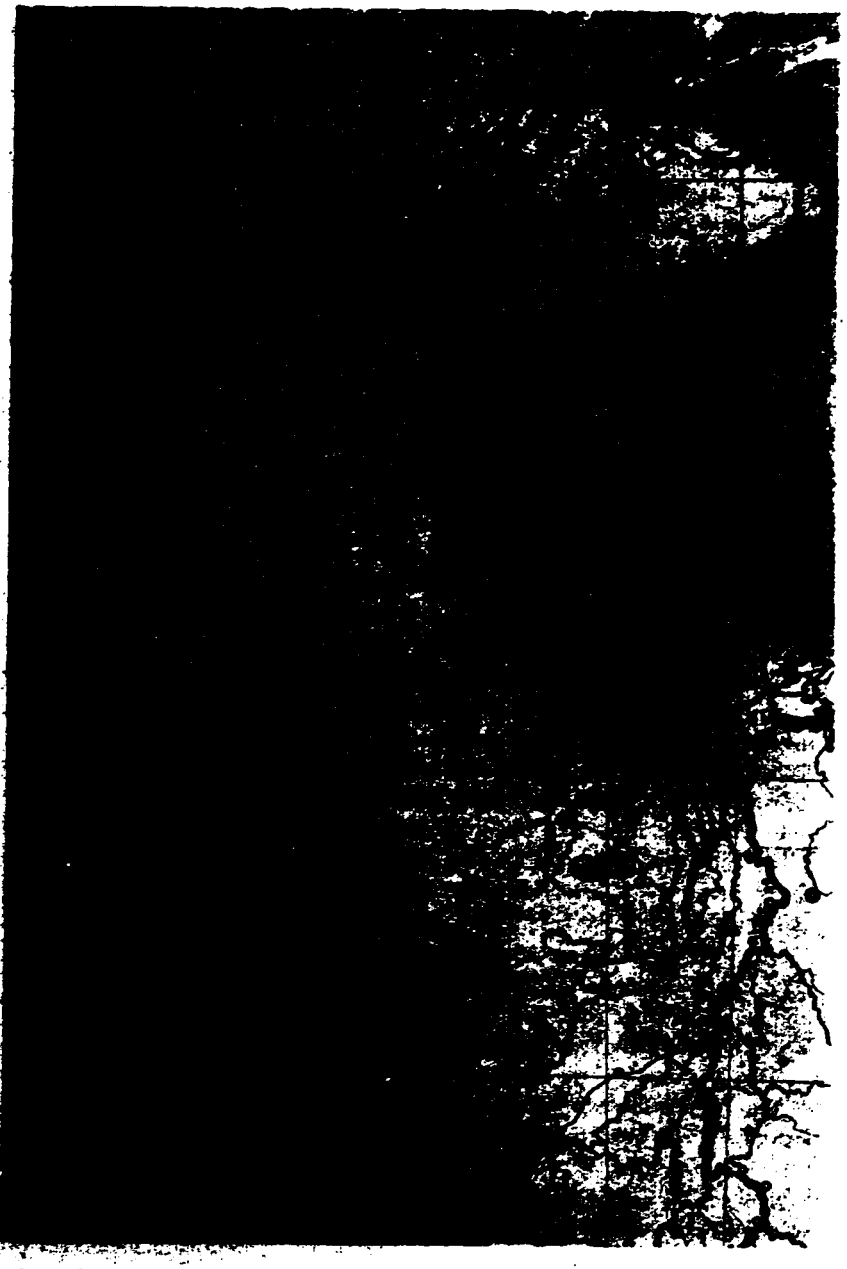


Plate I. The Italian Theatre of the World War

on a stretch of the front between the Podgora and Mount Fortin. Our army again sallied forth to break the Austrian line, penetrated it, widened the breach and vigórously carried the battle to the natural fortifications of the heights.

Success now being visualized, the Italian High Command issued orders for the assembling at San Lorenzo di Massa of a group of *truppe celeri*, to be held in readiness for orders from the 12th Division, which was operating in that sector. This group was composed of the entire regiment of Udine Light Cavalry (five squadrons); of one squadron each of the Piacenza and Catania regiments; two squadrons each of the Yodi, Foggia and Lucca; three squadrons of the Royal Piedmont; two squadrons of Royal Carabineers, mounted; the 5th and 8th battalions of cyclists; two sections of auto-carried machine guns; and one battery of mountain artillery.

On the evening of August 8, a company of engineer pontoon troops prepared the passage of the Isonzo, near Villa Fausta, and in the early hours of August 9, six squadrons crossed the river at Lucinico, their missions being the occupation of Gorizia and the unremitting pursuit of the enemy. In the morning of the same day the rest of the *truppe celeri* detachment followed, crossing the river and throwing itself against the city. In this struggle the squadrons of cavalry came to a hand-to-hand encounter. The action of the Udine Light Cavalry was particularly intensive. Quickly surmounting the obstacle of the river, they soon closed with the enemy rear guard. Operating from then on in a zone violently swept by Austrian artillery, they charged and pursued the enemy and carried the position. They took, in addition, the village of Merna, where, in previously reconnoitered positions of the new line of defense, the bulk of the Austrian rear guard had been posted to impede our advance by heavy machine gun fire. But the "white-green" light cavalry did not hesitate. When reconnaissance disclosed the impossibility of maneuver the regiment, with its standard at the head, charged the Austrians frontally.

The charge quickly broke up into minor combats too detailed for this narrative. Memorable, however, is the courage of one officer who captured a section of Austrian machine guns at the point of the saber. Then dismounting, he forced a prisoner to show him the operation of that type of Austrian gun and turned it immediately against the remaining enemy groups.

The courageous conduct of the squadrons engaged in this great ordeal was best expressed by His Excellency the Marshal of Italy, Gaetano Giardino, one of Italy's most illustrious commanders. Recalling to mind an unforgettable picture of the battle of Gorizia—a horse and trooper lying dead, hopelessly enmeshed in a thick mass of barbed-wire entanglement—he said: "It is a glorious illustration of the humanly insuperable limit of an arm." For its notable record at Gorizia the Udine Light

Cavalry had its standard decorated with the bronze medal for military valor.

The squadrons engaged in the battle of Gorizia thus penetrated into the line of fortifications, which from their position may properly be called the second system of Austrian defense of that bridgehead. Here the thick wire protecting the positions of the Vertoyba and the Vertoibizza rendered further mounted action impossible. The exact moment for the employment of the cavalry had been caught and now the infantry took up the assault with courage and determination.

Then recommenced for the Italian cavalry the period of exasperated waiting, of enthusiastic hope and of indefatigable preparation. Now the rugged sector of the Carso and the formidable zone of the mountains continued to demand new and greater sacrifices of the nation; each recurring battle surpassed its predecessor in intensity and terrible grandeur; more powerful weapons and masses of combatants stronger and more numerous were sent to the field of battle.

During this time our cavalry, denied mounted combat by position warfare, contributed unceasingly to the sacrifices demanded by the trenches. The four cavalry divisions and eight of the sixteen non-divisional regiments were completely dismounted and occupied important sectors in the Carso.

Among the feats of arms taken part in, when the dismounted cavalry fought side by side with the valorous infantry, the Novara Lancers distinguished themselves in July, 1916, at Monte Cosich; and the Genoa regiment, its five squadrons augmented by one of the Royal Piedmont, assisted in the capture of a formidable stronghold of the Austrian defense near Doberdo. In recognition of gallant behavior in this engagement—the assault on Hill 144 in September, 1916—the standard of the Genoa Cavalry was decorated with the silver medal for military glory.

After the winter of 1916 the non-divisional regiments, by good fortune, were again mounted. But at this time all the activities of the Italian army were being concentrated on the great battles in an attempt to break the enemy Carsican line, which, because of the Russian debacle, had been strengthened by Austrian forces formerly held in the Carpathia.

Although the Italians made successive gains, finally capturing the great plateau of the Bainsizza, an occasion for the useful employment of the cavalry did not arise. Then, after the long suspense of waiting, the hour struck at Caporetto in the sad October of 1917. By a fatal inversion of fate this opportunity, so long hoped for by the cavalry, came about directly from the misfortune of the country. The Italian squadrons, together with battalions of *bersaglieri* cyclists and the heroic troops of the covering forces, were called upon to oppose the adverse fortunes which fell upon the national arms.

The breaking of the great Austro-German offensive, which took the name of the enemy success at Caporetto, caused the fronts of the Second

and Third Armies to break. The regiments of cavalry were called upon to cover this withdrawal, first in the plain between the Isonzo and the Tagliamento, and later between the Tagliamento and the Piave.

"Boots and Saddles" sounded in the hour of suffering found the squadrons ready for the great test. With silent courage they responded to the urgent command of the country and once more added history to the centuries-old military tradition of our cavalry arm. The many exploits performed by the cavalry during the operations of the withdrawal are equally brilliant and dear to memory, but as the brevity of this article precludes a complete enumeration and description, only some of the most striking of the episodes, those relating especially to cavalry action, will be spoken of.

Thus in the encounter of Stupizza on October 25, 1917, a detachment of Alessandria Light Cavalry charged enemy machine guns in position; the feat of arms of Beivars, October 28, 1917, in which one squadron of the Saluzzo Light Cavalry charged and routed detachments of Austrian infantry. There is the incident at the military bridge over the Piave at Tezze, where, on November 6, one squadron of the Royal Piedmont, assigned to its protection, dismounted and for a long time sustained intense hostile attacks. Then disengaging itself and remounting, the squadron, completely surrounded, charged with such force that they succeeded not only in breaking through but also in crossing the bridge after the fuse had already been lighted for its demolition.

Finally, to the credit of the whole cavalry, is recalled the resplendent heroism of the 1st Cavalry Division, comprised of the Rome and Monferrato regiments (1st Brigade), and the Genoa and Novara (2nd Brigade). On the morning of October 29, the First Cavalry Division received orders to protect the right wing of the Second Army, in its withdrawal from the Isonzo to the Tagliamento, by occupying the line Lumignacco—Pozzuolo del Friuli—Pasian Schiavonesco. One battalion of *bersaglierie* cyclists was assigned to the division.

The 1st Brigade gained contact with the enemy at the bridge at Lavia, near Pasian Schiavonesco, and dismounted all excepting two squadrons of the Monferrato regiment. Here they fought until evening, when they were obliged to withdraw to keep from being completely cut off. Then the leader of the two mounted squadrons made a wide turning movement and ordered the charge. This was executed, with the standard at the head, across a stretch of ground formerly used by the Austrians as a hand-grenade training area and on which there were still large stores of those explosives. At the very moment when the two squadrons began the charge an enemy grenade fell squarely in the middle of these hand-bomb deposits. The depot jumped into the air and the resultant explosion brought heavy losses of men and horses to the detachment of squadrons. But the leader, rallying his surviving men in the open, led them against

a group of Austrians, who were occupying one of our abandoned barricades. The intrepid leader, leaping the obstacle, crashed upon the enemy machine guns, and though he sustained new and more painful losses, he was able by this means to divert the attention of the enemy until the dismounted elements of the squadrons could regain their horses.

About the same time the 2nd Brigade, directed against Pozzuolo del Friuli, encountered and routed enemy detachments, occupied the town, barricaded itself and stopped the mass of the Austrian column at the gates to the town.

But on October 30 the enemy began a general offensive, which, because of the continuous influx of enemy reserves, assumed increasingly menacing proportions. The dismounted troopers of the Novara and Genoa regiments, together with detachments of the Bergamo brigade of infantry, fought strenuously until afternoon on the barricaded outskirts of the town; meanwhile the mounted squadrons protected the flanks by charging numerous machine guns and thus arrested the progress of the enemy enveloping movement until late afternoon. The 2nd Brigade, now reduced to half strength and with its ammunition supply about exhausted, remounted its decimated squadrons. Charging, and in hand-to-hand combat, they tried to open up a path, but were stopped by the intense and deadly fire of the machine guns which swarmed everywhere. The survivors rallied themselves, charged again and finally, at a very grave sacrifice, they broke through the terrible cordon. On the other side of the obstacle they reformed their ranks to prepare for a return encounter, one that across the open plains was to give them no surcease, no rest.

The daring shown by the heroic cavalrymen of the 2nd Brigade is typified by the noble deeds of Captain Laiolo, to whose memory the gold medal for military valor was awarded.

In the eastern part of the town Captain Laiolo, with his dismounted squadron, had defended for the whole day two barricades. Against these the enemy fire had been especially directed. In the evening the enemy forces surrounded the town and increasing pressure necessitated a withdrawal from the hopeless fight. The situation was threatening, the town was hard pressed on all sides, ammunition was running low, the losses had been prodigious and the salvation of the defense now lay in re-establishing a line further in the rear. Obeying the orders he received to abandon his position, Captain Laiolo mounted his troops and led them toward the gate of Pozzuolo, to the one passage the enemy had not yet completely blocked. Immediately the enemy being freed from the opposing resistance of the barricade, advanced boldly and threateningly. This fact decided the intrepid leader to move his men out at the gallop. Then the enemy pursued him hotly, not only with fire and saber but with scorn and derision for running away. The proud spirit of this cavalry officer could not endure such taunts. In an impetuous outburst of grief and sublime wrath he cried out: "Genoa cavalry may withdraw, but it never

runs!" Then turning the inspiration of his words into command, he faced his dragoons and called out: "Young men, Genoa speaks! The 4th Squadron never runs! It presses the helmet to its head and charges!" Then reining up and turning sharply with the cry of "*Savoy!*" he charged impetuously at the head of his squadron, falling from many wounds to die along with two of his gallant officers and almost all of his brave men.

The retiring movement of the Italian army was at length brought to a halt; the improvised line of defense on the Piave was stabilized; and the entire cavalry corps was withdrawn from the theatre of war and sent to the rear to be reorganized and reconstituted in men, material and horses.

The gigantic battle of June in which the entire forces of the Austro-Hungarian Empire were amassed in a final effort to break the Italian front, found the cavalry again ready for the supreme test, and its regiments returned to fight by the side of the heroic infantry and the other corps of the army.

But again in this battle there existed no possibility of maneuver, and the combats fought offered no opportunity for the characteristic employment of the cavalry arm. Of this fight, therefore, only three examples of cavalry action will be spoken of, actions singled out from among the innumerable episodes of individual and collective valor.

On the 19th of June, 1918, one squadron of the Royal Piedmont, in order to stop a sudden enemy infiltration toward the line of the river Peolo, made an assault that succeeded in turning back the most advanced points of the Austrian thrust, which, in this locality, had penetrated very deeply. Near Monastier the threatening advance of the enemy was held by the brilliant action of the Victor Emanuel II, together with a squadron of the Milan and one of the Royal Piedmont. With successful charges and dismounted action they gave the hard-pressed infantry time to occupy the line of Fosso Palumbo which in the course of the previous combat in the open had been abandoned. On the 13th of June, under intense artillery and machine-gun fire, one squadron of the Florence Lancers entered at the gallop into the town of Giavera, overcame the Austrian troops collected there, made prisoners, and thus rendered the town easy of access to the infantry, which then reoccupied it.

Further combats and charges of minor importance were engaged in toward the end of June by other groups on the Piave Vecchio; but the battle had almost reached its epilogue, the enemy was everywhere driven back and the Austro-Hungarian offensive which had hoped to effect the destruction of Italy had signally failed.

Save for sporadic actions of the infantry made to strengthen the line both in the mountainous sections and on the plain, the burning ordeal that for more than a week had endured from Stelvio to the sea died down

and a period of watchful expectancy set in. The cavalry was withdrawn behind the lines to undergo intensive preparation and refurnishing. The whole army was reorganized and made ready, for with the Italian victory of June the tide had turned. Italy could now dictate the course of operations, and the hour was not far distant when the reward for the valor and sacrifice on the banks of the sacred Piave would be forthcoming; when freed and released in the splendor of new achievements the nation would march to victory.

The summer and almost the entire autumn passed. At last on the very day of the anniversary of Caporetto our army again took the initiative in the war and began its decisive venture by attacking the enemy on the whole front.

After hot fighting the infantry gained the left bank of the Piave and advanced against the heavily armed enemy positions, forcing them to give way at many points. The way was now cleared for maneuver and for war of movement. Through the gap opened up in the enemy line the cavalry squadrons galloped on to victory, performing the noble deeds and enthusiastic sacrifices that in good or bad fortune result from the warlike virtues of Italy's cavalrymen.

The cavalry and the *bersaglieri* cyclists, united here in the same task of advance guard and pursuit, presaged the formation of the *corpi celeri* of today. Flinging themselves through the breaches, they fell upon the more distant echelons of the enemy and threatened the rear and flanks of the first line that still clung tenaciously to the defense of the initial position. Through the ever-widening openings the masses of the divisions of maneuver followed and forced the complete withdrawal of the enemy. In a few days his entire army was definitely beaten.

The cavalry then set about to prevent the enemy from reforming. Furiously it threw itself against the units of the rear guard, against the formations in reserve and on columns in march. It carried confusion everywhere and finally succeeded in turning the enemy withdrawal into a rout. Of this engagement, too, only the record of certain episodes can be detailed here.

The 2nd Cavalry Brigade broke through the enemy barricade on the Pinchetti road and immediately charged, capturing men and machine guns. One squadron of the Savoy regiment of the Third Cavalry Division met with resistance near Revaredo on the plain along the Brentella Canal. It dashed across an open field at the gallop under the heavy fire of machine guns, charged a company drawn up near the cemetery of San Martino and captured machine guns and men.

Even more characteristic was the action of the Saluzzo regiment against an enemy column of infantry and artillery in the vicinity of San Antonio on the River Meduna. On the morning of the second of November the Saluzzo regiment, which formed part of the Third Cavalry Division,

was marching along the Tausiano roadway to gain and force the Pizano bridge. To the regiment was assigned a battery of horse artillery. When a short distance from the town of Istrage a strong enemy column of one battalion and one section of artillery was sighted. This force immediately deployed and opened fire with machine guns and field pieces. One squadron of the Saluzzo regiment dismounted to neutralize the enemy fire with the rifle fire of the squadron and with one section of machine guns. Then while two squadrons were galloping around the enemy position, enveloping them in flank, two other squadrons hurled themselves resolutely at the charge with the standards at the head. And though the ground to be crossed was completely covered by enemy fire the horsemen and the colors reached the companies and their field pieces, attacked them with the saber and soon brought about their surrender. About 200 sabers made up the charging force and they captured 20 prisoners, two 105 mm. guns with caissons and horses and six machine guns.

For this action a silver medal for military valor was awarded the standard of the Saluzzo regiment. And the regiments Milan and Victor Emmanuel II by their conduct both in the days of June and during the advance of October and November, 1918, won the bronze medal for military valor. Another bronze medal was awarded to the Florence Lancers and another to the Aosta regiment which by its promptness prevented the destruction of the bridge at Latisana, and which charged and carried at Corgnilo the last defense of the enemy. The same medal was also awarded to the Mantua and Vercelli regiments.

To this brief account of the combats fought by the Italian cavalry on the Italian front must be added a word of those fought by the squadrons in Albania, Macedonia and in France.

Because of the results attained and because its exemplifies a characteristic employment of the arm, special attention is merited by the action of the column of Italian cavalry in Albania, which, under the command of Lieutenant Colonel Bonati, turned the flank of the Austrian position at Malackastra* on August 7, 1918.

The column, composed of four squadrons of the Catania regiment, two squadrons of the Palermo, the Sardinian squadron and two sections of machine guns, mounted, was directed against the retreating enemy in the direction of Fierio and the bridge at Metali.

On the night of the sixth of August the squadron crossed the River Vioussa at Poro and, working through a wooded zone, was progressing toward the base of the Malackastra heights. The enemy completely dominated the open, underlying plain of this town, partially by actual occupation and partially by surveillance from observation points and by small reconnaissance detachments.

*Plate II.

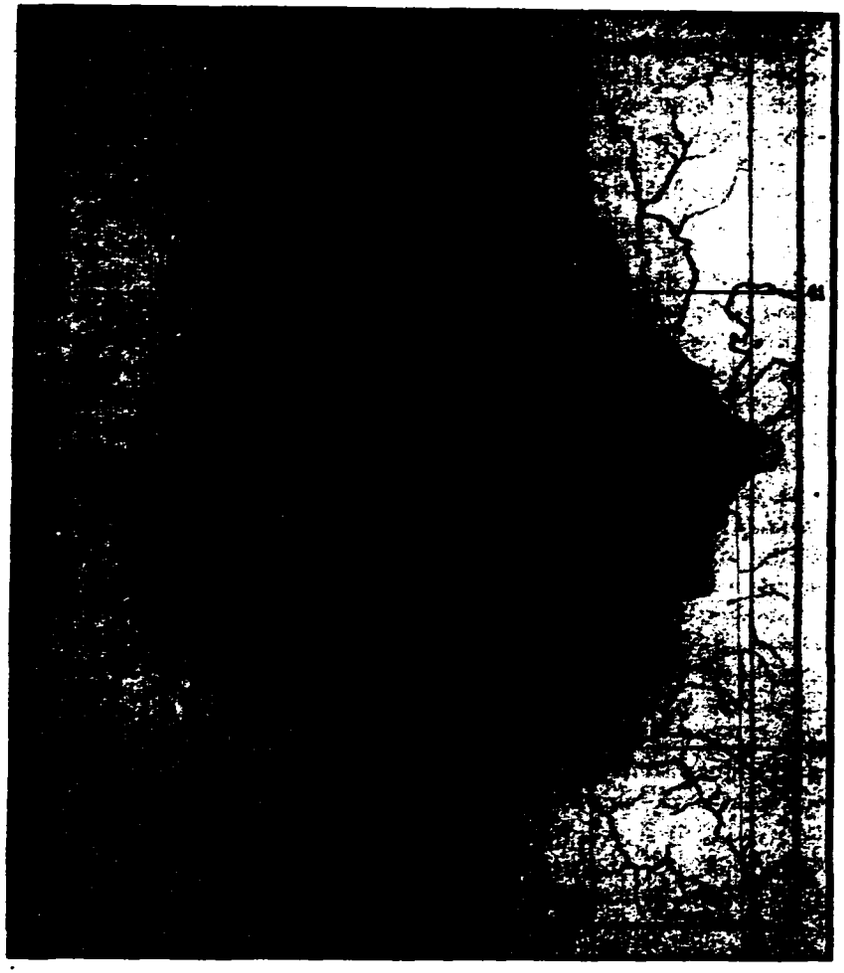


Plate II. Central and Southern Albania

It had been planned to cross this plain under cover of darkness, but unforeseen difficulties occurred during the passage of the wooded tract, so that the edge of the open stretch was not reached until dawn. The situation was rendered increasingly critical because of the unusual brightness of the morning, which allowed the enemy a greater field of visibility.

The boldness of the commander decided the fates in his favor. Having determined to carry at any cost the objective assigned to him, Lieutenant Colonel Bonati at the head of the squadrons ordered the gallop toward the Austrian positions. The Austrians, not being able to conceive

of any such audacity, mistook our cavalrymen for those of the Albanian bands in their service.

Toward seven o'clock in the morning the entire column had crossed the plain and was moving resolutely down the Fieri road. A half hour later they came upon an enemy aviation field. Not hesitating, the entire column, preceded by the squadron in advance guard, burst upon the field and put to flight the service personnel. They captured four airplanes, seven officers and eighty-five men, and of the three airplanes in flight one was captured when it returned to the ground, another was brought down and the third succeeded in making its escape.

Conscious that success lay only in rapidity and in surprise, Lieutenant Colonel Bonati started the prisoners under escort toward the Vojusa River, detached the 2nd and 4th Squadrons of Palermo and the 5th Catania against Fieri.

The first detachment overcame by shock action enemy detachments and convoys encountered along the road and in position near the bridge where they were interposing strong resistance.

The second detachment reached Fieri and, penetrating into the town, charged the opposing troops and captured the commander of the 49th Austrian Brigade and many of his soldiers.

At last the enemy recovered from his surprise and organized a first defense. Then when reenforcements had arrived it took the offensive in a hand-to-hand encounter. Colonel Bonati then used the squadrons held in support and, dismounting his troops, sought to break the now consolidated enemy line. But the danger of envelopment and the fact that his objectives had already been attained decided him to mount up and return. When, on the return march, the aviation field was reached, the hangars, airplanes and all material not transportable were set on fire.

The brilliant results attained by the Italian cavalry in this action against Fieri were augmented when the Austrian commanders of the forces engaged decided upon the complete evacuation of the sector, and with its abandonment they left thirteen field guns and many other materials of war.

For the deeds at Fieri and for various other actions engaged in by the detachment of Italian cavalry in Albania a silver medal for military valor was awarded to the standard of the Catania regiment and to the guidon of the Sardinian squadron; and a bronze medal was conferred on the Palermo regiment.

Thus, briefly, as space and the nature of this article dictates, is the story of the employment of the Italian Cavalry in the World War. In the course of the narrative only the more important actions have been noted, those wherein part was taken by the Italian squadrons. Thus it

has not been possible to enumerate all the many examples of valor and fine courage shown by the Italian cavalry in the series of events that culminated in the victory of Vittorio Veneto. The roll of brave men who died for the country and the roll of her valiant sons who through four years of ceaseless struggle contributed generously of their blood, their treasure, and their personal happiness, is, in truth, the roll of the nation itself.

As a testimonial to the daring and the loyalty with which the Italian cavalry held its post of combat to the very end of the Great War this brief article may be fittingly concluded with the story of the Paradiso crossroad.

It was November 4, 1918, and lacked a few minutes of the hour of the Armistice of Villa Giusti. A column of cavalry and *bersaglieri*, composed of the Aquila Light Cavalry and the 8th Bersaglieri, had been sent forward on the Paradiso road as advance guard for the 23d Bersaglieri Division. Along the march they encountered obstinate enemy rear guards which at every ditch at every bank, and every village impeded the advance.

And during all this time they knew that at 3 o'clock the signal to cease firing would be given on the whole front, that from the Alps to the sea the trumpets of both armies would sound the halt of the war, the rebirth of the nation and the reconquest of life.

They were not twenty years of age, the heroes of Paradiso who offered the sacrifice of their youth that the victory of the nation might reach the utmost limit. Among them two young cavalry officers just turned nineteen, Lieutenants Augusto Piersanti and Achille Balsamo of the Aquila Light Cavalry and the eighteen-year-old Lieutenant Alberto Riva di Villasanta of the 8th Bersaglieri were destined to meet their death in this hour.

About one o'clock the column of cavalry and *bersaglieri* reached the river Stella where they found the bridge destroyed and the left bank occupied by enemy machine guns. This obstacle delayed the march of the advance guard for it was necessary to stop to search for material to restore the bridge—the bridge must be repaired and the pursuit continued.

And in a little more than an hour—the Armistice! Feverishly the advance guard worked to repair the crossing under the constant fire of the enemy from the opposite bank. At length the advance guard got across and drove the enemy back to the village of Ariis. After a determined fight this place was taken, along with numerous machine guns and prisoners.

Again the gallop on the long, white road in pursuit of the enemy rear guard now defending itself more closely and more desperately.

It is two o'clock. Would it not suffice to ease up a a little on this impetuousness and dash, to allow a respite to the tired troopers, to make

use of all the usual delays, to allow time for this final hour to slip forever into history? But that would be to allow the fullest expression of victory to escape at the last moment. It would destroy the spirit of this final impetuous rush, which though conquering only little terrain, is worth much in the more extended and exalted horizons of morale.

This is the thought of the troopers at Paradiso, this their secret soul. This is the fervor which excites them; this is the final call of duty which they hear. At once it is translated into burning reality.

After further losses the crossroad at Paradiso was reached. The impossibility of overcoming it was considered. Thick hedges of machine guns encircled it and swept the roads without pause and without pity, bringing to a new halt the determined advanced guard.

Now there lacked but a few minutes before the end of the war. In this brief space of time remaining the grandeur and poetry of sacrifice burned up brightly, illuminating the divine exaltation of the heroes who saw nothing but their duty, who banished all thought of wavering, who decided at once on the final assault.

A guest of wind sweeps the road. The bullets crack close under the hoofs of the horses. They stamp, quiver, neigh, and at the word of command, urged on by the spurs of the troopers, again move out at the gallop.

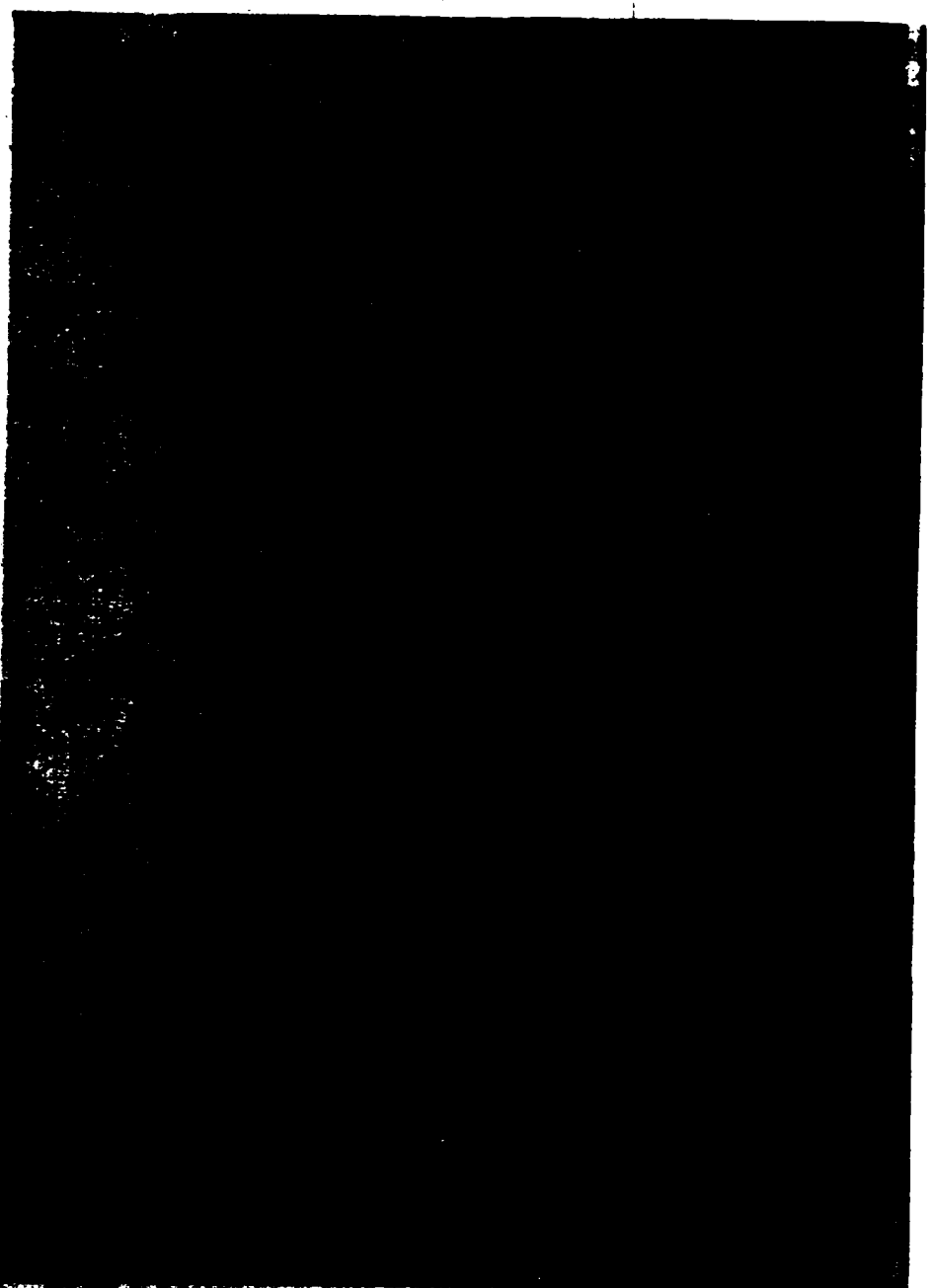
The *bersaglieri* and the cavalry charge together. The enemy fire cuts all down—horses and men—but fails to stop the impetuous charge. The crossroad is reached, the objective is gained. Above the moans of the dying, in the epic vastness of the scene, sound loud and clear the signals which mark the end of the war.

"Let us kneel down," our great soldier-poet Gabriel D'Annunzio speaks in behalf of these last heroes, "Let us exalt these dead. The last shall be first, the last shall lead us. They are our chieftians of today. They are our leaders of tomorrow. They are the guardians of our glory. A nation from such heroes sprung can look upon the future as a field reserved for her sowing. Who shall triumph over her virtue and her youth?"

ITALIAN CAVALRY IN THE WORLD WAR
TABLE OF CAPTURES

Divisions and Attached Regiments	*Cannon*	*Machine Guns*	*Rifles*	*Prisoners*	*Animals*	*Wagons & Vehicles*	*Field Kitchens*
1st Division	192	103	8,533	10,000	1,696	275	65
2d Division	70	158	1,000	14,695	87	200	10
3d Division	64	65	1,766	1,500	1,310	471	29
4th Division	152	344	20,334	15,289	821	275	26
Florence Lancers	8	15	.....	800	30	.....	....
Alessandria Cavalry	.....	.....	.....	24,000	.....	.....	....
Total	486	685	31,633	66,284	3,944	1,221	130

In this table only the prisoners and materiel captured by the regiments of the four divisions of cavalry are included.



The Birth of Pegasus

A painting bv Guilio Aristide Sartorio dedicated to The Italian Cavalry

GUILIO ARISTIDE SARTORIO, one of the most illustrious painters of the modern Italian School, created this most recent work as a tribute to the Italian Cavalry. During the war, Sartorio, a cavalry officer, was on reconnaissance near Podgora when his patrol was dispersed by superior hostile attack. Sartorio continued alone on his mission. On his return he found the way blocked by the enemy. In an attempt to break through he charged mounted, but his horse fell, riddled with bullets, and Sartorio himself was badly wounded and was taken a prisoner of war.

For the painting reproduced opposite, Sartorio chose his subject from the field of mythology, the Birth of Pegasus, the first appearance of the horse among men. With this epic he has interwoven the splendor and nobility of the Italian cavalry. There are two distinct groups in the painting, the Pegasus group of the mythological characters present at the creation of the horse, and the group represented by the three nudes at the left: the force and power of the new life, culminating in the figure of childhood, which represents the eternal recreation of life.

To the Pegasus group belong the figures of the three Gorgons; Stheno, representing violence; Euryale, the avoidance of all duty, and Medusa, the dominant one. Perseus, son of Jupiter, and Diana, on the wings of Mercury and using the shield of Minerva as a mirror, slays these serpent-headed sisters of the Three Graces. From the blood of the Gorgons springs Pegasus, the first horse.

Sartorio depicts in this beautiful version of the Greek myth the long, hateful struggle in the trenches, represented by the Gorgons, who turned to stone all who dared to gaze upon them. Italy, personified by the tall, lithe body of Perseus, strikes aside the hostile ramparts and releases the Cavalry to reap the fruits of victory on the plains of Vittorio Veneto—Pegasus leaps into being, alive, palpitating, quivering, galloping against the enemy!

The Italian Cavalry Through the Centuries

By Major Arturo Kellner, *Savoy Cavalry*

"Soit a pied, soit a cheval, mon honneur est san égal."

To the "glory that was Rome" the cavalry had added its share of bravery and daring exploits. But with the breaking up of Roman unity and in the vicissitudes of the subsequent centuries each city or small state in Italy maintained its own fighting forces. The history of the cavalry of modern Italy is, in great part, the history of the House of Savoy, from which have come the rulers of the new Italian State.

In early days the nobles of Savoy and Piedmont furnished to the Counts of Savoy the *Savoy Squadron*, which consisted of companies of noblemen followed by cross-bow men and archers. The horsemen who bore the insignia of the squadron were called "white cornets", and each company had its own insignia with the arms and crest of the feudal estate which it served.

Under Emanuel Filibert (Duke of Savoy from 1553-1580) the cavalry freed itself from the feudal system, and between 1567 and 1571 became a national cavalry composed of units of militia permanently organized. It is interesting to remember that in 1572, the Duke prescribed that all persons who formed part of his armed forces should wear a blue scarf: and today, after three and a half centuries, the Italian officer when in dress uniform puts on this symbol of service under the colors of Savoy.

The oldest regiments of the cavalry arm today existing originated with the orderly cavalry created by Duke Victor Amedeo II (1675-1730). In 1683 the regiment *Dragons Bleus* was formed. At the Battle of Turin in 1706 the Duke of Savoy rallied this regiment for the charge with the cry *"A moi, mes dragons!"* And from that incident this regiment has been called "His Highness' Regiment of Dragoons". The Dragoons of His Highness became His Majesty's Dragoons in 1713, the King's Dragoons in 1814, The Genoa Dragoons in 1821 and is today the Genoa Cavalry.

In the same year, 1683, and in the years immediately following, new bodies of cavalry were created, some subsequently disbanded and some still existing. From the Yellow Dragoons of 1690 we have the Nice Cavalry of today. The Savoy Cavalry and Royal Piedmont regiments of the present time were formed in 1692. By the close of 1692 the cavalry of the Duke of Savoy was composed of three units of Dragoons—Blue, Green and Yellow—and of three other regiments called cavalry, namely, His Highness' Body Guard, Royal Piedmont and Savoy. These units

of cavalry all took part in the campaigns fought at that time. The peace of Aachen finally put an end to this turbulent period, one filled with the conflicts of dynastic interest and with struggles over succession. From it the Sabaudo Monarchy* came forth renewed in strength, independent, and at the head of an army of great strength and inured to war.

The cavalry was greatly augmented in 1774. King Victor Amedeo III, wishing to place it on a firm foundation, reorganized it into four regiment of dragoons—one of light cavalry and three of cavalry. Two units were thus created one of which, the Aosta Cavalry (so-called from its colonel, Victor Emanuel, Duke of Aosta, son of the King) still forms part of the army today. In addition to this cavalry on the mainland there had existed in the Island of Sardinia since 1726 the Light Dragoons of Sardinia.

The French Revolution now ushered in a new historical epoch. The Napoleonic era with meteoric glory swept over Europe bringing with it inevitable fire and bloodshed; but bringing too the rebirth of the military spirit and a new conception of freedom and equality.

Early in this period, when Piedmont was fighting with Austria against Napoleon, the regiment that is today called the Genoa Cavalry performed a brilliant feat of glory. At Bricchetto, after the battle of Mondovi, two hundred of His Majesty's Dragoons threw themselves against a force of French Cavalry five times superior in number and routed it—the French general commanding fell on the field. Because of the valor of the Piedmont cavalry the Austro-Sardinian army, which had been in grave danger of being cut off, was enabled to withdraw. The King decorated the regiment with two medals of gold for military valor—a high distinction from the Sovereign which to this day no other Italian cavalry unit has ever received.

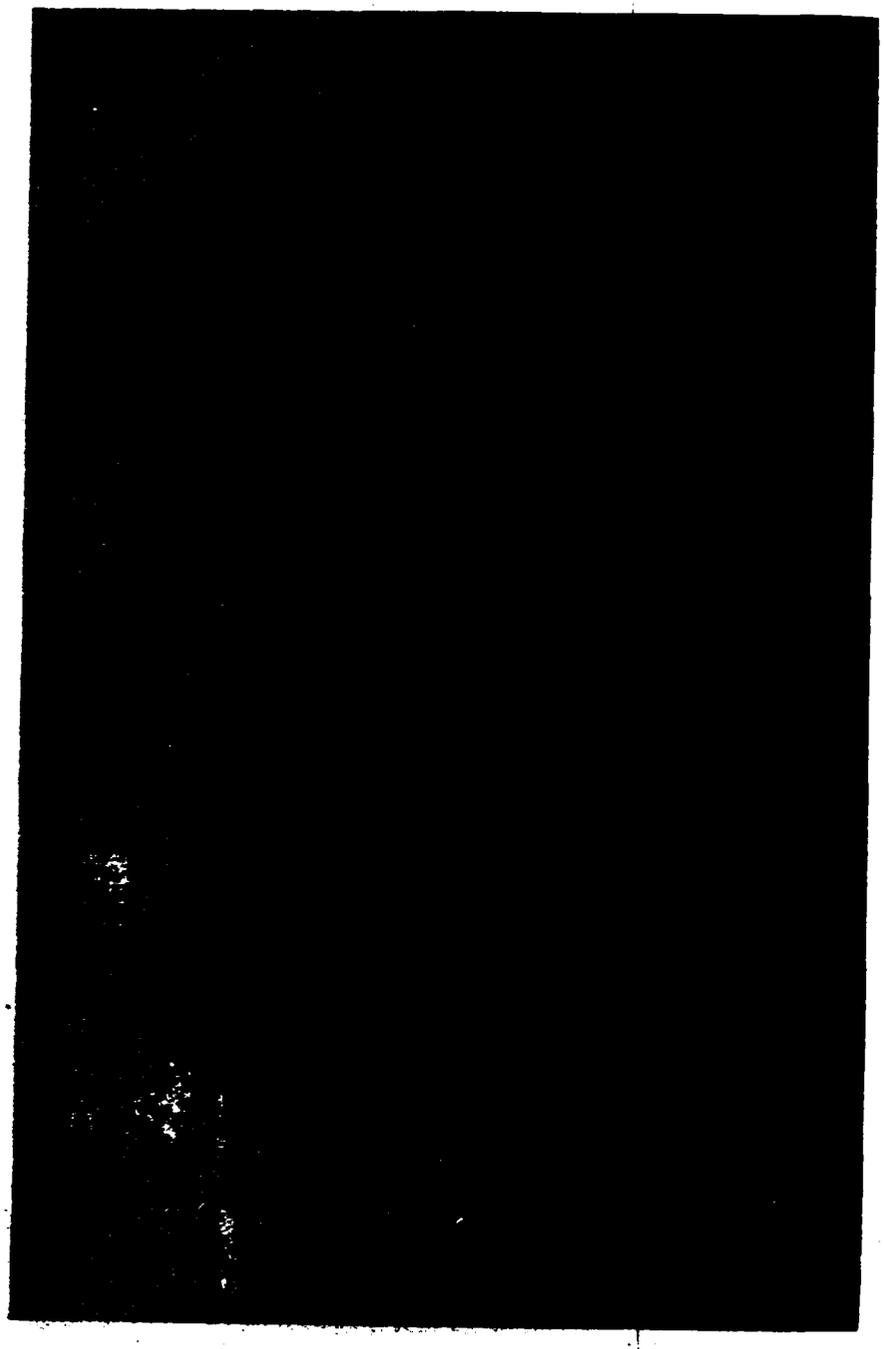
The events of the revolution and of the French occupation wrought many changes in the old regiments and brought about the formation of new ones which took part in the wars of the Napoleonic period. These new units were formed not only in Piedmont but in other parts of what was to become united Italy, in Tuscany and in Naples.

The Restoration after the Napoleonic Period

The battle of Leipzig, battle of the Nations, October 18-20, 1813, changed the destiny of the Napoleonic empire; France was invaded by her enemies and Napoleon, after having abdicated at Fontainebleu the 11th of April, 1814, was retired to the Island of Elba.

With the dispossessed princes who were then enabled to return to

*Sabaudo Monarchy—belonging to the royal family of Savoy. Savoy at one time included all of Piedmont, part of Switzerland, and part of what is now the French Riviera. In 1720 the Island of Sardinia was annexed and the Duchy of Savoy became the Kingdom of Sardinia. The House of Savoy took the lead in the liberation of Italy and is now the Royal House of Italy.



The Savoy and Genoa Regiments near Volta-Mantovana (July 26-27, 1848)

their dominions came King Victor Emanuel I who restored in Piedmont all the old civil and military orders. Thus six regiments of cavalry were reconstituted.

In 1823 King Charles Felix by royal decree established at Venaria Reale near Turin a Royal School of Military Equitation. This school was afterwards reorganized at Pinerolo and now, for almost a century, the name of this little city has been linked with the military glory of the cavalry arm and with the annals of its sports.

King Charles Albert, ascending to the throne in 1831, engaged himself at once in reorganizing his army. In 1832 the six regiments of cavalry, each with a staff and six squadrons, were uniformly armed and were named for the principle provinces of the kingdom: Nice, Royal Piedmont, Savoy, Genoa, Novara, Aosta.

In 1843 the firearms were changed to percussion and the lance, introduced into the armament of the cavalry in 1836 and limited at first to one squadron per regiment, was now issued to all the squadrons; so that in 1845 the armament of the cavalry consisted of the lance, the curved saber and the percussion pistol.

The Wars for Italian Independence

In the year 1848 there developed throughout central and western Europe a widespread revolutionary movement in favor of liberal laws. After the revolution of Vienna the people of Lombardy and Venice rebelled against the harsh domination of Austria, and Piedmont hastened with her armies to the aid of her oppressed brothers.

In Piedmont and Lombardy new cavalry units were formed designated respectively the Saluzzo Light Cavalry and the Monferrato Light Cavalry. In addition to these troops certain forces of volunteer cavalry took part in the campaign. Prominent among the records of this war is the famous charge of three squadrons of Royal Mounted Carabineers* at Pastrengo in April, 1848, which decided the fate of the battle in favor of the Piedmont arms.

The war between Piedmont and Austria was interrupted by a truce followed by an armistice. It broke out again in 1849 but was settled after a few days by the disastrous battle of Novara. On March 21 the Royal Piedmont regiment distinguished itself at Sforzesca and it now celebrates the anniversary of this episode by a regimental holiday. A few days later at Novara the Genoa and Aosta regiments fought brilliantly though vainly to stem the tide of Austrian victory. Peace was made on harsh terms and all rational hope for Italian unity and independence seemed to be at an end.

Reaction spread throughout Italy. In Piedmont alone the great king,

*An article on the organization and history of this interesting force appears elsewhere in this issue.

Victor Emanuel II, "Father of the Country", continued to hold the light of hope of a future free and united Italy.

The Piedmontese army gathered itself together and reorganized. In 1850 the cavalry consisted of nine regiments,—four regiments of the line with lance, pistol and saber, and five light regiments with carbine carried on the trooper, pistol and saber. Each regiment had a headquarters, four active squadrons and one depot squadron.

In 1855 the Russo-Turkish War broke out in which, as allies of the Turks, Piedmont took part with England and France. Its expeditionary force into the Crimea included a regiment of light cavalry. The events of the Crimea were of great consequence to Piedmont for through her participation in this seemingly extraneous campaign she had a voice in the Congress of Paris (1856) called the attention of all Europe to the condition of Italy and obtained the support of France.

When in 1859 Austria again declared war the Piedmontese army fought side by side in the Lombardy campaign with the French who crossed the Alps under the personal leadership of the Emperor Napoleon III. The Italian cavalry mobilized with its nine regiments of four squadrons each; the four regiments of the line formed a cavalry division. The light regiments were sometimes assigned to the infantry divisions and sometimes formed into a brigade. It was, in fact, this brigade under De Sonnaz which gained fame for itself in the fight at Montebello on the 20th of May by pushing a reconnaissance in force against the Austrian works beyond the Po.

Throughout the days which followed important forces of cavalry made a demonstration of crossing the River Sesia and carried out reconnaissances beyond this river to distract the attention of the enemy from the general turning movement which the allies were effecting further south. In the successive battles of Palestro (May 30), of Magenta (June 4) and finally of San Martino and Solferino (June 24) the cavalry always found posts of honor. The charges of the Monferrato Light Cavalry are memorable.

War ended July 8, 1859, with the armistice of Villafranca. As a result of the annexation of Lombardy to Piedmont three new regiments of light cavalry were formed which took the names of Milan, Lodi and Montebello.

The war between Piedmont and Austria had been the signal for a popular uprising against the absolute governments of central Italy which had been sustained by the Austrians. In March, 1860, Emilia, Tuscany and the Marches were annexed to the Kingdom of Sardinia (Piedmont). The cavalry was again increased by the Tuscan regiments Florence and Lucca, by the Hussars of Piacenza and by the Victor Emanuel II Regiment, the latter previously recruited in Turin in June, 1859, by Colonel Massimo d'Azeglio from volunteer Venetians and Romagnans.

Then in 1860 came the epochal expedition of Garibaldi with his One Thousand. In a few months Garibaldi succeeded in liberating Sicily and Naples from the Bourbons while the regular army of Victor Emanuel II from the north invaded the Marches and Umbria hastening to the aid of the *Garibaldini*.

Garibaldi's mounted scouts were commanded by Guiseppe Missori, who, at Milazzo, saved the life of General Garibaldi and for this was decorated with the gold medal for military valor.

On March 14, 1861, Victor Emanuel was proclaimed by the national parliament "King of Italy" although at that time Venice, the Trentino and Rome had not yet been liberated. In 1864 the cavalry was further augmented by two regiments, Foggia and Caserta, in which were incorporated the elements of the southern provinces.

In June, 1866, a new war blazed up in Europe. The Austrian Empire found itself pressed between the Prussians in Bohemia and the Italians armies on the Venetian frontier. And this, the third war for Italian independence resulted in the liberation of part of the Venetian territory; the remainder had to wait for the World War before it was finally reunited to its Mother Italy.

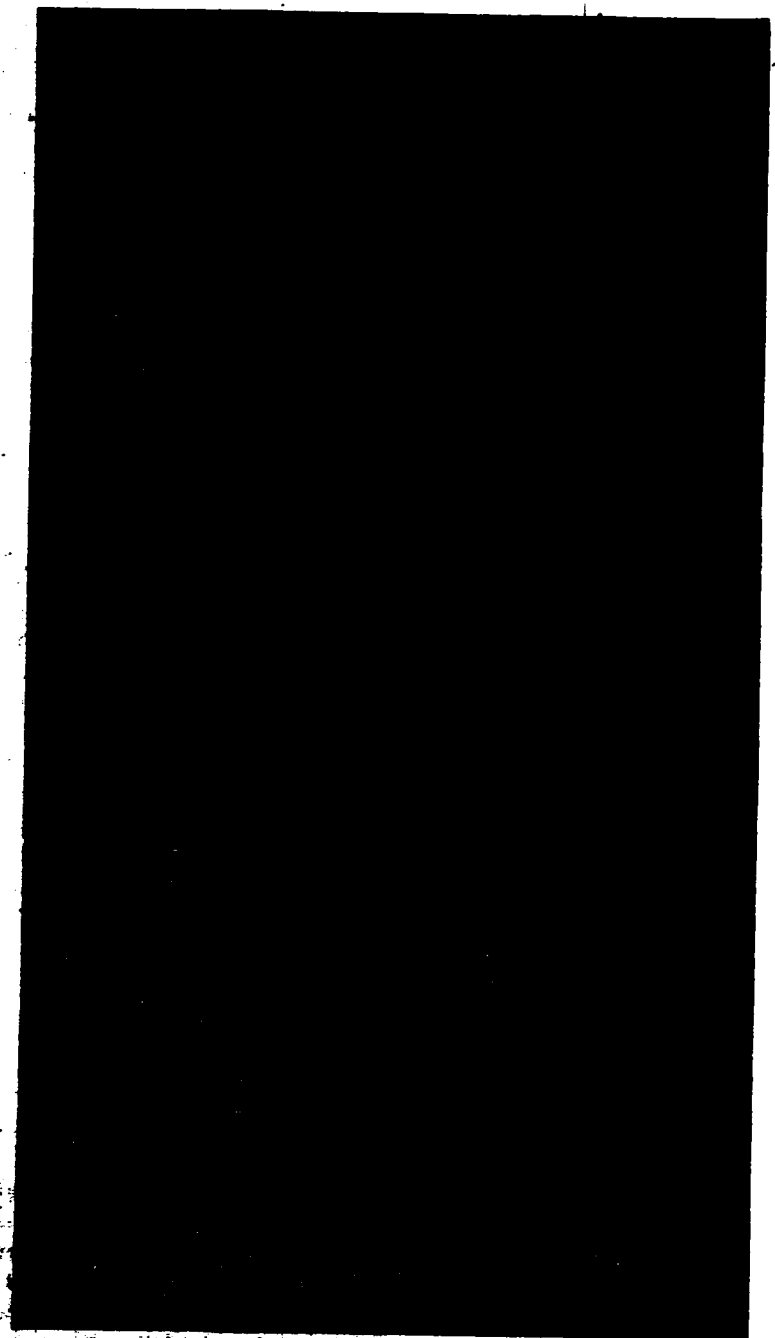
The cavalry took part in the campaign of '66 with ninety-one regular squadrons. Some of the regiments were reformed into the Cavalry Division of the line of General De Sounaz. The volunteer corps of *Garibaldini* contributed two squadrons of scouts commanded by the valorous Missori. On the 24th day of June the lancers of Aosta, by repeated charges, covered the withdrawal of an infantry division and won the gold medal for military valor. At Custoza the Guide regiment also distinguished itself; and at Villafranca the Alessandria Light Cavalry added to its laurels.

In 1870 while the Franco-Prussian war was being fought the Italian armies entered Rome. Then, at last, on September 20, 1870, the Eternal City became once again the capital of the Kingdom of Italy.

Vicissitudes of the Cavalry from 1870 to the World War

In the half century from the establishment of the capital at Rome to the World War the cavalry has been subjected to the transformations and evolutions of her sister arms. In the armament competitions engaged in by the great European powers Italy must of necessity go slowly for she is a young nation and not possessed of great wealth.

Between '70 and '71 the cavalry arm was organized into six brigade commands. The number of regiments was increased to twenty (of six squadrons each) with the creation of the Rome Light Cavalry. In 1883 an Inspector of Cavalry was appointed, the brigades were increased to seven and the regiments to twenty-two with the formation of the light regiments of Padua and Catania. A law of June, 1887, increased the



The 2d Squadron of the Genoa Cavalry at Bicocca, an incident at the Battle of Novara, March 23, 1849

brigades to nine and the regiments to twenty. There were added as a result the regiments of Umberto I and Vincenza. After 1898 the first ten regiments of the arm were lancers and the other fourteen light cavalry.

In the summer of 1909 the cavalry was organized into twenty-nine regiments, reduced, however, to five squadrons each. The formation of the five new regiments (lancers, Mantua and Vercelli and light cavalry, Aquila, Treviso and Udine) was effected by taking from each of the other regiments of the arm their third squadron.

Finally at the close of 1910 the nine brigades were reduced to eight and there were organized three cavalry divisions—*Fruli*, *Veneto* and *Lombardy*. During the recent war there was also a fourth division, the Piedmont.

In 1891 there had been established at Tor di Quinto in the vicinity of Rome a school of cross country riding designed to supplement the instruction in equitation given at Pinerolo. At these two schools each new generation of Italian cavalry officers trys its metal.

The World War

When in the summer of 1914 the great conflagration of the World War flamed over Europe, Italy, to be ready for any eventuality, refurnished and reorganized her armed forces. Between the end of 1914 and the first months of 1915 there were organized (in addition to the twenty-nine regiments of cavalry existing) ten groups of new troops with a total of twenty-three squadrons. These levies were almost all absorbed by the regiments during the war as replacements. In April, 1915, the last regiment of cavalry was formed, the 30th, and it took the name of the Light Cavalry of Palermo.

With the general mobilization the Inspector of Cavalry became the General Commanding the Cavalry Arm. A prince of the House of Savoy, Victor Emanuel, Count of Turin, held with great honor the supreme command of the cavalry throughout the whole war. A special article in this issue of THE CAVALRY JOURNAL is devoted to the employment of the cavalry during the World War, 1915-1918, so no further notes will be included here.

Colonial Wars

Another article in this issue covers the activities of the cavalry in the colonial wars fought in Africa so that brief mention only be made here of the many hardships and sacrifices in blood necessitated by the occupation of that territory.

In Eritrea the occupation of Massana on the Red Sea commenced in 1885, and from that time until 1896 the Italian Armies carried on continuous warfare with the Abyssinian tribes and with the Ethiopian Empire. In these engagements the cavalry, both regular and native, took

A Squadron of Novara Lancers

Ranks from front to rear wear uniforms of 1828, 1832, 1848, 1859 and 1915

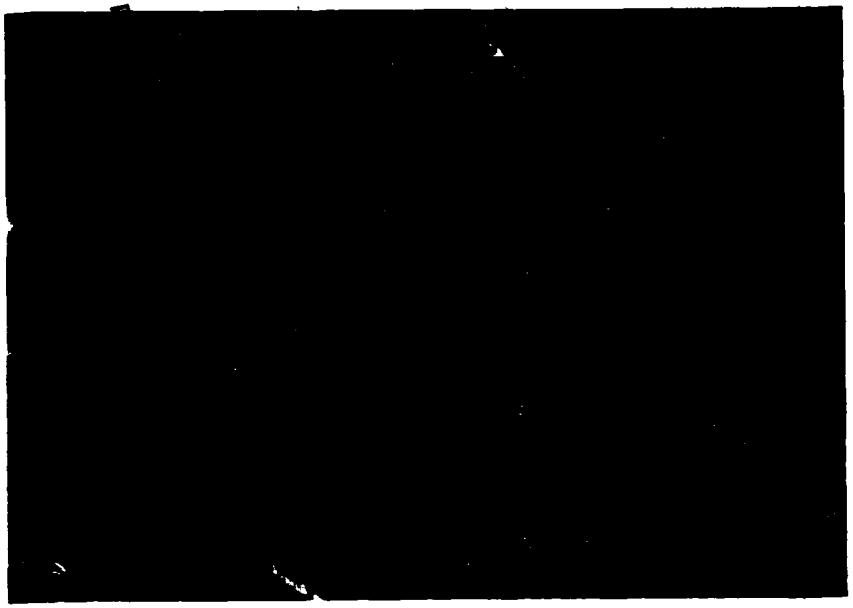
part. One of the noteworthy engagements of this campaign was the charge at Casala against the Dervish cavalry by the Cheren Squadron in which its commander, Count Carchidio, was lost.

The expedition to Lybia was begun in 1911 with the landing at Tripoli. Today the whole of Tripolitana and of Cerenaica is occupied and our mobile troops (truppe celeri) are often engaged in operations in the nature of police duty to ward off or to punish to the raids of rebel tribes from the far interior.

In the first part of the Italo-Turkish War (1911-1912) the cavalry from the Italian peninsula was well represented in the corps of colonial occupation by the Florence Lancers and the light cavalry regiments of Lodi, Lucca, Piacenza and Guide. In the battle of Zanzur, September 29, 1912, Major De Dominici, one of the officers who had charged against the Dervishes at Casala, lost his life at the head of the Lodi squadrons. The same squadrons of Lodi Light Cavalry performed brilliantly in the charge at *Monterus Nero*, March 23, 1913.

In 1914 the government was able to give to the two colonies of Tripolitania and Cirenaica a definite military status, one which has been maintained with slight modifications even after the last war.* Troops of the home army were withdrawn and there were organized in the colonies numerous squadrons of *Savari*, detachments of Spahis and irregular bands of native horsemen. These troops are grouped into two cavalry commands, one for Tripolitania and the other for Cirenaica.

*Premier Mussolini has himself recently assumed the portfolio of Minister of Colonies and has consolidated Cirenaica and Tripolitania into the colony of Lybia under the governorship of Marshal Badoglio, one of Italy's foremost military leaders.



Nice Cavalry in Camp

Post War Organization

Their glorious standards furled, the cavalry, after the Great War, was forced to a most painful renunciation. The Italian Government, faithful to its international pacts, was ready to carry out reductions in armament. In the meantime our Italian youth develops its spirit and its body in the field of sport and in the admirable institution of the Volunteer Militia for the National Security.†

In August, 1919, it was decided to transform one group of horse in each regiment into a group of cyclists.* This decision, however, was never actually put into effect for a subsequent order of November, 1919, reduced the arm to six brigades, sixteen regiments of four squadrons each. Royal decree of April 20, 1920, further reduced the cavalry to four brigades, twelve regiments of four squadrons each. There remained the one cavalry divisional organization which, however, was abolished in 1922.

All of the traditions of the dissolved regiments, the historical records, relics of war and the legal foundations, are maintained and carried on

†More generally known as the "Fascist Militia" or the "Black Shirts".

*In the organization of the Italian cavalry the *group* corresponds to our squadron and the *squadron* to our troop.

by those surviving for the inspiration of great deeds and noble efforts must never be extinguished.†

The order of Marshal Diaz (January, 1923) did not carry any substantial modification for the cavalry arm. An office of General at the head of the cavalry was reconstituted (corresponding to the Inspector) and the remaining twelve regiments were organized into three brigade commands. In addition, there were created three special supply depots, Lazio, Cicily and Sardinia.

The existing order—law of Mussolini, March 11, 1926,—did not change the structure now settled upon for the cavalry. For the training and employment of that arm there was created in the Ministry of War an Inspector of the *Truppe Celeri* who also has technical supervision over the twelve regiments of *bersaglieri*—now all cyclists. There exist also three superior cavalry commands located at Turin, Treviso and Rome, corresponding to the old brigades and exercising disciplinary and administrative functions.

There are now twelve regiments of cavalry, and, in addition, four independent squadrons of grooms for the service of the military schools. The effective strength of officers in the permanent service is 531 compared to 6,134 for the infantry and 3,454 for the artillery.

A regiment of cavalry consists of a headquarters with a Command Squadron, two *groups* of two squadrons each and a depot.

The Command Squadron includes all of the elements necessary to the functioning of the headquarters of the regiment and to its service of supply. It comprises one mixed platoon, one staff platoon and one communication platoon. The peace strength is about fifty horses and a slightly superior complement of men.

The four squadrons of the regiment are each organized into one mixed platoon, consisting of a command squad, a reconnaissance squad of five chosen scouts, a squad of twelve cyclists for communication and liason and a service squad and four platoons.

Each platoon has three squads, in addition to the officer commanding, the non-commissioned officer second in command, one bugler and two scouts.

The third squad is assigned to the service of the light machine gun. The peace strength of the platoon is therefore one officer, one sergeant and twenty-six men; two officers' mounts; twenty-nine troopers' mounts (including the young horses in training) and two pack horses for the transport of the machine gun and its ammuntion. In each platoon two troopers carry special digging tools while within the platoon are distributed signal flags and panels for communication with aircraft.

†Table No. 2.

Nice Cavalry—A Patrol

The first four regiments of cavalry are considered heavy. They wear the helmet and carry the lance. The other eight regiments are light cavalry and wear the traditional fur-trimmed head dress, the *colbacco*. All the regiments are of course armed with the saber and carbine.

The replacement of the present light machine gun with another model is in contemplation. Tests are being made to develop a gun which will do away with the pack animal and make it possible to carry both gun and ammunition on the same horse with the trooper. In any case it is safe to assume that in future the squadron will have at its disposal four automatic arms, one per platoon.

The recent Italian Tactical Code contemplates the employment of the cavalry either in the *corpo celere* in advance reconnaissance (which is directly under the command of the army and which has an organization varying according to the situation, or in *nuclei* of close reconnaissance (which come normally under the infantry division in first line). Considering the special features of the Italian terrain, the elements of the army must be trained to articulate with each other, to maneuver and to fight on the most difficult ground, even in the highest mountains.

The cavalry normally operates mounted but it must, when necessary, dismount some of its elements to attack by fire, particularly when the fire support cannot be given by the brilliant *bersaglieri* cyclists and by the auto-carried infantry, the latter supposed to operate in close cooperation with the reconnaissance squadrons.

THE ITALIAN CAVALRY THROUGH THE CENTURIES

Table 1

No.	Regiments existing during the war	Date of creation	Motto	Honors before the war	Honors during the war 1915-1918	Remarks
1	Nice	July 4, 1690	Nicaea Fidelis	Bronze Medal—1848 Bronze Medal—1849 Bronze Medal—1849	Bronze Medal — Monfalcone, May-June, 1916	
2	Royal Piedmont	July 23, 1692	Venustus et Audax	Silver Medal—Campaigns of 1848-49 Silver Medal—1860		
3	Savoy	July 23, 1692	Savoye Bonnes Nouvelles	.....	Bronze Medal—Udine and Val Vatisone—Nov. 1-4, 1918	
4	Genoa	Jan. 3, 1683	Soit a pied, soit a cheval, mon honneur est sans egal	2 Gold Medals—Bricchetto, April 21, 1796	Silver Medal—Hill 144, Monfalcone, Sept. 14-16, 1916 Silver Medal—Pozzuolo del Friuli, Oct. 29-30, 1917	
5	Novara	Dec. 24, 1828	Abbis Ardua	Bronze Medal—1848 Bronze Medal—1859 2 Bronze Medals—1866	Silver Medal—Pozzuolo del Friuli, Octo. 29-30, 1917	
6	Aosta	Sept. 16, 1774	Aosta d'Fer	Silver Medal — Campaign of 1848-49 Gold Medal—1866	Bronze Medal—Dal Monticano a Cervignano, Oct. 24-Nov. 4, 1918	
7	Milan	Aug. 25, 1859	Sic personat virtus	Bronze Medal—1860	Bronze Medal—Piave, June, 1918; and Piave-Cervignamo, Oct. 29-Nov. 4, 1918	Inactive
8	Montebello	Aug. 25, 1859	Impetu hostem perterreo	.....	.....	Inactive
9	Florence	April 28, 1859	Con l'animo che vince ogni battaglia	Bronze Medal—1860	Bronze Medal—Nov, 1917; Montello, June 15, 1918; Vittorio Veneto, Oct. 30, 1918	Derived from the Corps of Dragoons of Tuscany; created Sept. 12, 1753, by Francesco I of Lorena, Grand Duke of Tuscany
10	Victor Emanuel II	June 19, 1859	Per la gloria del nome		Bronze Medal—Piave, June, 1918; and Piave-Cervignamo, Oct. 29-Nov. 4, 1918	Was formed from Venetions and Romagnans in Piedmont in 1859
11	Foggia	Jan. 28, 1864	Audaci e vigili	.....	.....	Inactive
12	Saluzzo	April, 1848	Quo fata vocant		Silver Medal—Various actions, 1916-18.	Formed from the fusion of the two regiments Lombardy Dragoons and Lombardy Light Cavalry
13	Monferrato	Sept. 12, 1848	Semper ut quondam	Bronze Medal—1859		At first a squadron of Mounted Scouts, became a regiment in 1859
14	Alessandria	Jan. 3, 1850	In periculo surgo	Bronze Medal—1859 Silver Medal—1866		
15	Lodi	Aug. 25, 1859	Lodi s'immola	Silver Medal—1911 Silver Medal—1913, Tripolitania		Inactive Inactive
16	Lucca	July 23, 1859	Gladium pro Patria e Rege			Formed in Tuscany by volunteers; incorporated in the Royal Army in 1850
17	Caserta	Jan. 28, 1864	Ad erta volgo			Inactive
18	Piacenza	Sept. 28, 1859	Viriliter pro Patria moli tantibus		.....	Inactive Formed in Emilio by volunteers; incorporated in the Royal Army in 1860
19	Guido	April 10, 1859	Alla vittoria ed all 'onor son guida	Silver Medal—1866	Bronze Medal—Monfalcone, May, 1916; and Sacile, Oct., 1918.	At first a squadron of Mounted Scouts; became a regiment in 1860
20	Rome	Sept. 10, 1871	Nomen urget			Inactive
21	Padua	Sept. 7, 1883	Valore e cortesia			Inactive
22	Catania	Sept. 7, 1813	Usque dum vivam et ultra		Silver Medal—Albania, July-August, 1918	Inactive
23	Umberto I	July 23, 1887	Tanto nomine vincit			Inactive
24	Vicenza	July 23, 1887	A vincentia vincentes			Inactive
25	Mantua	July 15, 1909	Referam tibi Montua palmas		Bronze Medal—Monfalcone, July 5, 1915; and Castione di Strada, Oct. 31-November, 1918	Inactive
26	Vercelli	July 15, 1909	A nessun secondo		Silver Medal—Monfalcone, 1916; and Tagliamento, Nov. 4-5, 1918.	Inactive
27	Aquila	July 15, 1909	Gloria o morte			Inactive
28	Treviso	July 15, 1909	In certamine audaces		Silver Medal—Monfalcone, May, 1916; and Selz, June, 1916	Inactive
29	Udine	July 15, 1909	Aspetto l'ora		Bronze Medal—Vertoibizza-Gorizia, Aug. 9, 1916	Inactive
30	Palermo	April 29, 1915	Mora mora		Bronze Medal—Albania, July-August, 1918	Inactive Originated from a group of squadrons formed at Palermo in 1914
X	Group of Squadrons of the New Formation	1915			Silver Medal—Albania, July-August, 1918	Inactive

THE ITALIAN CAVALRY THROUGH THE CENTURIES

Table 2

Regiments existing in 1920	Regiments which they absorbed after the war and whose memories and traditions they preserve	Present Location	Regimental Holiday
Nice	Montebello (8)	Turin	May 16 — Montebello—1916
Royal Piedmont		Rome	March 21 — Stoccarda—1849
Savoy	Vercelli (26)	Milan	November 3 — Udine—1918
Genoa	Mantua (25)	Bologna	April 21 — Brischetto—1796
Novara	Piacenza (13)	Parma	October 30 — Pozzuolo del Friuli—1917
Aosta	Caserta (17)	Ferrara	June 24 — Montevento—1866
Florence	Lodi (15), Udine (29), Palermo (30), X Group of Squadrons NF	Naples	October 30 — Vittorio Veneto—1918
Victor Emanuel II	Catania (22), Aquila (27)	Voghera	June 19 — Treviso—1918
Saluzzo	Foggia (11)	Pordenone	November 3 — Istrago—1918
Monferrato	Umberto I (23)	Udine	May 20 — Montebello—1859
Alessandria	Treviso (28)	Florence	June 24 — Villafranca—1866
Guide	Milan (7), Lucca (16), Rome (20), Padua (21), Vicenza (24)	Padua	June 24 — Custoza—1866

Il Corpo Celere
The New Conception of a Speed Corps

By Lieutenant Colonel Afredo Baccari, *General Staff*

IN the closing campaigns of the World War, when the stagnant life of the trenches gave way to the active and rapidly shifting operations in the open, the want of some powerful, effective and quick-moving force was keenly felt. Through the wise forethought of the High Command the cavalry had been made ready and its four divisions more than lived up to their ancient traditions. The epic of the Aquila Light Cavalry at the Paradiso crossroad and the tragic beauty of the action of the Genoa and Novara squadrons at Pozzuolo del Friuli are unsurpassed in courage and sacrifice. But even at that time the need of greater mechanical force to meet hostile resistance of the same nature was recognized and the cooperation of the *bersaglieri* cyclists with the cavalry thus marked the beginning of the search for a solution.

Since the war this search has continued. Constant study by the General Staff and practical experimentation at maneuvers carefully planned to give effect to these studies have fully demonstrated the desirability of a new major unit endowed with capacity for maneuver and speed of movement far superior to that of the usual divisions and corps. This unit in most cases will be pushed forward on the front of the field army. It should be able to secure to that army full freedom of movement until such time as contact is gained with the enemy main forces. And this unit *must have the strength and fire power* to remove any obstacles to its advance, such as enemy reconnaissance troops or hostile centers of resistance.

This corps cannot, therefore, be composed entirely of cavalry like the cavalry corps and divisions of pre-war days. It must have within its own organization all the other weapons which complement the action of the cavalry and allow it to be employed on its characteristic missions. Nor, on the other hand, can it be composed entirely of mechanized forces as many misguided enthusiasts have until recently advocated. Instead, it must be a balanced combination of the two—the natural result of the war-time union of the *bersaglieri* cyclists and the old cavalry corps, with the additional aid of the mechanical arms.

To this unit the Italian regulations give the name *Corpo Celere*. It is defined specifically as follows:

> "The Corpo celere is a major unit composed principally of cavalry and cyclists, horse and mechanized artillery, tanks, ar-

mored cars, detachments of motor-carried infantry and motor-carried engineers."

Such a mobile force is unquestionably better able to oppose itself to the deadly modern weapons and is more suited to the conduct of present-day warfare.

Composition of the *Corpo Celere*

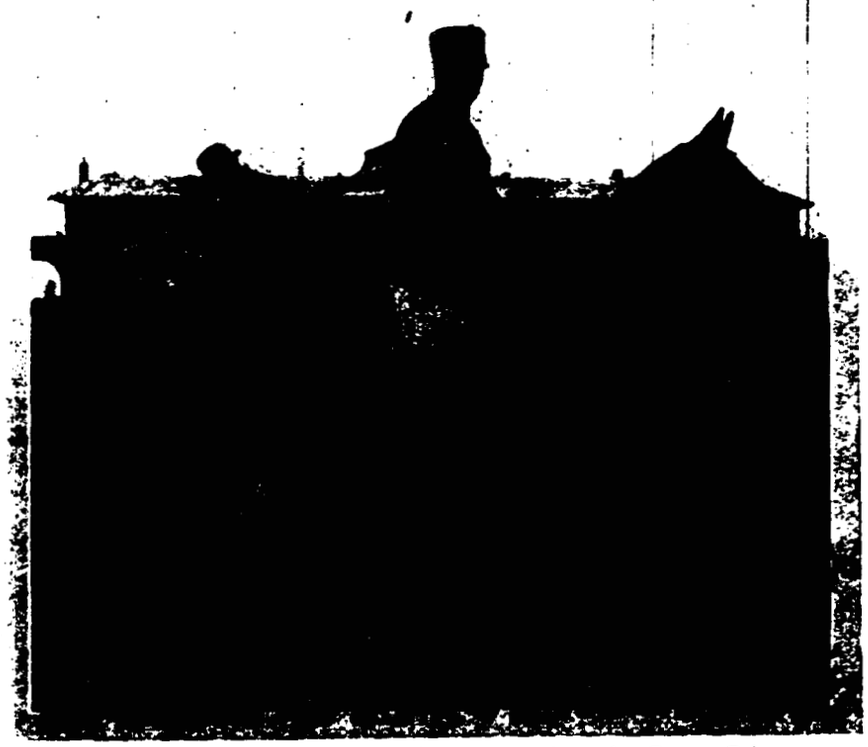
The elements making up the *corpo celere* and their relative proportion is always variable, each individual case having different requirements according to the terrain and the enemy situation. In general, it should include the following:

1. Cavalry.
2. *Bersaglieri* cyclists.
3. Motor-carried infantry.
4. Light tanks.
5. Artillery, horse-drawn, motor carried and motor-drawn.
6. Engineers.
7. Signal troops.
8. Services of supply.
9. Aircraft.

1. *Cavalry.* It is not within the scope of this article to treat of the organization and employment of modern cavalry. But it must be emphasized that the cavalry should be given considerable fire power and should be trained to reduce its own vulnerability. To this end it must make use of speed, mobility, thin formations and natural cover. Cavalry is the nucleus of the *corpo celere* and should represent about 50 per cent of the entire strength of the corps.

2. *Bersaglieri Cyclists.* These valuable troops, evolved from the famous quick-marching regiments of pre-war time, should make up by far the greater part of the remaining 50 per cent. They form the chief fire strength of the corps, for they need not be concerned over the safety of their means of transportation as is the cavalry. They can pick up and carry their bicycles over torn-up roads and zones difficult of passage, can use them as far as the actual field of battle and may make use of them for tactical maneuver or to break off an action.

3. *Motor-Carried Infantry.* The effective strength of the cavalry and *bersaglieri* should always be maintained, for the expense of the training and equipment of these arms is great and replacements are often immediately impossible. They should, therefore, be saved as much as possible for their special missions, and not be required to perform tasks properly belonging to the infantry. Thus a contingent of infantry should be included in the *corpo celere* to perform these missions: to reinforce an action already commenced by the cavalry and *bersaglieri*, to release these troops from positions which the corps must continue to hold strongly, and to attain objectives not possible to the cavalry and *bersaglieri*.



General Alessandro Pirzio-Biroli, Commanding the Corpo Celere

This fire power may be furnished by motor-carried infantry assigned regularly to the *corpo celere*, or it may be supplied by sending forward infantry from the field army in the rear.

The motor-carried infantry has a most useful power of attack and reinforcement of fire in the operations of the *corpo celere*. However, since it is employed only intermittently it is not at all equivalent to the *bersaglieri* cyclists, who form an integral part of the corps and are constantly available for employment.

The motor truck is solely a means of transportation. It must be left at some distance from the zone of fire and cannot again be used until the action is over. Once on the ground, the motor-carried infantry becomes a combat unit of infantry, lacking many of the supplies and normal auxiliaries of the ordinary infantry regiments. Furthermore, while en route and while loading and unloading the motor-carried infantry is in grave danger, and the subsequent development of these troops must always take place under the direct protection of the *bersaglieri* or the cavalry.

These limitations of motor-carried infantry must be taken into account when assigning missions to it or when considering the method of employing it in the *corpo celere*.

4. *Light Tanks.* Undoubtedly, the tank most suited to the *corpo celere* is the light tank with maximum speed of 60 kilometers per hour on the road and 20 kilometers cross-country; with a cruising radius of 200 kilometers. This tank has already been developed in England and in France. It is infinitely more valuable than the armed motor car, for the latter is obliged to keep almost entirely to the road and is far more vulnerable.

Medium and heavy tanks should not be regularly assigned to the *corpo celere*. When required for the destruction of passive resistance, they should be sent forward from the field army.

5. *Artillery.* An adequate allotment of artillery is a necessity. It should be horse-drawn, motor-drawn and motor-carried, and all available for any emergency. Artillery will often be required during reconnaissance and will be indispensable when the zone of advance must be cleared of the enemy to insure the passage of the army. It should possess great mobility, quickness of fire, maneuver ability in varied terrain and considerable range (11,000 meters for the light guns and 15,000 for the heavy).

A number of heavy guns should be assigned. They will be valuable for their greater range, effect of fire and moral effect on the enemy.

The artillery should be employed without too much consideration for the principle of *maneuver of fire*. Its effect can often be brought to bear where needed by *maneuver of the guns*. Surprise, direct fire, methods of fire essentially quick and effective and brief periods of maximum fire for effect are much more productive of results with the *corpo celere* than the refinements of fire adjustment and fire direction developed in stabilized warfare.

6. *Engineers.* Motor-carried or mounted, according to the requirements, the engineers will find valuable employment in the *corpo celere*. Everywhere in the Po Valley and often elsewhere in Italy there are networks of water courses, so that bridge troops will be in constant demand.

7. *Signal Troops.* There is, perhaps, no other single element that contributes so largely to the success of the operations of the *corpo celere* as the wise organization and proper maintenance of an efficient system of communications—the ready, rapid and decisive instrument of command. Considering the heterogeneous nature of the corps, the problem of communications is a most difficult one and calls for the greatest technical and tactical skill.

The allotment of signal troops to the *corpo celere* should, therefore, be generous in number and equipment, and selective in technical skill.

8. *Services of Supply.* The organization of a service of supply for the *corpo celere* has no precedent to guide it, for the arrangements heretofore made for the supply of the old cavalry corps cannot be adapted to the present requirements. The operation of the *corpo celere* often results in several separate tactical groups being in action at the same time. The services of supply must be so distributed that they have a *nucleus* with each tactical group and, in addition, some *nuclei* in reserve. The assignment of these detachments must, however, be held within close limits, for they must not impede the mobility of the corps.

A proper organization of the services of supply is essential for the *corpo celere* must enjoy autonomy in order to accomplish its characteristic missions. However, due to the wideness of the area in which it operates it can often subsist on the country; in part, at least.

9. *Aircraft.* The *corpo celere* will require specially assigned aircraft for many purposes, particularly:

a. For Command. Nothing will contribute so largely to the success of the corps as proper direction based on timely knowledge of the location and situation of all the constituent elements.

b. For the Direction of Reconnaissance. A great deal of positive and some negative information of enemy troops can be furnished by aircraft and and the task of obtaining detailed information is thus rendered simpler and much more productive of results.

c. For Intercommunication. As we have said, the corps stands or falls on its communications. Its elements are diverse in character, move at varying rates of march and they engage in different methods of action. To coordinate these many efforts requires a skill based on accurate and timely information concerning all units. The fact that communication often cannot keep up with the situation makes the use of aircraft essential, aircraft assigned to and under the command of the *corpo celere*.

d. For Combat. Many important and vulnerable but fleeting objectives will present themselves to combat planes assigned to the *corpo celere*. The question of the type of plane best suited is still a matter of study, but that such planes can make valuable contributions to the success of the corps is undoubted. An instance in point is that of the Rumanian campaign in the World War, when a German cavalry corps, commanded by Von Schmettow, and composed of three divisions of cavalry, one brigade of cyclists and an aircraft squadron, decided the tactical success and exploited the victory with memorable consequences.

The More Important Missions of the Corpo Celere

The principal and most characteristic task of the *corpo celere* is that of advance reconnaissance. This term is used instead of distant reconnaissance, for though in many instances the reconnaissance will be carried on at some distance, in many others it may take place on the very

front of the field army. The regulations, however, distinguish between advance reconnaissance, which is a function of the *corpo celere*, and close reconnaissance entrusted to *nuclei celeri* from the army itself.

Advance reconnaissance may be carried out both by preceding the movement of the field army, gaining contact with the enemy, determining his strength, dispositions and morale, and by harassing and diverting his attention and by denying to him certain important areas of terrain. Thus the regular progress of the field army is facilitated.

When the main forces are in contact and an engagement is begun or is imminent, the *corpo celere* may be employed as a highly mobile reserve for the army. It is a very effective weapon in the hands of the army commander. He may throw it against that part of the enemy front where a break is apparent, use it where necessary to stop a gap in his own line, or move it to prolong a flank threatened with envelopment.

Still another important mission of the *corps celere* is the exploitation of a success. This operation is always very difficult to carry out, and yet without it the tactical success is void of tangible results. The *corpo celere* is specially designed to make possible immediate and unrelenting pursuit.

Finally, the *corpo celere* is very effective for the delicate and difficult operation of covering a withdrawal.

The *corpo celere* must be able to fight in order to accomplish all these missions. It must be more than a patrol or small reconnaissance detachment charged only with seeing and reporting. In reconnaissance there is always the possibility of combat. To gather concrete information of the enemy situation it will be necessary to pierce through the curtain of machine-gun fire and to penetrate directly and deeply into the enemy cover. It is obviously impossible to carry out such operations without fighting.

Then, too, there is the importance of moral ascendency. At the beginning of hostilities the first troops engaged are those of the *corpo celere*. Moral effect in these first clashes is produced not by a mere demonstration of speed, but by preponderance of force. The *corpo celere* must have the speed to reach the place where it desires to strike, and then the power, the will and the force necessary to close with the enemy and overcome him. It must be a strong force capable of scouring the terrain and removing every obstacle; and it must, therefore, be armed with all the modern weapons of war.

Naturally, this mission of force, indistinguishable from the reconnaissance mission, must not be too great a task for the combative strength of the *corpo celere*. It must also be kept within limits proportionate to the importance of the mission, for such a valuable instrument of war should not be used up unwisely when a little later, perhaps, it may be required for noteworthy tasks. It is not possible to predetermine these limits, but the high judgment of the army commander and the commander

of the *corpo celere* itself will define them from time to time. And within these limits success will be based upon the judicious combination of speed of maneuver with fire power and shock.

Speed in the Field of Tactics—The Combination of Speed and Force

At first glance we are inclined to think that speed and force are somehow mutually exclusive; but, in fact, the incompatability does not exist. Of course, in war imponderable factors are apt to appear capable of upsetting the most logical calculations. Generally, however, the *corpo celere* will exploit its maximum speed and mobility on a large radius and in various ways at the beginning of hostilities and throughout the period of vicissitudes and uncertainties until combat is gained. The force proper—the employment of mass at the decisive point—will come in combat.

Broadly speaking, the problem is solved as follows:

The commander of the *corpo celere*, in conformity with orders or general instructions from the army commander, decides to seek out and destroy certain enemy forces in the zone of reconnaissance. For this purpose he will require the major part of his force. He entrusts the task of reconnaissance to the commanders of subordinate reconnaissance groups and places at their disposal the least number of troops which, in his opinion, will be able to accomplish the missions assigned, taking into consideration the terrain and the enemy situation insofar as it has been brought to light by aerial reconnaissance and terrestrial observation. The bulk of his force he will hold mobile at hand ready to hurry wherever necessary to strike the enemy when located.

He is guided then by the principle: maximum speed and mobility of the few troops placed at the disposition of the reconnaissance group commanders; and maximum power on the part of the reserve held by the corps commander. With the weapons at his disposal the commander of the *corps celere* can initiate, develop, and carry to a conclusion an independent action. However, he should attempt this only when there is a great probability of success. Otherwise he should call on the army for the troops necessary to his project.

Nevertheless, there may come a time when the commander of the corps has committed himself to the attack without having carefully felt out the strength of the enemy. During the engagement this strength may prove to be much greater than had been expected. It would then be a grave error for him to persist in the attack. Instead, he should pin down the enemy until the arrival of the main forces, then disengage himself and take up again the proper work of the *corpo celere*.

Because of the difficulty of seeing clearly the rapidly changing situation, the commander of the *corpo celere* must always be prepared to change his plan of action. The assignment of troops to the subordinate reconnaissance groups may have to be changed during the course of the reconnaissance and he should be prepared for this contingency. It must

be emphasized that the *speed* of the *corpo celere* should be employed to the utmost for carrying out the reconnaissance, for transporting its effective strength to the point where it may be best used and for disengaging that force when it appears that it cannot gain its objective.

In the field of tactics speed is always relative. Even when the country in which the *corpo celere* is moving is free from any trace of the enemy the speed of each of its elements must be in relative agreement. A single element cannot employ its maximum speed without consideration for the cooperation of all the other elements of the corps. Necessarily it must be kept within the limits which will permit of the harmonious employment of the various heterogeneous components as a single unit.

This is the only utilization of speed that is productive of useful results. And it applies not only to advance reconnaissance but to every situation where the *corpo celere* is called upon to operate—even to pursuit. For history furnishes ample proof that the best results will be had when we succeed in proceeding with order and force in the midst of the disorder and weakness of the enemy, shattering his last moral and material resistance.

In conclusion it can be said that the *corpo celere* is a modern expression of the study and experience gained in campaigns of 1915-1918. The function of the *corpo celere* is based on maneuver, for throughout the whole World War when the armies of Europe were firmly imprisoned in opposing trenches the idea continued to prevail that success in war must result from movement. And he will win who first and best knows how to profit by it.

The development of the *corpo celere* has given to the cavalry new instruments of war that increase, by mechanical means, its traditional power and maneuverability. The most important of these new aids is the *bersaglieri* cyclist arm, which in maneuver and in combat operates in the closest cooperation with the squadrons.

The noble traditions of the arm of Bayard and those of the brave sons of La Marmora form the spiritual heritage which the *corpo celere* received at its conception, and they guarantee its glory as it sets out for the future.

The Cavalry School at Pinerolo

Prepared by THE SCHOOL STAFF

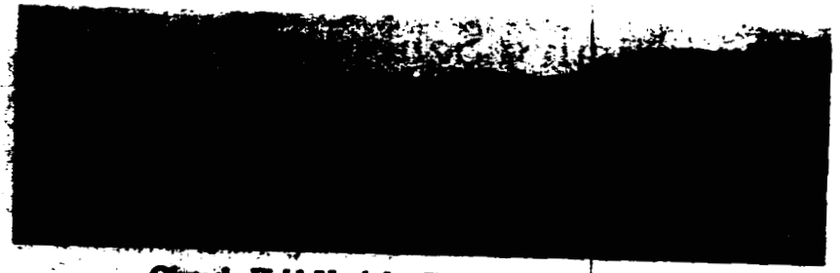
PINEROLO, a little Piedmont city in the foothills of the Alps, is the home of the Italian Cavalry School. The school has a branch at the Capital in Rome, where certain of its staff and its advanced students enjoy the fox-hunting and the cross-country riding in the Roman Campagna. This "winter residence," as Tor di Quinto is called, is an integral part of the Cavalry School, but the seat of the school it at Pinerolo.

The School for Military Equitation, the original beginning of the Cavalry School, was first established at Venaria Reale, a Royal estate a short distance north of Turin. King Charles Felix organized this school to improve the riding of the officers of his cavalry and of the personnel of the Royal Court. It was not a pretentious school, but it served well enough for the small Piedmontese Army of that period. The size of the staff was a bit out of proportion to the student body—for twelve students and thirty-six horses there were an inspector, a director, a vice-director, one major, one captain, one head riding master and two riding masters!

This school was founded in 1823. Two years later an Austrian. Otto Wagner, was appointed head riding master, with the rank of lieutenant. For twenty years he continued in this post, and under his able direction the school fulfilled very well the ambitions of its founder. Otto Wagner was himself an excellent horseman and he also understood the exigencies of cavalry combat according to the current conception of the day. The cavalry officers who left the school were skilled in maneuver and especially well trained in the handling of the pistol and the saber. In the war for Italian independence these officers always gave proof of rare qualifications as soldiers and horsemen.

Otto Wagner was retired in 1845 in the grade of major. Meanwhile, the reactionary princes, who were at the head of affairs at that time, were forgetting the lessons of the Napoleonic wars which had hurled the cavalry across Europe from Egypt to Russia. The normal reaction should have been a realization of the necessity for well-trained cavalry that could travel rapidly over varied terrain. But instead they attempted to develop combat qualities in men and horses by equitation of the riding hall exclusively.

They trained their riders by a gradual preparation in gymnastics and prolonged exercises without stirrups. The stirrups were used very long and the bitting of the horses was severe. The less skillful riders were able to control their horses only by violence and the poor animals, in the brief moments they might succeed in escaping from such artificial restraints, took advantage of their freedom to rebel.



Obstacle Field Used for Equestrian Competitions

Exercises in the open were limited to practice marches and to work on the parade ground, where the only jumps consisted of a few not very high bars and some ditches. The horses overcame these obstacles with great difficulty and only under severe compulsion, for each jump was torture to the mouth, the loins and the hocks.

At the opening of the campaign of 1848 against the Austrians the school at Venaria Reale were closed by royal decree and the personnel assigned to the various cavalry corps.

The following year after the sad days of Novara the city of Pinerolo, which had been a cavalry garrison for many years, was designated as the future home of the Cavalry School. There were many excellent reasons for this choice: the strategic and political necessity of keeping the military institutions of the period near the frontier, the existence at Pinerolo of suitable barracks, one of which had just been constructed, the mildness of the climate, and the abundance of water and forage. This new school was designated as a Cavalry School, and in consequence its scope was enlarged to include not only the teaching of equitation but instruction in all phases of the cavalry arm.

At the beginning there were not more students at Pinerolo than there had been at Venaria Reale. Instruction was given to newly appointed lieutenants of cavalry and to those first lieutenants in line for promotion to the grade of captain. Later, instruction was provided for non-commissioned officers. A squadron of mounted scouts was organized at the school, but it had a very short independent life, for, after the campaign of 1859, it was incorporated into the Guide Light Cavalry.

Meanwhile, the united Italian State was slowly being formed; Emilia, Tuscany, the Marches and Naples had added new regiments to the Italian army. The need for suitable instructors in the cavalry regiments and replacements for these at the Cavalry School led to the establishment at Pinerolo of a superior advanced equitation course in 1868.

The school increased in importance. The cavalry arm was augmented to twenty regiments after the first war for independence, and the Cavalry

Signor Cesare Paderni, Riding Master, 1865-1890

An early exponent of cross-country equitation.

School aided in the fusion of the armies of the now unified Italian States. The events of the war of 1870 disclosed new horizons to the cavalry. The maneuvers on the flank and rear of the enemy, the long raids into enemy territory, and the theories of advance reconnaissance began to call for new qualities in the horse and in the rider.

Up to this time the element of terrain had been scarcely considered. It now began to make its importance felt and it was seen that the parade ground formation and the riding-hall exercises were not enough—the horse and rider must be trained easily to negotiate difficult and varied terrain. We see at this time a genuine reawakening of the life of the school, the beginning of which was marked by the appointment in 1865 of Colonel Lanzavecchia di Buri as commandant. Under his influence less stress was placed upon the meaningless evolutions of the riding hall. He obtained from the city of Pinerolo a small rectangle of ground (now included in the present field of obstacles) which he transformed into a training arena. Convinced of the necessity of reinvigorating the young riders by practice in the natural open country, he searched for an experienced field instructor. The choice fell on Signor Cesare Paderni, a native of Cividale and a former officer in the Austrian Army.

For twenty-five years Paderni served the school as instructor. He instituted and developed the cross-country school, and it was he who first accomplished the most arduous difficulties of the Pinerolo country—the ascents of the peaks of Due Denti and Mount Muretto and the descents

of the mediaeval castles of Montebruno and Baldissero. These feats will always represent the *ne plus ultra* of the abilities of a horse and rider.

But the riding-hall instruction still prevailed. The resistance of the old instructors to this new departure and their divergent views brought about a keen rivalry between the two schools. Major Baralis was the leader of the high school faction and Paderni, of course, of the cross-country advocates. The difference between them was as much of personality as of method. Each had his followers and the rivalry resulted in a more intense refinement of the art of riding and a more active desire to excel. Paderni, however, did not advocate the discontinuance of the riding hall; he simply wished to train the horses and riders in the open as well. Baralis, on the other hand, wished to limit instruction to the riding hall alone. Paderni advocated great freedom to the horse in the open country, permitting him to extend his head and neck. This familiarity with varied terrain and natural obstacles laid the foundation of modern Italian equitation.

The decade 1891-1901 was marked by vigorous life in the school and the establishment of a branch at Tor di Quinto in Rome. For many years a group of horsemen of the Roman aristocracy and of the English colony that wintered in Rome had been hunting in the Roman Campagna, where there was varied terrain and obstacles of considerable size. The Italian Government, always interested in a matter so important as the development of the natural vigor and daring of its officers, established at Tor di Quinto, in 1891, a course complementary to the one at Pinerolo for the purpose of training officers to ride cross-country at a fast pace and over terrain of all sorts, overcoming whatever obstacles they encountered. It was called the "Complementary Course of Cross-country Equitation". At first certain officers chosen from the regiments were sent to this course and afterwards all officers of the preceding class at Pinerolo were ordered there. Tor di Quinto is the subject of another article in this issue of THE CAVALRY JOURNAL, but it is mentioned here to bring out its influence on Pinerolo, for it was at Tor di Quinto and the Roman Campagna that through successive transformations the modern method of Italian equitation was formed—the present method of natural equitation which demands that the horse be ridden in his natural balance and that he be assisted in every way possible in every change of equilibrium.

The precepts drawn from Tor di Quinto had immediate effect on the school at Pinerolo. It began to be recognized that the moral and physical qualities so necessary to fast riding over difficult and broken ground must be developed from the first in both men and horses. Colonel Luigi Berta, then commandant at Pinerolo, saw this very clearly. Under his direction the school received the most vigorous and youthful forward impetus of all its evolution.

Colonel Berta was himself gifted with enthusiasm and excellent phys-

A Bad Jump—Pinerolo in the Nineties

ical qualities and with innate and acquired knowledge of the horse. He realized what great benefits would accrue to the officers of the cavalry if in place of the academic affectations of the riding school there should be substituted the freedom of the open fields. And he understood, too, the value of equestrian competitions and sports, of fox-hunting, steeplechasing, cross-country racing and horse shows. The development of the school under his direction may be ascribed to the following:

1. He surrounded himself with those promising and audacious youths who found in the horse a source of satisfaction because of his dash rather than his calculated movements.

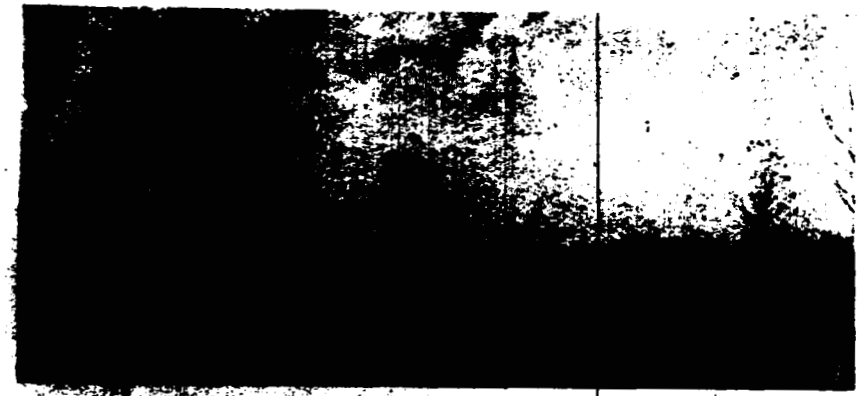
2. He introduced into the school Irish horses and Thoroughbreds, preeminently suited to this sort of equitation.

3. He brought the schools of Tor di Quinto and Pinerolo into perfect accord.

4. He acquired for the school new areas of ground and a larger collection and assortment of obstacles over which to train.

5. He diffused his ideas of equitation throughout the cavalry regiments, intensified the interest in horsemanship and promoted the idea of continued tests of the cavalry officer at the schools and in the regiments.

When he had assured himself of a continuous supply of animals by a regular remount of Irish and Thoroughbred horses, Colonel Berta set about overcoming the lack of suitable natural terrain. After infinite work and overcoming many difficulties, both manual and technical, the gallop-



The General Berta Galloping Course at Bandenasca

ing course at Bandenasca came into being. This course represented a remarkable piece of work. An elipsoid of over 3,000 meters perimeter was constructed at the Chisone woods, about four kilometers from Pinerolo. The track was thirty meters wide and a transversal and a diagonal contained many obstacles. This hippodrome has since been named after General Berta. It is ideal for the development of horses of blood and for training them at fast gaits and over obstacles.

As this course was too far distant from the barracks, some provision had to be made for working horses when time was limited. The old obstacle field designed by Colonel Lanzavecchia di Bari was enlarged until it included a central arena of 800 meters and several smaller arenas with obstacles. This field was named for Captain di Savoiroux, instructor, who was killed there in 1896 as the result of a fall.

With instruction on a sound basis and equipment adequate to the purpose, the school during the last decade of the nineteenth century trained many fine horsemen, who displayed their ability in the horse shows and on the race courses and who brought to the squadrons of the Italian Cavalry a healthy spirit of daring and combat.

Captain Federico Caprilli stood out from among these officers. At the International Horse Show at Turin, in 1902, he won the high jump at seven feet two inches, a height never before attained. Caprilli's riding represented a radical departure from the methods then in vogue. It received such instant and widespread approval that he was appointed director of equitation at the school and was hailed as the creator of a new method. This method soon became regulation for the whole Italian cavalry.

Capsilli evolved the method which since has been so widely adopted for cross-country riding. With the galloping courses at Pinerolo and the cross-country riding at Tor di Quinto, equitation had already turned toward long and fast gallops and jumping in the open country. But there

Captain Federico Caprilli

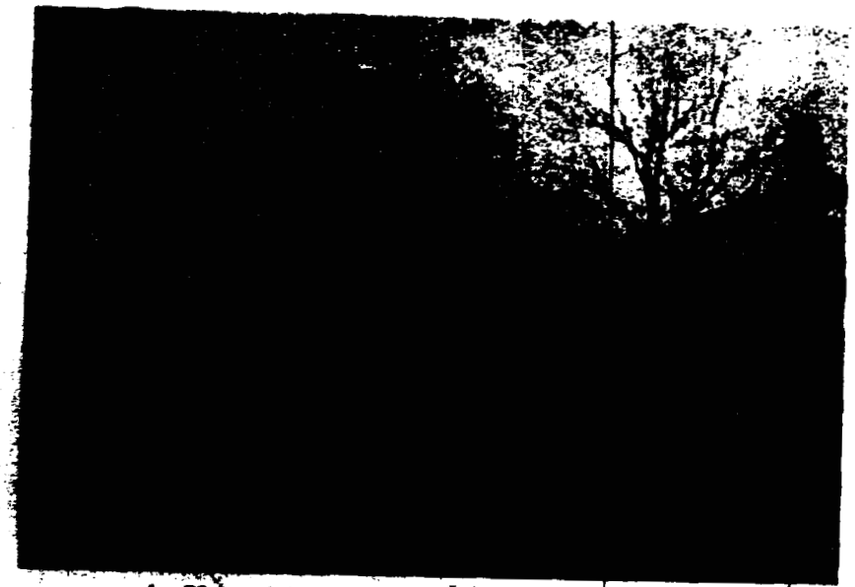
Originator of the Modern Italian Jumping Seat

did not yet exist the proper harmony between the horse and rider. The latter approached the obstacles with courage, but with little technique. The seat was not in accord with the balance of the horse; and his more sensitive and delicate parts—the loins and mouth—were subjected to such extreme pain that his willingness to jump was seriously affected.

Caprilli intuitively felt the necessity of distributing the weight of the rider, of sparing the horse the painful sensations on the loins and mouth and of obtaining the greatest liaison between movements of the horse and the rider. Recent photographs demonstrate the present absence of constrained contractions of the horse while jumping, contractions that mean spasms of pain; and they show, too, a security of seat quite in contrast to that of former times.

Unfortunately, Captain Caprilli died suddenly, the result of a fall in 1907, so that he did not witness the complete extension of his method outside of Italy nor see the many foreign officers come to her school to learn the new method of equitation. Cavalry officers from England, Spain, Russia, Sweden, Bulgaria, Serbia, Rumania, Argentina, Greece, Denmark and in the post-war period from Poland, Norway, Finland, Jugoslavia, Turkey, Switzerland, Lithuania, Germany and the United States have come to Pinerolo and Tor di Quinto to learn the advantages of the Italian method.

In conclusion, we can trace to the work of one brilliant trio all the modern evolution of Italian military equitation: Colonel Lanzavecchia di



An Unusual Jump for the Time—Pinerolo in 1904

Buri, who opened up the first small aperture in the darkness of the riding hall, exposing it to the light and dangers of the open; General Berta, who developed the physical equipment of the school, who inspired a reawakening of interest in the art of riding and prepared the way for the secure development of the new method of equitation; and Captain Caprilli, who finally codified the principles of that method.

The following are the courses conducted at the Cavalry School at Pinerolo at the present time:

1. *Normal Course.* Primarily for lieutenants of cavalry graduated from the Military Academy at Modena. Certain officers of the Artillery and of the Royal Carabineers also attend. The graduates of the Military Academy are already well prepared in the fundamentals of their profession and in general culture. At Pinerolo they continue the study and practical application of military art, field fortifications, explosives, weapons, motors, hippology, etc., as well as equitation. But here, better than anywhere else, they absorb the traditions of the cavalry esprit, the qualities of discipline, self-sacrifice and morale that distinguish the Arm.

2. *Instructors' Course.* Officers who in the normal course and in the course at Tor di Quinto have shown unusual ability and enthusiasm may be selected for this course. Its purpose is to furnish suitable instructors for the school itself, for the Military Academy and for the various regiments. As a result of this policy there is a uniformity of doctrine and method in the equitation instruction throughout the entire Army.

3. *Course for Captains in Line for Promotion.* This course serves the purpose of preparing the captains who must undergo the prescribed examinations for promotion to the grade of major. The instruction is confined to equitation, physical training, tactics and hippology.

4. *Course for Reserve Second Lieutenants.* The second lieutenants of the cavalry reserve who aspire to promotion pursue a two-year course at the Military Academy at Modena and the third and last year at the Cavalry School. Here, under the guidance of able instructors, they learn equitation and military discipline.

5. *Course for Aspirants for Appointment as Reserve Second Lieutenants.* Aspirants for appointment as second lieutenants of the Reserve must possess a certificate showing the satisfactory completion of certain studies. They may then be ordered to the Cavalry School, where they receive the theoretical and practical instruction and training necessary to an officer of the Cavalry Reserve. After six months of this course the students considered suitable are sent to the regiments, where they serve for three months in the grade of sergeant. If this service has been satisfactory they are appointed second lieutenants of the Reserve.

6. *Course for Aspirants for Appointment as Reserve Veterinary Officers.* This course is pursued by graduates in veterinary medicine who wish to attain the grade of veterinary second lieutenants of the reserve. The course is of six months' duration. Its object is to impart the military information indispensable for the exercise of the grade and to give such training in equitation to insure the ability of the veterinary officers to perform service with mounted troops.

7. *Non-commissioned Officers' Course.* The importance of good non-commissioned officers as assistants to instructors or who can instruct themselves under proper direction is recognized. This course gives the non-commissioned officer a good knowledge of horses and an ability in horsemanship.

8. *Farriers' Course.* The horseshoers of the whole army are drawn from this course. They are taught horseshoeing and hippology by practical demonstration and application.

9. *Sappers' Course.* The graduate sappers from the cavalry regiments are here made familiar with the use of explosives issued to the cavalry troops and with the work of field fortifications in accordance with our regulations.

It has been proposed to establish in the near future at Pinerolo a course for aspirants for appointment as non-commissioned officers of cavalry, a course wherein the young men who desire appointment may receive the uniform instruction of the school and may absorb the traditions of the Cavalry Arm.

Correct Form over the Jump, Pinerolo, 1904

The *Complementary Course in Cross-country Riding at Tor di Quinto* is the post-graduate course of the Cavalry School. Before an officer of the Cavalry can be promoted to the grade of captain he must have completed the Normal Course at Pinerolo and this course at Tor di Quinto.

The Cavalry School today has about 800 horses, including those sent each year to Tor di Quinto for use there until March. Some of these horses are native, but most of them are Irish, Anglo-Arab and Thoroughbred.

There are two barracks at Pinerolo, the *Caserma Principe Amedio* and the *Caserma Bochard di San Vitale*, in which the soldier attendants and the horses are quartered. In the *Caserma Principe Amedio* there are also the headquarters of the school, the library, the reading room and the Officers' Club, the latter very comfortably furnished and equipped for the officers' mess and the social gatherings that take place at the school. There is also a gymnasium, fencing room and trophy room adjoining the officers' club, where the many cups and trophies won in the past by officers of the school in foreign competition are collected and preserved.

Three covered riding halls, named in memory of Colonal Maffei di Boglio, Major Baralis and Captain Caprilli, offer every facility for mounted instruction, even during the winter period. The Caprilli Riding Hall,

constructed in 1910, is especially large, measuring 117 by 127 feet. Complete courses for horse shows may be set up in this hall.

For daily exercise in the open the school has the di Savoiroux field and the General Berta galloping course. Adjoining the latter are buildings and stables for isolating newly acquired horses and for caring for those in need of prolonged rest. There is still another obstacle field near the parade ground. This is used for equestrian competitions and for training the teams in preparation for horse shows.

A large athletic field fully equipped with tennis courts, skating rink, etc., is located near the parade ground. This field affords ample facilities for development of physical training in the open air. An area for field fortifications and demolitions and a spacious and perfectly equipped veterinary hospital complete the physical equipment of the school.

In addition to instruction given, the school maintains another activity, that of training the teams for horse shows, and this is one of its most important functions. In the past whenever it was desired that an Italian team should compete in a major international equestrian competition the horses and riders best fitted to participate therein were assembled at the school. After a reasonable period of preparation the task of deciding on the personnel of the team devolved upon the school.

In order to continue this activity and to insure consistent effort along the prescribed lines there has been established at the school a *center for preparation for equestrian competitions*. This center consists of a group of magnificent horses developed at the school or drawn from elsewhere in the Kingdom and a nucleus of good riders, who with seriousness of purpose are carrying forward the work of preparation for international competition. The new organization certainly has not failed in its object. The record of the Italian teams in the international field continues to be satisfying. To the many honors won at Vienna, San Sebastian and Nice in the past have been added the recent achievements at Lucerne, Warsaw and Geneva, and this year at Naples, Nice and Rome.

Caprilli Riding Hall, Pinerolo

Tor di Quinto and Fox Hunting in the Roman Campagna

By Colonel Sebastino Murari Dalla Corte Bra
Commandant, The Cavalry School at Tor di Quinto

THE Cavalry School at Tor di Quinto is situated beside the Tiber a short way beyond the walls of ancient Rome and now within the present boundaries of the city. As there are no officers' quarters at the school, the staff and students live elsewhere in Rome; but luncheon is served daily at the Officers' Club, and this quiet hour or two between rides is a time of pleasant relaxation and the source of many friendships.

The physical equipment of the school is not great: adequate stables for the horses and over them barracks for the soldier attendants, administrative officers, Officers' Club and infirmary. These buildings are grouped on a small hill overlooking the Tiber, while below on the flats along the river are the hippodrome, the race courses, the obstacle fields and various bridle trails.

An important addition to the equipment of the school may be said to be the Roman Campagna itself. Tor di Quinto, essentially a school of cross-country riding, was originally established in order that officers of the cavalry might have access to the Campagna for their training in equitation, and it is thus ideally located, for the countryside near Rome is criss-crossed with stone fences of considerable size, with post and rail fences on level and sloping ground, with ditches, running water and streams with steep banks.

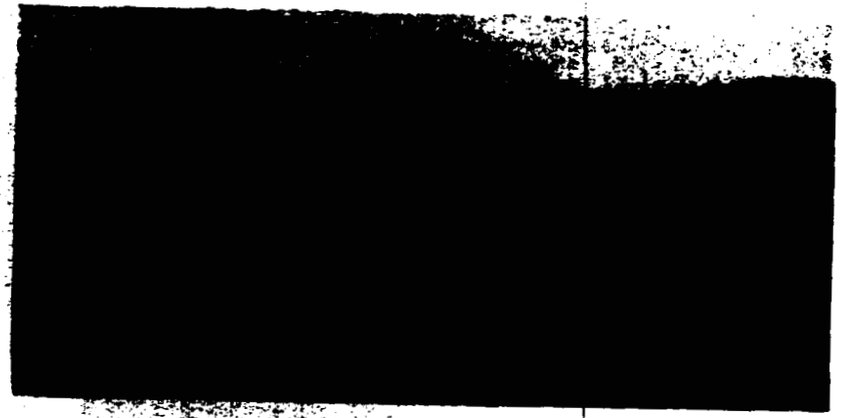
Each officer brings two horses with him when he comes to the school. They are usually his personal property but they may be "horses in trust" from his regiment; that is, horses regularly and permanently assigned to him for training and for his use in the military service. He must complete the course with his own horses, ride to hounds with them over the Campagna, take part with them in the graduation events and undergo at the close of the school an examination in which the performance of the horse and that of the rider is considered as one. This policy serves as a strong incentive to officers of the cavalry to provide themselves with sound, well-bred horses and to devote great care to their proper training and conditioning. When one considers that at present no cavalry officer may be promoted to the grade of captain until he has satisfactorily completed the course at Tor di Quinto the importance of good horseflesh to the officer is even more apparent.

In addition to the private mounts—or the mounts in trust—the school has a specially selected group of hunters. These are drawn from

Lieutenant Colonel Caforatti
Assistant Commandant at Tor di Quinto

the best at Pinerolo and are, for the most part, Irish horses. Their replacement is assured by the purchase in Ireland each year of thirty green horses at an average cost per head of $600. Each student officer is assigned two of these horses, but the assignments are changed from time to time so that the students may become accustomed to various mounts.

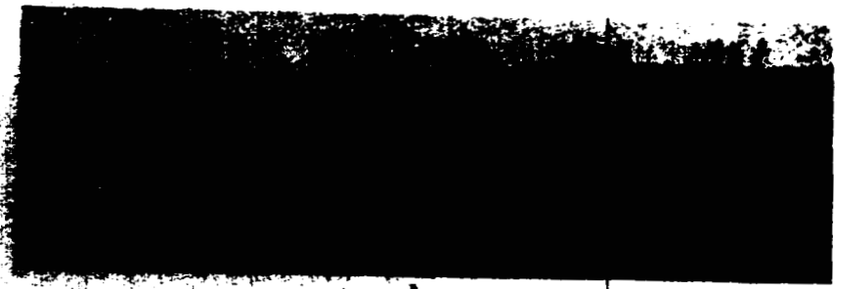
The hippodrome and the obstacle fields at Tor di Quinto contain almost every conceivable type of obstacle that might be encountered in the country. Stone walls and post and rail fences are in the majority, but there are many gates, ditches, railroad gates, sheep pens, piles of logs, picket fences, banks, and various combinations of jumps scattered about on rough and uneven ground. The horses and riders are trained to ride over these obstacles quietly and willingly at a full hunting pace. The horse is never put to the same jump twice in succession; always a new jump faces him, a new situation, and this makes him clever at estimating each succeeding obstacle.



A Section of Student Officers
Major Norman Fiske, U. S. A., in the Left Center

At first the schools at Tor di Quinto and Pinerolo were considerably at odds over the method of riding taught. Tor di Quinto was not established until 1891, when, under the guidance of Marquis di Roccagiovane, it developed a method of riding in accordance with the needs of cross-country riding, one at variance with the riding hall instruction then taught at Pinerolo. But later on, Captain Federico Caprilli, the foremost exponent of the new method of natural equitation, was called to instruct at Pinerolo, and through his efforts it was possible to co-ordinate and harmonize the work of the two schools.

Now the young cavalry officer receives the fundamentals of the seat at Pinerolo. Work there in the riding hall under close observation of the instructor, frequent gallops on the galloping course at Baudenasca, cross-country work over easy terrain and jumping over a great many small obstacles fit him for the advanced jumping and cross-country equitation at Tor di Quinto.



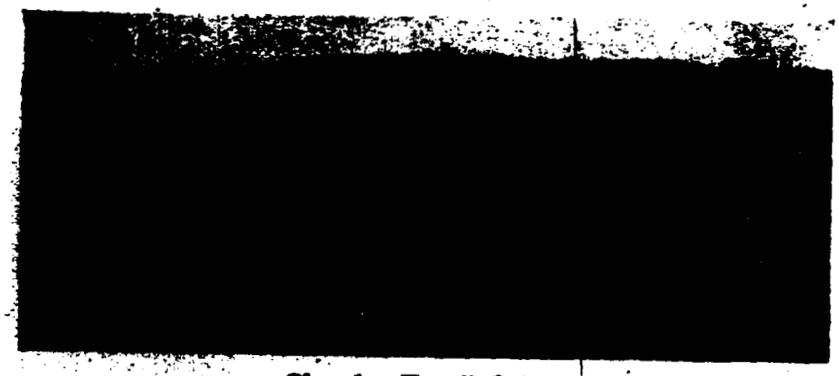
Student Officers, Tor di Quinto

A Slide, Tor di Quinto

At the latter school the student puts into active practice the principles he has learned at Pinerolo. After a brief period of preparation over the typical obstacles in the hippodrome he is taken into the open country, where he learns to ride over unfamiliar ground at a fast pace and to jump obstacles at times very difficult because of their size or because of the lay of the ground. To keep up a rapid pace he must watch the ground very carefully, appreciate the capabilities of his horse, save him unnecessary effort wherever possible and be himself possessed of a brave heart that does not hesitate. All this has its influence on the formation of character, in the development of boldness, intrepidity and audacity that must characterize the cavalry officer.

Fox hunting serves admirably in developing these characteristics, for in place of the usual planned route of a cross-country ride, the course leads over terrain willy-nilly wherever the fox himself decides to run.

In Rome fox hunting has long been an institution. Its inception dates back to a visit to Rome of Lord Chesterfield in the winter of 1836. He brought with him his horses and about a dozen hounds and devoted himself to the pursuit of the fox in the vast open country that then surrounded the city. He always invited a few friends to join him, among them Prince Livio Odescalchi, to whom he presented his pack when he returned to England in the spring. The following year the Prince and a number of his friends formed the Roman Hunt. Prince Odescalchi was M. F. H. and the kennels were at the palace of Pope Julius on the Flaminian Way.



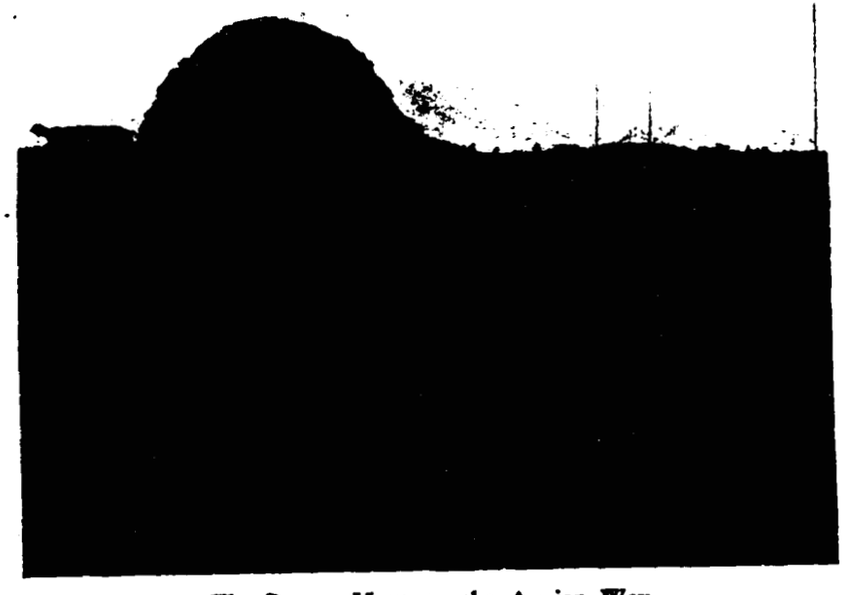
Obstacles, Tor di Quinto

The Roman Hunt continued for many successful seasons. It became the custom to close each season with a race meeting, and the final race of the day was always a cross-country in full hunting regalia. But in 1848 Prince Odescalchi was severely injured while hunting and another member of the field was killed. As a result, the reigning Pope, Pius IX, prohibited fox hunting.

But even during the period of prohibition by the Pontifical Government a few young Englishmen who came to Rome each winter used to bring a few hounds with them and mount themselves on the miserable little native ponies of the Campagna to gallop after the fox. Perhaps because the hunters were so few the Government took no further notice of them. A few years later Duke Grazioli, one of the most enthusiastic horsemen of that day and a person of great influence in the Vatican, prevailed upon the Holy Father to lift the ban on hunting.

The first meeting after that was memorable. Count Paolo Campello writes in his memoirs, "The hunt took place. The permission from the Holy See to break our necks at our own pleasure brought a great crowd of spectators to that first meeting on the Salarian Way. They came from the city and they came from the country, eager to see this cavalcade in pursuit of the fox. It was for Rome a gala day."

A long list of illustrious persons has been inscribed on the rolls of the Roman Hunt. The Empress of Austria hunted with the pack in 1869 and is said to have received "the most unforgettable impression from that day of fox hunting". During the seasons 1871-77, Prince Umberto, then heir to the throne, was always present. The artist Blaas has painted a canvas depicting the Prince taking a rail fence and followed by the field in which may be recognized Marquis Origo da Don Mario, Don Guilio [illegible], Marquis Pinardi, Count Senni, Prince Ladislao Odescalchi, Duke [illegible], Count Lovatelli, Marquis Luigi Calabrini, Count Bekendorf and the Countess Cellere.



The Roman Hunt on the Appian Way

In 1876 Prince Napoleon rode with the hunt. He was mounted on a horse belonging to Count Paolo Campello, and the latter in his memoirs wrote: "My bucephalus, proud to have on his back a nephew of Napoleon the Great, made such a mighty leap over the first fence that the Prince, although a good horseman, was unable to stay in the saddle. Fortunately, his fall resulted in no injury." And on January 28, 1889, Sarah Bernhardt was present at the meet at Torre Nuova. She accompanied her son, who rode that day to the hounds.

The first meet at which the class at Tor di Quinto was present took place shortly after the founding of the school—late in 1891. It was at the Villa Pamphili, and the owner of the Villa, Prince Doria, gave a luncheon in token of this happy event. Fox hunting was thereafter for the school a regular phase of the course until the World War put an end to all sports.

During this time, at the instance of Count Scheibler, the Bracciano Hunt was formed for deer hunting near Lake Bracciano, north of Rome. Hunting was then to be had four days a week, Monday and Tuesday with the fox-hound pack in Rome, and Wednesday and Saturday with the deer-hounds at Bracciano. The little commune of Bracciano enjoyed quite a reputation as a sport center. The country round about is very similar to the Roman country and so is admirably suited to cross-country riding and to mounted sports. In March each year a race meeting was held at which

The Roman Hunt on the Campagna

the members of the Roman Hunt, the officers of the Presidio of Rome and the staff and students at Tor di Quinto were present, many competing in the events.

After the war fox hunting was resumed, but the deer hunt has never been reorganized. The Roman Hunt, with Marquis Casati as M. F. H., meets now twice a week during the season. The kennels are located far out on the ancient Appian Way and the country over which the hounds run is rich in landmarks of Roman and mediaeval civilization, the noble aqueducts across the Campagna, the signal towers on the hilltops, the castles and villas of the patricians, and the wistful remains of tombs along the Appian Way.

The meetings are always bright and colorful, the red coats of the hunters interspersed with uniforms of the Italian officers and of officers of foreign countries who are students at the school or who are attached to foreign embassies in Rome.

In 1925 Count Carlo Dentice di Frasso formed another hunt, the Oriolo, a private pack of American hounds. Twice each week the Oriolo Hounds meet in the country along the coast near Maccarese or in the hills north of Rome toward Bracciano. The officers at Tor di Quinto ride with both hunts throughout the season. In this beautiful riding country and at the school itself they develop those qualities indispensable to the cavalry officer.

Three days at the close of the school year are devoted to an examination of the student officers and to determining their fitness for graduation. On the first day a board of general officers conducts a detailed examination of the officers and their private mounts. The schooling of the horses in the open country and over natural obstacles and the seat of the rider at all gaits and when jumping are particularly observed.

On the following day in the presence of His Majesty the King, a ride is conducted by the entire school, staff, instructors, and students. It

is carried out at fast gaits and includes almost every one of the jumps in the hippodrome. The ride then continues on the hill above where the school buildings are located and where there are many unusual and spectacular obstacles. Only a sure-footed, well-trained and well-conditioned horse can complete this ride, for it is all done at top speed and it is long and exhausting.

On the day of His Majesty's visit to Tor di Quinto only the foreign diplomatic representatives and certain officers of the General Staff of the Government are invited to be present. But on the third day the public is invited and the same ride is presented—this time on horses of the school. It is always a gala event for the horse-loving public of Rome. Then for the last time the student officers gallop over the Tor di Quinto obstacles before dispersing to carry the teachings of the school to the cavalry regiments throughout the Peninsula.

Guards of the King and Guardians of the Kingdom: The Royal Mounted Carabineers

Prepared by HEADQUARTERS STAFF, CARABINIERI REALE

IN May, 1814, when the throne of Victor Emanuel I of Savoy was restored at Turin, the Monarch's first care was the reorganization of the Army and the creation of a *military corps for the maintenance of good order*. This corps, because of its exclusively dynastic character and because of the arms which were issued to its soldiers, was given the name "Corps of Royal Carabineers". The Royal Patents specified that this arm should take position at the right of the line and at the head of the column in all assemblies of troops.

The best elements of the army, both officers and men, were selected for this corps, so that it was an honor and a distinction to belong to it. Soon there shone forth among its members the most illustrious names of the Sardinian and Piedmontese nobility.

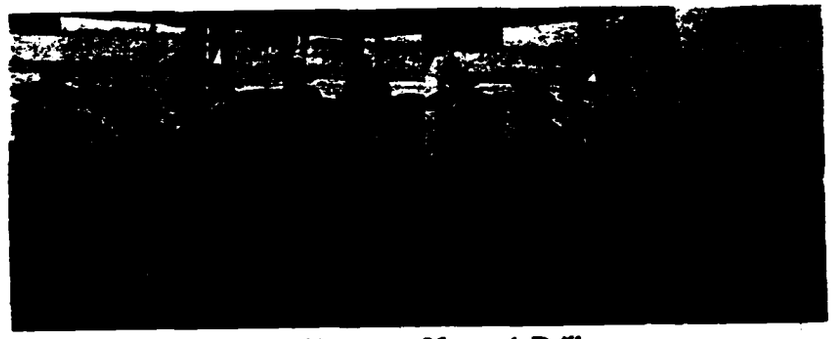
The Sovereign further reserved to the Carabineers the honor of furnishing the escort for his person, for his family and for high personages.

Of the original Carabineer Corps of 825 men, 408 were mounted. From time to time throughout the intervening years the Corps was increased until now it numbers 50,000 men, of whom 4,618 are mounted. A small group of 100 men chosen from the Mounted Carabineers go to make up a special guard, called the *Corazzieri*, or Guards of the King.

Recruitment in the Carabineer Corps is voluntary, but the recruit if he has already finished his obligatory service must have distinguished himself in that service by conduct which never at any time incurred the slightest punishment. He must possess a strong physical constitution and must not be less than five feet six inches in height. He must pledge himself to the Carabineer service for a period of three years.

As soon as the recruits are enlisted they are incorporated into classes of student mounted carabineers in the two student squadrons of Royal Carabineers forming part of the student legion at Rome and in the half squadrons of the student depots at Caglieri and Palermo. Here they undergo a six-month period of military and professional instruction, followed by a theoretical and practical examination. After this, as Carabineers, they complete in the same legion the three-month course in mounted training.

In addition to instruction in academic work, which is of great importance, the students are given all the instruction prescribed for the cavalry:



Carabineers at Mounted Drill

mounted and dismounted formations, target firing with carbine and pistol, care of the horse, service of stable police, of fatigue and guard, so that along with the troops of the other arms they not only perform the various duties of the garrison but when they are needed in war they make excellent fighters.

After they have attained a certain degree of proficiency in equitation, the students are taught to ride the horse on the bit at the various gaits and to manage their arms while mounted; and, formed into platoons, they begin the formal instruction for mounted troops, particularly the formations in close order. In addition, they are taught the uses of the bicycle.

The training in equitation is given by officers and non-commissioned officers who have attended special courses at the Cavalry Schools at Pinerolo and Tor di Quinto, and the fine results they have attained is shown by the many competitions won by the Italian Legions competing with regiments of cavalry and field artillery. In 1924 they won the Royal Cup, in 1928 they received first classification at Cagliari, Sassari and Chilivanni, and in the following year a Carabineer captain won the ambitious title of "military champion" after having succeeded in winning the "Championship of the Military Horse", hotly contested for by the most able horsemen in the Italian Army.

Service

After they have completed the period of study in the student groups the newly designated Carabineers are assigned to the Territorial Squadrons or to various stations throughout the kingdom that are garrisoned exclusively by troops of their arm, mounted or dismounted.

The Territorial Squadrons are especially organized for the maintenance of public order in the Capital. In addition, they form the escorts of honor for high personages; they take part, together with the other troops, in the many great and solemn ceremonies that take place throughout the year in Rome; and their splendid bearing and attractive uniforms

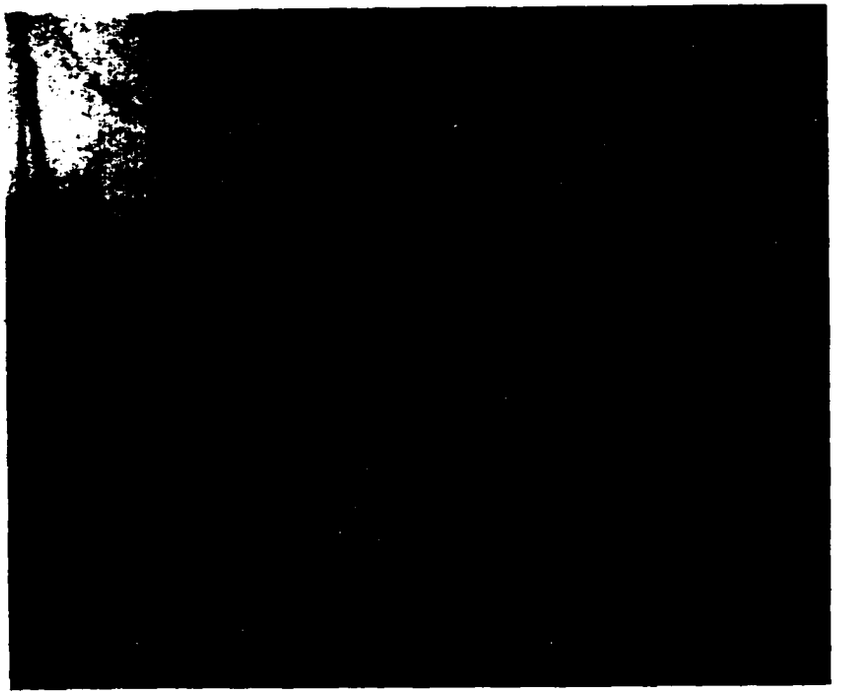
A Platoon of Carabineers, Full Dress Uniform

add dignity and color to the formations, parades and reviews held for the troops of the garrison by the August Sovereign

The Royal Mounted Carabineer is a familiar and an admired figure in the colorful *mise en scene* of Roman life. In his black uniform trimmed in silver, his cocked hat gayly decorated in red and silver and mounted on his impeccably groomed horse, he sedately goes about his patrol duties; or again, on the Pincio, the Gianicolo or the Piazza del Quirinale he can be seen silhouetted against the warm glow of the sunset—an ineffable picture—epitomizing in his expression of color, strength and poise the gorgeous beauty and serenity of the Eternal City itself.

The services required of the Carabineers throughout the country are very diversified. Broadly speaking, they are charged with the prevention and repression of crime, the preservation of public peace and the protection of citizens. In these duties they cooperate with the dismounted Carabineers. Rarely is the collective employment of the Mounted Carabineers necessary, but when it is—due to some flagrant breach of public order or to requirements for escorts of honor—troop formations rarely larger than a platoon are temporarily formed from the mounted Carabineers of the nearby stations, and when the exceptional need is over they are disbanded.

In their duty of patrolling the State the Mounted Carabineers exercise many important functions. They attend to the security of communications, to the maintenance of public order where there are large gatherings at fairs, or on holidays and market days; they collect information concerning crime or anything which might affect the safety of persons and property; they watch over the fields and forests, guarding against fire and vandalism. Streets, trees, hedges, ditches, aqueducts, springs, public laundry places, watering troughs, bridges, railroads, telegraph, telephone and power wires, all these and more concern the interest and attention of the Carabineer. He closely observes all travelers who appear in any way suspicious and takes to his station commander those who refuse to make themselves known.



A Carabineer Patrol Escorting a Prisoner

When any violation of the laws or public safety or property has occurred the Carabineers immediately report the situation to their immediate superior or to the authorities concerned. Quick action is the result.

It is not to be wondered at that the Mounted Carabineers are affectionately called "guardian angels" by the *contadini*. By day and night they patrol the roads, always two together, and the sound of their horses' hoofs brings confidence to the solitary traveler and the lonely dweller in wild and desolate regions. They are the guaranty of safety and justice.

In Sardinia and Sicily especially they have done a wonderful work in suppressing brigandage. Easily negotiating the rugged and almost impassable roads and mountain passes they can quickly control a large zone, and their presence soon restrains the dishonest and heartens the more stable population.

In addition to their duty as patrols the Mounted Carabineers maintain a system of intercommunication on the highways. At predetermined points, called the points of reunion, they meet to deliver official papers, to exchange orders and information, to provide escorts for postal carriers or for law violators and to transfer persons under arrest from one station to another.

They also perform an orderly service in places where there are not the usual telegraphic communications or where it is not advisable to employ the local messenger service. These messages, often containing important information or orders, they guard with courage and purpose, and they allow nothing to prevent their immediate and safe delivery.

Finally, they perform the duty of escorts of honor and of safety to individuals, to public treasury funds, State property, to postal messengers and to proofs or evidences of crime.

The Royal Mounted Carabineers Corps has established throughout the years of its existence a splendid tradition of bravery and loyalty. It has repeatedly reaffirmed its devotion to the King and to the country, and in its history many names and acts of individual and collective valor have been written.

In June, 1815, a year after its formation, the Corps had its first test on the field of battle when at the assault of the fortified place of Grenoble a troop of the Mounted Carabineers boldly rode to the attack, charged brilliantly and defeated the enemy.

And in 1821, upon the abdication of King Victor Emanuel I, they proved their loyalty and devotion, escorting him and protecting him across the regions in revolt as far as Nice.

There is the story of the Mounted Carabineer Giovanni Battista Scapaccino, who, sent as a special messenger to Savoy, gave up his life when surrounded by revolutionists who commanded him to cry, *"Viva la repubblica!"* but who shouted fearlessly instead, *"Viva il re!"* The gold medal for military valor was awarded to the memory of this brave Carabineer and King Charles Albert commissioned the painter, Francesco Gonin, to paint a picture representing his glorious death.

In the same year another Mounted Carabineer, Carlo Gandino, was sent from a small station in Piedmont with an important dispatch to the customs officials of the frontier directing them to prevent certain republican revolutionists from crossing the border. On his way he was stopped by the revolutionists and threatened with death if he did not join them. But, drawing his saber and giving the spurs to his horse, he passed at the gallop through his adversaries, defying a hail of bullets and succeeded in the prompt delivery of the message.

In 1848, King Charles Albert commanded the Piedmont Army against the Austrians during the first war for Italian independence. He was escorted by three superb squadrons of Mounted Carabineers drawn from the various posts of the small kingdom and united under the command of Major Alessandro Negri, Count of San-Front. The enemy was beaten at Goito, at Monzambano and at Valleggio, and on the 30th of April the Piedmont Army again met him at Pastrengo. While the battle was in progress, the enemy, taking advantage of accidents of the terrain, suddenly burst forth toward a group of general staff officers gathered around the King. These officers drew their swords to oppose this imminent danger when suddenly Major di San-Front, sensing the situation, launched his three Carabineer squadrons in a violent charge at the enemy, put him to flight, pursued him and freed the field. For this splendid charge and fine courage by which the life of the Sovereign was saved and the battle won the silver medal for military valor was awarded to the colors of the Carabineer arm.

In the same campaign the three squadrons distinguished themselves at Santa Lucia, winning the bronze medal; at Staffalo, Somma Campagna and Custoza.

The year 1849 opened with the morning gun of a new war. and in this campaign the Royal Mounted Carabineers—

> "Of the King guardians and of the laws, slaves only to duty, accustomed to obey silently and silently to die"—

performed noteworthy deeds of sacrifice and valor, receiving many decorations for their personnel. Captain De Magistris, the commander of the squadron, was awarded the Cross of Saints Maurizio and Lazaro.

A few years later in territory but recently acquired by the Italian State, the services of the Carabineer Corps proved indispensable. The story is told of the Carabineer, Agostino Sclavo, who, entrusted with a packet of documents for delivery, was stopped by nine armed rebels, who ordered him to acknowledge the Republic and repudiate the King. But his answer was, "Long live the King, death to the Republic!" A volley of shots was the result. Then, though wounded in the arm, he fought off his assailants and at the gallop finally escaped from them until he fell exhausted and in pain at the roadside.

In the Italo-Austrian campaign, 1915-1918, two squadrons of Mounted Carabineers were mobilized. Beside the other arms, the Carabineer Corps fought in various combats—notably the Battle of Gorizia—and gained for the corps 193 silver medals, 526 bronze medals, 187 promotions for gallant conduct in action, 857 individual citations and many war crosses. The colors of the arm were decorated with the gold medal for military valor with the following citation: "It renewed its most stainless traditions by innumerable trials in steadfast attention to duty and brilliant heroism, giving a most valuable contribution to the radiant victory of the Italian Arms".

One of the memorable incidents of bravery during the World War was that concerning the action of the Mounted Brigadier Martin Veduti, who, by his quickness and intrepidity saved the destruction of the Randi powder magazine, and thereby many lives. In the early monring hours of August 14, 1918, Brigadier Veduti, in accordance with orders received, was watching the magazine in company with a Carabineer trooper. The

evening before a suspicious person had been seen by the sentry hovering around, and it was feared damage to the depot was being planned. Shortly before dawn, however, in spite of the vigilance, two unknown persons succeeded in getting into the enclosure, and before the dismayed sentries could prevent it, they had placed near the powder a large bomb with a lighted fuse. Then, amidst the volleys of fire from the now thoroughly alarmed guards, they vanished into the surrounding shadows.

Now the fuse quickly burns toward the almost inevitable tragedy. In a few moments the twenty tons of explosives would wreak its terrible havoc. Without a moment's hesitation, Veduti threw himself on the infernal machine, pulled out the fast-burning fuse, tore it away with his teeth, and thus saved all from annihilation.

For this brave act, Brigadier Veduti was awarded a gold medal by His Majesty the King.

The Corazzieri, the King's Guard Squadron of the Carabineers

In March, 1868, on the occasion of the marriage of the Crown Prince Umberto of Savoy (the late King Umberto I) to Her Royal Highness Princess Marguerite of Savoy, an escort was needed for the gala procession at the entrance of the Princess into Florence. Accordingly, eighty Mounted Carabineers were detailed and were given a special uniform with breastplate and helmet. This body was not subsequently dissolved, but formed the nucleus of the special unit called the "King's Guard Squadron of the Royal Carabineers".

The Guard is now composed of one superior officer commanding, four lieutenants, and one hundred troopers. The latter are selected from the Mounted Carabineers of height not less than six feet, but in the continued process of selection the average height of the Guardsmen is six feet three inches, and some are taller than six feet seven inches.

Their horses (Irish for the most part) must stand not less than sixteen hands two inches.

The duty of the Squadron is to render service to the Royal Household and to form escorts of honor and safety for the persons of the royal family.

Every day they mount guard at the Royal Palace, one brigadier (corporal) or vice-brigadier (lance corporal) and seven corazzieri (troopers); the guard is completed by a permanent detail of fourteen sentries with a marshal (sergeant-major), all under a lieutenant.

The service of escort of honor is discharged on occasions of ceremony in which their Majesties take part officially; then the half-dress or full-dress uniform is worn. And the service of security is performed on occasions of less official importance when the march uniform is worn. Both services are ordered by His Excellency the First Aide de Camp of His Majesty the King.

Plateon of Corazzieri in Full Dress

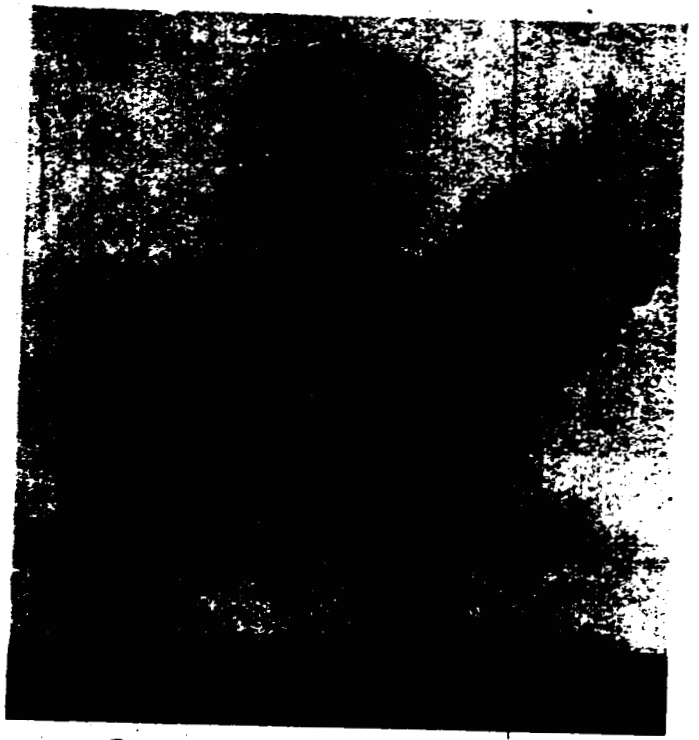
The instruction of the Squadron, in addition to special training for escort service, is the same as that prescribed for the cavalry troops, but special emphasis is placed on equitation, gymnastics and swordsmanship in order to develop agility and tenacity in these big men.

An article in the periodical *L'Idea Nationale*, published in 1919, speaks of the peace-time characteristics and duties of the Arm of the Royal Carabineers as follows:

"It is an organized force the tentacles of which spread out to the most remote villages and it represents the most valuable and cohesive force of the country in the integrity of its economic, social and political daily life. Not only is the Arm a force for the observance of the laws, but it is also an important factor in the whole administration of the State from the Central Government to the commune; for it enters with its many functions into the mechanism of almost all other administrations, controlling and regulating the infinite manifestations of the life of the country.

"No institution of the new Italian State enjoys as much prestige as the *Benemerita* Arm of the Army. The *Benemerita!* No official designation has ever become popularized so quickly; no title has been decreed more naturally and accepted by the whole country more cordially—the country is truly proud of her Carabineers, for they represent in discipline, moral justice and fidelity the mind and heart of the people, for these are the virtues at the very basis of the nobility of a race."

Of their military duties and missions in war, Gabriele d'Annunzio has said: "It is the Arm of steadfast loyalty and of silent abnegation. It is the Arm which gave each day the same proof of its valor—in the



Carabinieri Mounted, Full Dress Uniform

thick of battle, in the trench and on the march, over upturned roads and through ruined cities, in sudden danger and throughout enduring peril, always wresting the utmost glory from each day's service to the Kingdom."

Finally, we quote with pride the words of His Excellency, the Head of the Government, the Leader of reborn Italy, the powerful dynamo of the national energy:

"Great and glorious are the traditions of the Arm in time of war; great and glorious because they have written in characters of fire and blood the charge at Pastrengo and the Cavalry of Podgora; but great and glorious are they, too, in time of peace, when the Carabineers in every corner of the Peninsula represent the divine and human majesty of the laws of the State."

The Italian Cavalry in the African Colonies

By Lieut. Colonel Carlo Gastinelli, *Royal Corps of Colonial Troops*

TROOPS of the regular cavalry have been stationed in three of the four African possessions of Italy: in Eritrea, Tripolitania and Cirenaica. In the fourth colony, Italian Somaliland, the use of mounted troops has not been considered advisable because of the climate and the character of the terrain.

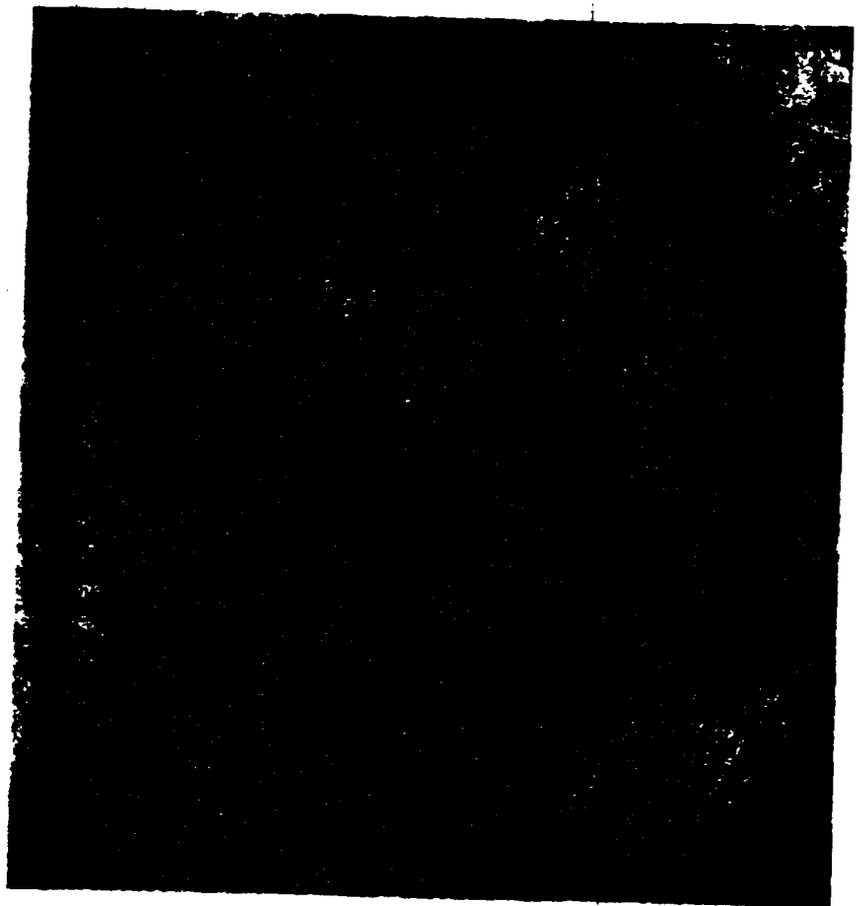
Eritrea

The colony of Eritrea, situated on the coast of the Red Sea, was the first African territory over which the flag of Italy was raised. One squadron of cavalry formed part of the expeditionary corps sent there in 1887 under the command of General di San Marzano. This squadron, called the "Squadron of African Hunters", has been formed by volunteer elements drawn from the cavalry regiments of the mother country.

With the assurance of the Italian occupation came the enlistment of natives of the territory and the formation of native units. These gave good service and gradually began to replace the troops of the original expeditionary force. Thus in 1890 the "Squadron of African Hunters" was transformed into a squadron of scouts composed entirely of native soldiers under Italian officers and non-commissioned officers. This squadron subsequently performed valuable service during the expedition into the heart of Abyssinia which was undertaken in that year by an Italian corps under General Orizo and which pushed forward as far as Adua, the religious capital of that savage country.

The military forces in Eritrea were later increased in order to strengthen the boundaries and to keep within control the continuous threats of war arising from the great Mohammedan revolt, fomented by the famous Madh against the Anglo-Egyptians in the Sudan. The squadron of scouts thus became the nucleus of the two new squadrons Cheren and Asmara. These two squadrons formed part of the corps operating under General Arimondi in 1893 and took part in the battle of Agordat (December 21, 1893). In this battle the Italian forces, numbering about three thousand men, routed a horde of fourteen thousand Dervishes who had penetrated from the Eritrean Sudan expecting to drive out the Italians and to diffuse in Eritrea—peopled mostly by Christian Abyssinians—the word of Mohammed.

In this open fighting the two squadrons, acting both mounted and dismounted, took a very effective part, particularly in the counter attack which brought about the complete rout of the fanatical Musselman tribes.



Italian Colonial Possessions in Africa

In the following year (1894) the Cheren squadron was present at the battle of Cassala (July 17) when the Italian expeditionary corps, amounting to about twenty-five hundred men, overcame and put to flight numerous forces of the Dervishes who had seized that important center. The charge made by the Cheren squadron on that day against more than double the number of enemy cavalry has remained one of the finest records of the Italian colonial cavalry. The gold medal for military valor was awarded to the memory of the gallant Captain Carchidio, commander of the squadron, who led the charge and fell in the furious melee which followed, pierced by eleven thrusts of the lance. The gallant conduct of that squadron in this battle demonstrates what fruitful results can be obtained by a handful of determined and bold cavalrymen.

In the campaign of 1895-96 against Abyssinia (bordering on the south of the colony) the two squadrons did not take any part as it was thought inadvisable considering the Alpine character of the theatre of operations; instead they were left to guard the Sudanese frontier. A dire need of cavalry was felt therefore in the course of these operations on the Abyssinian frontier, particularly for purposes of reconnaissance and information of enemy movements.

Once more, at Cassala, in April, 1896, the Eritrean cavalry had occasion to measure itself against the Dervishes. Here it carried out an active and effective reconnaissance during the battles at Monte Mocrain and at Tucruf.

Peace with Abyssinia was concluded and the Madhist revolt in the Anglo-Egyptian sector was put down. Then ensued an uninterrupted period of tranquility for the Eritrean colony, a period in which the region gradually developed its agriculture and commerce. Today this land, the first to be occupied by Italy and originally the scene of the bloodiest fighting, rapine and carnage, is going forward under the protection of the Tricolor of Italy to a vigorous and promising future.

With the cessation of hostilities the military forces of the colony were gradually reduced and the cavalry squadrons did not escape the reduction. Today only one of them remains. This squadron with a strength of about eighty men is formed of two platoons of cavalry and a machine gun squad of two guns. It is commanded by a captain and another officer functions as second in command. The platoons and the squad have as immediate leaders specially selected natives.

Although the Eritrean is not by nature and habit a great horseman, the men of the squadron know well enough how to make use of their horses. Then too the members of the squadron are for the greater part old soldiers with many years of service. Recruitment is voluntary and the *ascari*—as these native Eritrean troops in the Italian service are called—can reenlist from year to year as long as their physical condition enables them to render useful service. And since the Eritrean natives are very proud to wear the uniform of the soldier and their principal ambition is to carry arms, it is very unusual for an *ascaro* to leave the military service unless he is declared unfit. It follows that the squadron has to enlist annually only the small number of men necessary to replace those mustered out by proper authority.

In the Eritrean squadron, as in all of the colonial troops, natives of different religious beliefs, whether Christian or Mohammedan, are indiscriminately enlisted. No difficulty has ever arisen from this close association of individuals of diverse races and religions because of the great tolerance shown in this matter both by the natives of the colony and by the neighboring Abyssinians.

The individual arms of the *ascari* of the native squadron consists of the lance (of bamboo), the saber and carbine.

At one time the horses of the squadron were bought in India but they are now obtained mostly from Abyssinia and are of the native stock of that region. They are not very high but are handy, live on very little, are sure-footed and very rugged. They are horses especially adapted

An Ascaro

to the mountains and they thus serve quite well for the terrain conditions in the greater part of the colony.

In conclusion it may be said that the native squadron of Eritrea is rightly considered among the best troops of that colony, troops which in innumerable circumstances and in critical moments have given undoubted proof of bravery, reliability, and loyalty to the Italian flag.

Lybia

The proportion of cavalry is greater in the two Italian colonies in Northern Africa—Tripolitania and Cirenaica. (These two colonies have been recently combined under one colonial government called Lybia). At the time of their occupation and during the ensuing war with Turkey

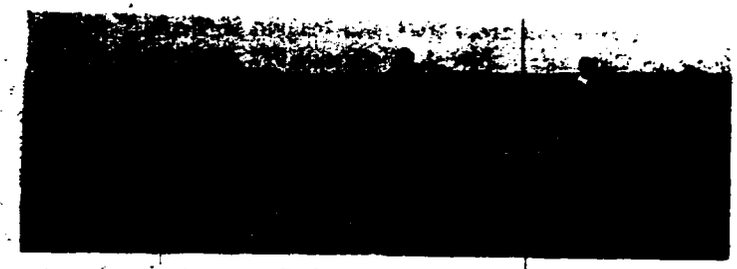
cavalry troops were sent from Italy, one brigade to Tripolitania and three squadrons to Cirenaica. But as early as 1912 the policy of organizing native troops was begun. These troops rendered good service and gradually developing themselves were able after the conclusion of peace with Turkey to completely supplant the home squadrons.

The wild and desolate terrain of these two colonies and the peculiar character of the fighting—which still must be carried on finally to clear the country of the rebellious elements hampering its peaceful development—lends itself readily to a large employment of cavalry. It is unquestionably the arm best adapted to a fighting based essentially upon quickness of movement.

The terrain of the two colonies differs considerably, Tripolitania being prevailingly flat and Cirenaica in great part mountainous; but it all is suited to the action of mounted troops. Though the almost entire lack of surface water limits to some extent the employment of large masses of cavalry this deficiency does not represent a serious inconvenience to detachments of limited strength; for the sub-soil of the two colonies is furrowed by many underground watercourses which give rise to numerous pools and springs. Also, in certain zones where the water is found at a depth of not more than three to six feet, wells can be easily and quickly hollowed out anew. The known existence of these watering places and their relative frequency is a condition which makes possible the assembling of rebel forces and their hostile action against the Italian occupation.

This hostility arises principally from the religious feeling of the Mohammedans which is more pronounced in the peoples of those zones further removed from the coast. This fanaticism is cleverly played upon and subverted by those who look disapprovingly on the development of a great Italian colony on the African coast of the Mediterranean. Hostility also arises from the self-interest of certain Bedouin chiefs who do not wish to lose their authority and feudal power by submitting to Italian rule. Finally, the generic character of the native himself is a constant source of trouble.

The Arab characteristically detests work. Before the Italian occupation his limited needs had been supplied by a flourishing and remunerative commerce in Sudanese slaves. A tent, some women, a flock of sheep and a few camels represented to the majority of the natives the height of their aspirations. Thus a pastoral life developed which permitted of much idleness. The vast openness of northern Africa makes it possible for its few inhabitants to migrate individually or in groups to the area offering, according to the season, the greatest abundance of pasture. Among the Arabs of the interior this nomadic life is so developed that there is almost a total absence of any stabilized centers of life; and there is a distinct individualism strikingly in contrast to the



Bedouin Cavalry

sense of obligations and limitations which community life necessarily imposes.

It is natural, therefore, that many malcontents should be aroused by the occupation of this region by a nation that was not content to continue the system of tythes inaugurated by the Turks, but had in mind the recovery of the land from its state of neglect and render it a productive element in the world's economic life. Thus many of the inhabitants, rather than adapt themselves to the new order of things, preferred to withdraw to the desert and from thence to harrass the new occupants with fierce attacks, ambush, rapine and trickery.

The outbreak of the Great War following so shortly upon the Italian occupation gave the rebels a good opportunity. Italy was obliged to concentrate all her forces in the European theatre of war and thus had to limit the occupation of Lybia to the settlements along the coast. Many interior tribes who formerly had made pacts of submission, finding themselves no longer sustained and protected by the troops, joined with the rebels in order to escape their vengeance and reprisals. Thus, after having gone through an exhausting war and a subsequent period of internal crisis, Italy found herself obliged to undertake anew the conquest of this region.

The rebels in Lybia today consist of forces unimportant in number; but none the less the struggle which must be continued against them is difficult and requires on the part of leaders and troops qualities of the first order. A very mobile enemy must be contended with, one who rarely accepts combat in strength but who turns his attention to surprise action against caravans and motor trains supplying garrisons of the interior, to overwhelming small detachments, to running off animals, and to trickery against the subject tribes; an enemy who fades away and dissolves at the approach of preponderant forces and as suddenly reappears a hundred kilometers distant.

With a profound knowledge of the country and very few needs, with no dependence upon a center for supplies, thoroughly accustomed by the tenor of their existence to constant roving, and possessing wonderful individual fighters—against such an enemy the heavy strokes that usually shatter superior forces have no effect. Instead, it is necessary to employ very mobile detachments which allow the rebels no rest and which operating by convergent action close in on them and finally exterminate them.

The action of the cavalry acquires an essential importance in such a war of isolated episodes, of speed and of cunning, especially since among the rebels there are a great number of mounted fighters. The fact that the men of the colonial squadrons belong to the same race as the enemy is a factor in the efficiency of the troops in action, for they possess all his resistance to fatigue and privation, all his ability in individual combat and his same cunning and trickiness. It is thus inevitable that the native squadrons of Tripolitania and of Cerinaica should play a very large part in the unremitting pursuit of the rebels, in the protection of communications and of the subject tribes.

At present, seven squadrons of *savari* (local term meaning horsemen) and one squadron of *spahis* are whipping the plains of Tripolitania; and five *savari* squadrons and two groups of *spahis* are dislodging from the ravines and from the woods of the Cerinaican plateau the rebel concentrations that ambush there.

The *savari* squadrons represent the cavalry proper of the two colonies. The squadrons and groups of *spahis* are more loosely incorporated and are principally employed as isolated patrols and as guides. This difference in function arises from the difference in type of recruitment, for with the *savari* the man only is enlisted but the *spahi* is enlisted along with his horse.

Enlistment is voluntary. The man pledges himself at his first service for two years; after that, if he has rendered good service, he may re-enlist from year to year as long as he remains fit. In case of bad conduct or inefficient service the soldier is dismissed and can never again be enlisted in the corps of colonial troops.

The *savari* squadrons are composed of these platoons and have a strength which varies between 100 and 120 mounts. In addition, there is authorized a pack train of twelve mules or camels (depending upon the type of terrain over which they must operate) for the transport of the rations and forage; also to some squadrons there is assigned, by way of experiment, a machine gun section of two guns.

With the *spahis* the number of platoons in the squadrons and in the groups is variable according to the greater or less number of new recruits.

The *savari* and *spahis* squadrons and platoons of Tripolitania are commanded by Italian officers; in the *spahis* groups of Cerinaica the group commanders only are Italian officers; the platoons are commanded by native petty officers.

There are also assigned to the squadrons three Italian non-commissioned officers; one for administration, one for supply and one as farrier.

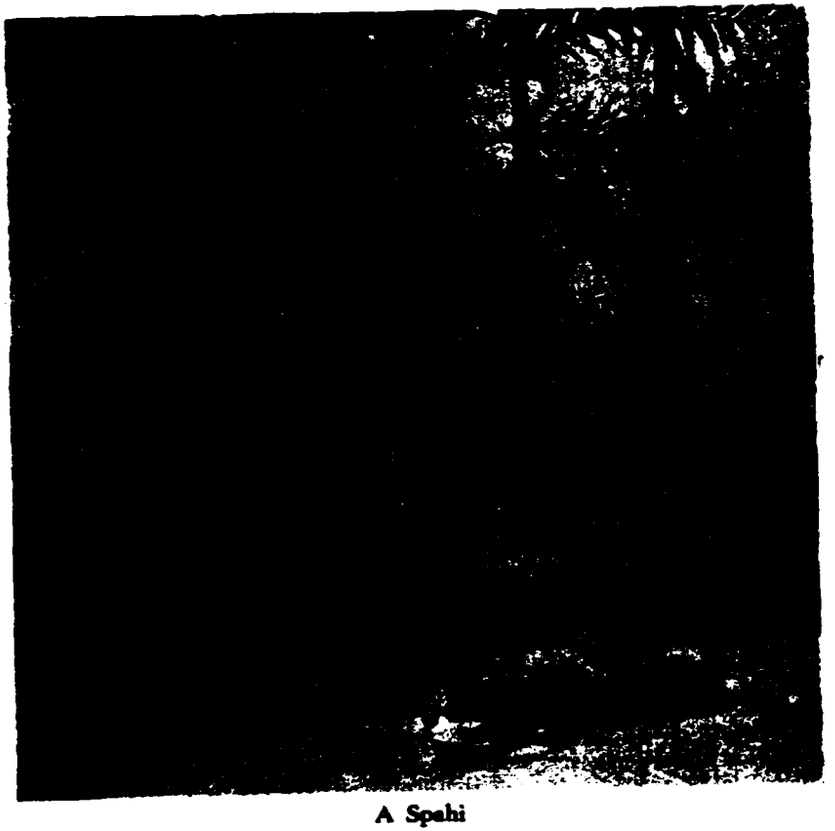
A Savaro in Field Uniform

Excepting for these, the non-commissioned officers of the units are all natives. The most important is the *scium basci* (one per squadron). He is responsible for the discipline of the men, for the direction of the interior economy of the unit and for the condition of the family camp. There follow in order of rank the *buluk basci* (one per platoon) the *muntaz* (squad leader—three to each platoon) and the *uakil* (first-class private).

The men of the Lybian troops when in garrison are given the money value of the ration for the support of themselves and their families, since they are permitted to be married. When, however, they are in the field they receive ration in kind.

The individual arms of the *savari* squadrons are the saber and the carbine; the *spahis* troops are armed only with the carbine.

Most of the *spahis* horses are raised locally and are of Barb race. They are tolerable horses of few necessities, but they are not adapted to the carrying of heavy loads. The deplorable habit of the country puts



A Spahi

them to work when too young, when their bones have not yet hardened. As a result, they are blemished and deformed. They have good short bursts of speed, but cannot maintain a prolonged gallop. On the whole, however, they respond very well to the particular service in which the *spahis* are employed.

The *savari* squadrons, on the other hand, are mounted on Sardinian, Sicilian and Tunisian horses, superior to all for stamina and endurance. It has been demonstrated, too, that the Sardinian horses suffer very little from the difference in climate between the country of their origin and Lybia.

The *savari* squadrons use the ordnance equipment of the Italian cavalry, but the *spahis*, because they are originally recruited with their own horses and equipment, carry the local trappings, which injure, to some extent, the backs of the horses.

The Arab horseman is very strong and indefatigable in the saddle, but he knows nothing whatever about the care of his horse. The much-

heralded love of the Arab for his horse exists chiefly in fiction; he is, instead, a killer of horses. He uses them without any judgment as to the conservation of their strength. Left to himself, he knows no other gaits but the walk and the uncontrolled gallop, regardless of the ground or of the condition of the horse, and he keeps it up as long as the poor animal can stand up under it. A barbarous method of bitting enables him to make those abrupt halts and rearings which so much impress and are so admired by the uninformed who see him in imagination galloping forth with a turban on his head, an ample *mantello* flying in the wind and recklessly firing his gun.

The treatment he gives his horse is entirely consistent with his other notable traits of squandering and ostentation. As long as he has the wherewithal, the Arab is a grand gentleman, and spends without looking to what he possesses; afterwards he is capable of making the greatest sacrifices and waits patiently until the bounty of Allah provides him with new wealth or sends him the opportunity to procure it himself. Then he begins again a period of opulence.

The officers of the native troops know very well how difficult it is to inculcate into their soldiers the habit of conserving and caring for the animals and the material with which they are entrusted. But aside from these defects, which, with energy and perseverance may slowly and successfully be corrected, the Arab soldier is excellent in very many ways. He is intelligent, courageous, incomparable at traversing the country, unexcelled in the service of security and information, and is possessed of an uncanny instinct for feeling the approach of the enemy even when no indication of his presence has been revealed. The Arab sentinel who in garrison service appears apathetic, negligent and careless, is another person entirely when he finds himself in the open country, in the intense silence of those unconfined horizons. Then all his senses become alert and vibrant and nothing can escape his hearing and acute vision. It can be said that it is almost impossible to surprise an Arab sentinel in campaign.

While the Eritrean *ascaro* considers it shameful to hide himself when in the presence of the enemy and exposes himself uselessly to fire, the Arab soldier takes advantage of the smallest rocks or the least fold in the ground to deceive the adversary and to strike him when he shows himself. He is generally a good shot, particularly when he knows that his supply of ammunition is running short.

With a few dates, some cans of sardines in oil and a little tea—which he will stop to make at every possible opportunity—he is able to march for weeks at a time, ready always to gorge himself should the Prophet cause to fall into his hands a few sheep or camels of the enemy, or even of the subject tribes when the officers are not looking.

Although contemptuous of death and of wounds, the Arab soldier allows himself to be overcome by the lightest illness; a little fever and

Spahis with Italian Officers

he declares himself to be very sick, "perhaps die", while with a bullet through his stomach or a head gash exposing his brains he asserts with conviction that he is quite all right.

They do not become attached to their officers as readily as do the Eritreans who feel unquestionably the superiority of the officers simply because they are of the white race. No, the Arab is very proud of his own race, knowing instinctively that it is an inheritance from an ancient civilization, and he does not admit the superiority of any other race. Indeed, for such as the Hebrew and Negro he evinces the haughtiest disdain.

The spirit of the Arab must be won over, and to succeed in this the officer must possess two indispensable qualities (in addition, of course, to that of personal courage, which is the *sine qua non* of leadership), absolute justice and strength of character. The Arab has a deeply rooted sense of justice and a respect for the given word. The officer may be severe with him, even hard, if the severity is applied with justice and when, if something is promised, the promise is fulfilled. The officer of the Lybian troops must give daily proof of these qualities, for he performs not only the functions of commandant of his men, but in addition, those of chief of a tribe, large or small, according to his rank and position. The Lybian soldiers with their families are gathered together in a camp wher-

ever the unit is stationed. All the big and little troubles of life are brought by them to the commandant of the troops and he must advise, judge and decide. Births, marriages and divorces (the latter as frequent in the desert as in the cities), disputes between couples or arguments over the location of the small wooden huts or tents, quarrels concerning money, with all these details of communal life the officer must concern himself. And it is in this special function as chief that he is in turn judged and appraised by that small people of his until one day the short and meaningful phrase "You are our father", is spoken to him. This tells him that the soul of his subjects at last belongs to him and that he will be followed by his soldiers even to hell in complete submission.

Such submission makes it possible for him to lead the Lybian troops, composed almost entirely of Mohammedans, against people of the same race and creed. This fact, so strange, considering how profound is the religious sentiment among the followers of Mohammed, is explained by the scrupulous sense of honor of these people and by the almost medieval state of their minds.

Just as formerly in Europe mercenary soldiers served with equal indifference under any flag and rendered valorous service for the duration of their contract, so today in Lybia the natives of the place enlist themselves under the flag of Italy and loyally fight for her as long as the agreement is in effect. It may be that tomorrow some one of them, the enlistment being up, will pass to the other side and there fight just as conscientiously against his companions of yesterday. But the case of an Arab soldier breaking his word by deserting is very rare. The enlistment is a contract, and *contracts must be respected*, says the Koran. The Government pays punctually; therefore, the soldier must serve it well.

Something of the spirit of the old soldiers of fortune animates the native troops, and, in addition, the all too human desire to strut in brilliant uniform before envious civilians and beautiful women. For the men of the squadrons like very much to be admired by the bright eyes of the Bedouin maids when in their elegant attire and on their champing steeds they proudly brandish the weapons no one but the soldier is allowed to carry.

The name of no famous battle has been engraved on the standard of the young squadrons of Lybia, nevertheless the obscure but daily struggle they carry on against the last vestiges of outlawry requires a vast amount of abnegation and courage. Many are the Italian cavalry officers who have given their blood to the soil of Lybia for the glory and greatness of Italy; and by their sides have bravely fallen many sons of the African soil, sealing with their death the pact of loyalty to the Italian flag.

The Horse Artillery Regiment

Prepared by THE REGIMENTAL STAFF

ITALY now has one horse artillery regiment; and although this regiment in one form or another has a history of over a hundred years, it almost completely disappeared in the post-war reduction of the army. In 1928, however, it was reformed, specifically for service with the cavalry in the *corpo celere*.

The regiment as at present constituted has four battalions each consisting of a headquarters, two batteries and ammunition and subsistence sections. Each battery in turn consists of a battery headquarters and four guns; the headquarters of each unit includes the personnel necessary for the tactical, technical and logistical functioning of the unit itself.

The armament consists of four 75-mm. guns, an instrument carriage and a machine gun section. Each piece in turn has a gun chief, six drivers and six cannoneers and three horse holders, all mounted. Each carriage is drawn by three pairs of horses. The complete strength of the horse battery is:

4 officers
9 non-commissioned officers
149 soldiers
169 horses

The full strength of the battalion of horse artillery is:

19 officers
28 non-commissioned officers
463 soldiers
465 horses
8 guns
20 caissons
6 machine guns

It can fire in one day two hundred and fifty rounds per gun and four thousand rounds per machine gun, and it carries four days' rations for the men and two days' forage for the animals.

This organization has been developed after a mature examination of the necessities of an operating army and as a result of the practical experience gained in the maneuvers with the *corpo celere*. The first missions which the horse batteries may be called upon to discharge are many and varied. To discharge them requires great skill in artillery technique as well as resourcefulness and decision. Often great speed is necessary and the most summary methods of preparing firing data must be employed. Again when circumstances require and time permits, an adjustment of fire based on exact ballistic and topographic preparation must be used.

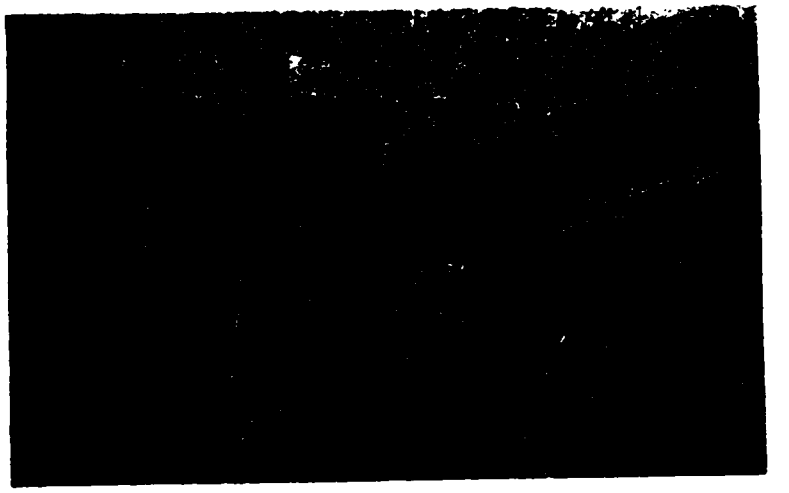
Naturally, the distinctive characteristic of the horse batteries is speed. The horse artillerymen of the old Piedmontese Army used to be called *volanti* (the fliers) and to this day we often hear the men of the horse batteries referred to by that name. When Queen Maria Cristina reorganized the Piedmont artillery in 1831 she decreed that "among the four companies of artillery now authorized, the first two shall be designated to take the field as light artillery." These were the first horse batteries with the characteristics of light artillery—maneuverability, speed of movement and quickness of fire.

For the first time the batteries had their own teams and drivers. Heretofore the guns had been drawn by hired civilian teamsters and horses. The battery now consisted of six guns and two short howitzers and a personnel of four officers, one hundred and ninety-six men and one hundred and seventy-six horses. Also, each battery had one friar who acted as barber and who performed minor surgical operations. The batteries were stationed at Venaria Reale near Turin under the command of Major Vincenzo Morelli di Popolo and later Alfonso La Marmora. To these two men belongs the honor of having formed the first horse artillery and of having established the principles which were to become the bright tradition of the *volanti*.

To La Marmora—enthusiastic, studious, and rich in experience gained in numerous visits of instruction to foreign armies—fell the task of training these batteries. It used to be considered beneath the dignity of an artillery officer to concern himself with horses and with equitation but La Marmora laid stress on instruction in riding and on shoeing and draft. The effect of this training was apparent at the maneuvers of that same year and called forth the particular praise of His Majesty, King Charles Albert, for the exactness and precision of movement as well as for the excellent condition of the horses and the appearance of the officers and men.

A third battery was added in 1848. The horse artillery fought well in the campaign of that year. At Monzambano and at Santa Lucia they took active part; at the latter place Lieutenant Bellezza, boldest among the bold, won the gold medal for military valor. The batteries were often fractioned into sections and these used to gallop close up to the enemy infantry, carry off the limbers under heavy fire and open up with grape shot at close range. To save the guns from sudden attack the officers and men would often charge the enemy either mounted or dismounted. At Custoza Captain Perrone charged with some grenadiers of the escort and saved a gun, the crew of which had nearly all been killed. He won the gold medal and added new lustre to the shining traditions of his arms.

But the Piedmontese batteries of La Marmora were mustered out in 1871 and for many years there was no horse artillery in the Italian Army. The formation of the cavalry divisions, however, pointed out the necessity



The 4th Horse Artillery Battery at Torre Zuino
November 4th, 1918, Supporting the advance of the Cavalry

for artillery support that could keep up. In the period before the World War the cavalry divisions were gradually increased to four and the horse artillery was reformed and kept pace until the entire regiment of four battalions of two batteries each had been created.

At the outbreak of the World War one battalion was assigned to each cavalry division. When war of movement stopped the horse batteries were for the time being adapted to coast defense and anti-aircraft. Soon, however, they were reorganized as divisional artillery with the infantry. After the withdrawal to the Piave and the stabilization of that line the batteries were ordered back of the lines for training in preparation for their employment with the cavalry. The Austrian offensive in June, 1918, necessitated their use again in the line. They occupied a position in the mountainous sector of the Asiago plateau until October. On the eve of Vittorio Veneto they rejoined their cavalry division on the plains.

Citations and official reports speak eloquently of the work of the horse batteries at Vittorio Veneto. Crushing through successive strongholds of the enemy, through open country, across rivers and streams, on long and difficult marches—everywhere the horse artillery kept company with the impetuous sister arm. Wherever the cry of "*Savoy*" resounded the voice of the cannon thundered its answering echo. And in fitting recognition His Royal Highness the Count of Turin, Commanding General of the Cavalry, decreed that this proud motto should ornament the arms of the Horse Artillery:

"In hostem celerrime volant".

Horse Shows in Italy

By Lieutenant Colonel Piero Dodi

IN Italy equestrian competitions have become of nation- scope and interest. From February to October a series of horse shows takes place throughout the country that are followed by many enthusiastic horse lovers. The season commences each year early in February with the show in Naples, where the warm spring sun glittering on the bay and the thick, white smoke from nearby Vesuvius drifting high over the field make the setting one of incomparable beauty.

A little later in the spring the Romans view the international competition amid the Renaissance charm of the Piazza di Sienna, in the Villa Borghese, a natural amphitheatre enclosed by tall umbrella pines of classic grace; where the ubiquitous greens of trees, grass and shrubbery make an effective background for the bright pageant of flowers decking the arena, the colorful uniforms of *carabinieri*, the sleek, fine horses and the animation of the smartly dressed crowd.

The season closes with the competition at Stresa on lovely Lago Maggiore in the Italian Alps. From the stand one's gaze can wander out over the bluest of fairy lakes, dotted here and there with little wooded islands; one can hear the soft throb of a distant motor boat or watch the bending sail of a tiny yacht. And towering over all are the jagged peaks of the granite Alps sending down from their snowy heights the first chill presage of winter.

In between these three shows others take place at various cities and towns. Always somewhere in the Peninsula the horses are jumping—at Bari on the Adriatic, at Salerno on the Salernian Gulf, in Sicily, Sardinia, at San Remo or Viareggio on the Riviera, at Florence, Milan or Trieste.

This natural interest in the horse is the result of a gradual development from ancient times in Italy. Horsemanship was always in great favor and honor among the cavaliers of the various Italian States. The princes of the House of Savoy were bold and enthusiastic riders; King Charles Felix founded the Cavalry School at Pinerolo; King Charles Albert, his successor, imported many English stallions and developed equitation in the open on his estate at Mandira in the vicinity of Turin. His son, the great King Victor Emanuel II, was a most ardent horseman and breeder of horses. And when Rome was reestablished the capital of United Italy, His Majesty King Umberto I, an able horseman, interested himself in the fox hunting that had been started under the Popes many years before through the efforts of Lord Chesterfield and certain Roman gentlemen.

The First Horse Show

The Roman Hunt gave rise to the equestrian competition held in Italy. Through the initiative of Count Felix Scheibler (to whom we owe the present development of racing in Italy) the members of the Roman Hunt foregathered to close the season with an equestrian festival. This show served to demonstrate the close association existing between cross-country riding and equestrian competitions and for many years it remained the type for such events.

The competitions took place over a short course of a few obstacles typical of the Roman Compagna: the *maceria* (a wall of large, uncemented rocks); and the *staccionata* (natural upright post and rail fence very solidly constructed). The obstacles were fixed at a height little more than a meter. All riders who cleared the course then competed among themselves, jumping one *staccionata* the top bar of which was successively raised. The greatest height successfully jumped was, we are told by Count Scheibler, four feet six inches. At that time the average height of obstacles on the Campagna was three feet seven inches; the usual *staccionata* of four feet four inches taken on the hunts today were then very rarely encountered. And it must be remembered also that with the old method of riding it was easy for even the best hunters to knock down behind a light, movable bar.

The Foundation of the School at Tor di Quinto; the New Tendencies in Equitation; and the Italian Equestrian Competitions up to 1902

The first meetings were held in the succeeding years without, however, any officer taking part in an especially creditable manner. Largely on account of this unsatisfactory test of the military equitation of the King's officers the late Sovereign was led to consider means to bring about improvement. Through his interest the school at Tor di Quinto was founded in 1891 under the direction of Marquis Luciano di Roccagiovane, one of the best cross-country riders of the time and the advocate of the revival of cross-country equitation.

However, the establishment of Tor di Quinto did not immediately result in a complete reversal of the old system of equitation. At Pinerolo a mixed equitation continued to be taught, one which conserved much of the old school of riding and used a seat approximating that of the English, but with the stirrups somewhat shorter. Equitation progressed most in the horse shows that were held in the principal cities of Italy. Here the young officers came together to search out a new method unbiased by the precepts of any school, but developed by their own instincts and the example of the best among them.

Then came Lieutenant Caprilli, who had completed the first course conducted at the new school at Tor di Quinto. His enthusiasm and his

splendid qualifications as a rider he brought to bear on the study of a new and more satisfactory method. The progress he made decided him to prepare two horses for the Paris Horse Show of 1900. He was unable to go himself, so he entrusted them to Lieutenant Trissino, who won with them both the high and the broad jumps.

Until 1902 the equestrian competitions in Italy were practically the same as they were when first held. A high jump, broad jump and a course with few obstacles constituted the program. In the latter class the contestants who took the course without faults then competed among themselves for the premium by an elimination contest over one jump successively raised. Because of continuously better riding and training of the horses this obstacle frequently attained a height of five feet eight inches to six feet.

The rider at this time used a short stirrup (shorter than at present) and held both reins in one hand far forward with the arm almost extended. Over the obstacle he raised himself well up out of the saddle and carried the hand farther forward.

According to the method Caprilli was gradually evolving the horse should be allowed complete freedom of the head and neck when jumping and when traveling over difficult ground, and the weight of the rider should be carried well forward in order to relieve the loins of the horse of excess weight. This method subsequently became regulation for the Italian cavalry and it is still in use today with only slight modifications.

The International Equestrian Games at Turin and the First Confirmation of Caprilli's Method

The International Equestrian Competition at Turin in 1902 marks an important date in the development of the modern system of Italian horsemanship. To this competition came many of Europe's finest riders—German, Austrian, Belgian, French and Russian. The program consisted of four classes, one of schooling, one course of obstacles, one high jump and one broad jump. The course of obstacles was not more difficult than that of previous competitions, but for the first time account was taken of the time required to complete the course. In addition, the frontage of the jumps was reduced to nine and later to six feet across.

After two eliminations victory rested with Lieutenant Haintjens, the present chief of the French team in the international competitions. But the second, third and fourth places were taken by Italian riders, Lieutenants Marengo, Mafatti and Ricci. Another French officer, the famous Lieutenant Dequilhon Pajon, won the high jump at six feet, but shortly after Caprilli, who had already won the broad jump, successfully negotiated six feet eleven and a half inches, establishing a record even now quite respectable when it is considered that the obstacle consisted of four

Fiordiligi, Major Borsarelli Up. Nice, 1929

bars placed in a vertical plane and without the assistance of brush or any other device.

This competition at Turin provoked a wide discussion over the relative merits of the various schools of riding, for although the French had won two first prizes, many Italian riders with mounts very little prepared had placed high in the final classifications. These officers did not as yet represent a school, but only a tendency at variance with the official system still in force. Critics of the new ideas were not lacking, but there were also many enthusiastic supporters, among them an authoritative French rider, who had been present at the competitions at Turin and who, while praising the successes of his countrymen, stated that it was apparent that the new Italian method was worthy of serious consideration.

The Italian military authorities then decided to adopt the new ideas and called as instructors to the Cavalry School certain of the youngest riders who had been outstanding in the public competitions. Lieutenants Campello, Bolla, Cicerbo, Calvi, were sent there and finally, in 1905, Captain Caprilli. Two years later premature death deprived the Italian Cavalry of this eminent man, who, because of the principles he deduced

and demonstrated, should be considered the greatest of all the masters of equitation we have ever had. He left at his death the regulation issued in that year in which he defined his system and the definitive method of carrying it into effect—a regulation which in twenty years has not needed modification and which has proved its worth by having become adopted as a model by almost all foreign countries.

The Italian Horse Shows from 1903 to the World War; The Success of the Italian School Abroad

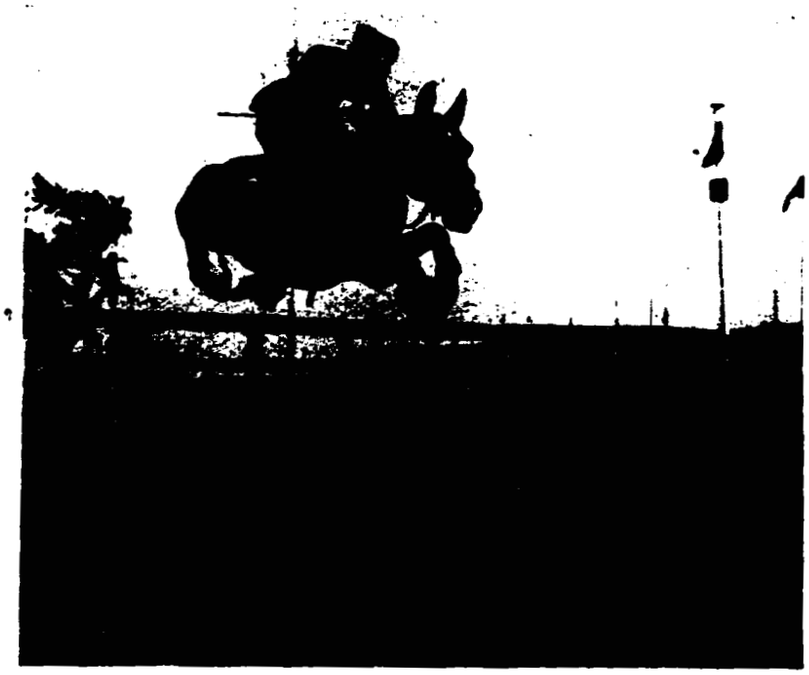
The result of Caprilli's teaching and that of the young men who accompanied and followed him was not long making itself felt. In 1908 and 1909 a group of Italian riders attained brilliant successes at the Olympia Horse Show in London. In 1909 another group triumphed in the competition at San Sebastiano. Other individual riders were strikingly successful at Lucerne, at Biarritz and in other competitions; and all of these successes were fittingly succeeded by those attained in the 1914 International at Vienna.

The period from 1903 to the war saw a rapid development of equestrian art. The programs of the competitions were gradually changed and added to. The broad jump was practically abandoned, the high jump was considered of less importance and the riders and public both turned their interest to the courses of obstacles which, following the example of those abroad, were augmented by new and more complicated jumps. (Jumps on sloping terrain were tried for the first time at Tor di Quinto in 1907.)

Military Competitions Before the War

During the years between 1902 and 1915, notwithstanding Italy's long struggle for the conquest of Lybia, the equestrian sport had its major development; and the competitions reserved exclusively for the military compacted more precise and complete rules for their regulation.

Until the equestrian games in Turin in 1902 military classes had been held over a course similar to those previously described where the winners competed over one or two obstacles successively raised or widened. In 1906, however, Caprilli proposed the program of the first "Championship for the Military Horse". It was competed for the following year and won by him. This program (not changed until 1911) placed a premium on the horse of greatest endurance who was at the same time the best jumper and the most tractable—this last quality being judged not on the basis of the conventional movements of riding school equitation but by the conduct of the horse throughout the difficulties of a course of obstacles, a steeplechase and a march on the road and cross-country that went to make up the program of the "championship". This schedule remained in force until 1911 when a course of two kilometers cross country was substituted for the steeplechase and the final rating



Fiordiligi, Major Borsarelli Up. Nice, 1929

was based on the time employed together with the results over the course of obstacles. This type of "championship" continued until the War.

Conclusions Derived from the Competitions Before the War

By 1914 many competitions had been held; young horsemen all rode according to the new school; and there were many horses and good ones, for the most part Irish. Unfortunately there still existed a lack of uniformity of rules for the competitions that nothing could remedy until there should be constituted a supreme national body able to give uniformity of direction.

The Continuance of the Competitions After the War

Toward the end of 1919 the first post-war equestrian competition was held at Rome. At the same time a team of our Cavalry was present at the first international contest at Wiesbaden. One of the members of this team, Captain Lequio, distinguished himself there as one of the foremost international riders.

In 1920 the Italian Riding Horse Society was founded for the purpose of encouraging the national horse industry now badly in need of

development since foreign importation of animals had ceased, and to control the competitions by a definite set of rules. This society was recognized by the Ministries of War and of National Economy, was affiliated with the International Equestrian Federation and formed part of the Italian National Olympic Committee in matters pertaining to equestrian sports. From its inception it has been presided over by General Baron Don Luigi Ajroldi di Robbiate.

The National Olympic Committee in Italy not only arranges for Italian participation in the Olympic Games—in fact this may be said to be its least important function—but, by law of the State, it is the supreme directive and disciplinary organ of the whole field of sport for the education of the young generations.

The National Olympic Committee is under the honorary presidency of His Royal Highness the Crown Prince and is presided over by His Excellency Turati, General Secretary of the National Fascist Party appointed by His Excellency the Head of the Government, who appoints also the presidents of the various federations under which the various sports are grouped.

This brief account will serve to give some idea of the way in which sports are regulated in Italy. In fact, no competition can be held without the approval of the Italian Riding Horse Society and without the exact observance of its rules. The Society in accord with the National Olympic Committee and with the Ministry of War has also established the rules for the international equestrian competitions which are held in Italy. Usually only one competition each year is designated "international" and this most frequently takes place at Rome; but there are exceptions to this rule; this year, for example, there were two internationals one at Rome and one at Naples. The International equestrian competitions are the only ones in which the foreign riders can officially represent their countries, and, if officers, wear their uniforms. In practically all the competitions, however, foreigners compete but as private citizens and on condition that they receive permission to ride from the Society, a permission readily granted in most cases.

The shows held at Naples and Stresa are always important. That at Naples which has now been held for seven consecutive years in the month of February is certainly the most complete from a technical point of view. It takes place in a magnificent field with long straightaways and with obstacles of every description perfectly constructed.

Other important equestrian shows are those held at Palermo, at Bari, San Remo in the Spring; and that at Como in the early Fall either a little before or after the one held at Stresa. Each of these places has its own individual charm and picturesque beauty that hold an appeal for the casual traveler as well as for the follower of the horses.

Aladino, Captain Bettoni Up

Programs of the Italian Horse Shows of Today

Italian horse shows, like most others on the Continent, are vastly different from those held in England and America. There are no hackney, trotting horse nor gaited saddle classes and no judging is done on conformation. Jumping, only jumping, with performance alone determining the winner; performance that may be as easily judged by the spectators as by the official jury. The courses are long and the obstacles difficult. Knock-downs, refusals, loss of course, or fall of rider constitute faults; no account is taken of "tips" or "touches"; and the time element is always a consideration. These conditions tend to reduce the element of pure luck to a minimum so that the best horses will usually be the most consistent winners. The same rules and conditions apply at all shows and the published list of total winnings of each horse for the season furnishes an accurate index of their individual merits.

The most important classes of the shows are those of *precision* and of *velocity*. In the course of precision there are usually fourteen to eighteen obstacles. Several of these are in-and-outs of two or three jumps each but in the total score they count only as one. The height of the initial course varies according to the importance of the show; at Naples, Rome and Stresa the jumps start at four feet four inches and some at four feet eight inches. Classification is made on the basis of the number of faults committed. If, as is generally the case, there are contestants without faults or with an equal number of faults they repeat the

course with at least half of the obstacles raised. In the second course the average height of the jumps is four feet eight inches. Generally fifty to a hundred contestants take part in each class and five or six horses on an average repeat the course with jumps raised. The course has been considered well set up if there are five or six clean performances. In case there is a parity of faults over the second course the final classification is made on the basis of time.

In *courses of velocity* there are the same number of obstacles but they are slightly lower. But the height is never less than four feet and in the more difficult courses they average four feet four inches. Contestants are classified on the basis of faults but those with an equal number of faults are classified according to the time consumed to complete the course.

The *courses of power* are also well considered and are of great interest to the public. They are held over six, eight, or ten obstacles, often in a straight line and with a short distance between them. The jumps are successively raised and widened for horses that have taken them without fault.

A special type of this course is known as *progressive*. The contestants take a course of obstacles graduated in height (for example, first jump, four feet; second, four feet four inches; third, four feet eight inches, etc.). For the horses that take this course without fault each jump is raised and the course taken again.

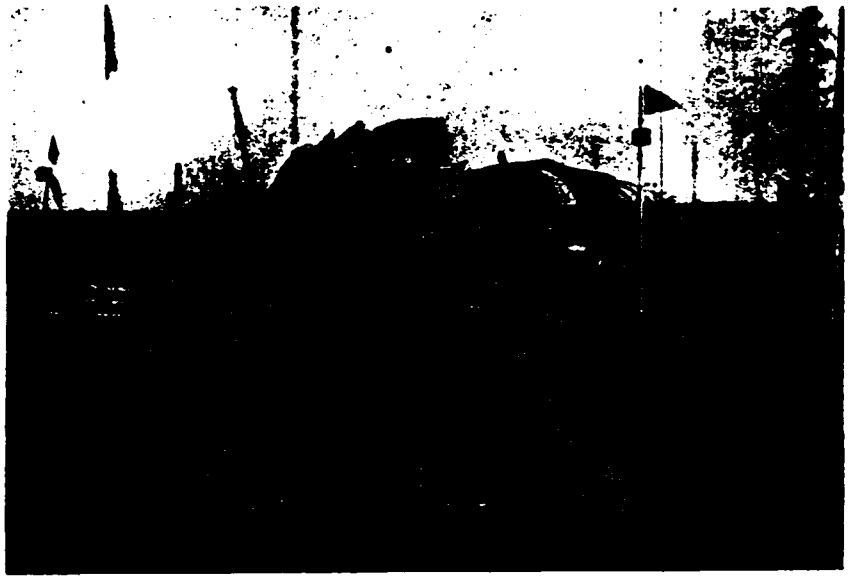
The high jump is no longer important. It has been kept in the programs principally because of public interest. The type most used is one of successive bars placed on inclined uprights. The horse may have two trials at each height up to six feet and three trials at heights over six feet. The record in Italy is seven feet six inches, made some years before the War.

The broad jump has been entirely discontinued in competition programs.

In all classes a maximum time is set (based usually on 350 meters per minute). Within this limit the rider can use such gaits and such pace as he thinks best.

Thirty-five per cent of the total money prizes offered at each show must be reserved for horses foaled in Italy. The remainder may be apportioned to classes open to the horses of any country but twenty per cent must be allotted to handicap classes. The handicap of a horse consists in the raising of one jump four inches for each 2,000 lire won in the preceding half year. Thus if a horse has won 8,000 lire, four jumps will be raised each four inches.

In conclusion, the present Italian equestrian shows are governed by uniform regulations for all which assure:



***Crispa*, a Little Italian Bred Mare, Major Borsarelli Up**

Uniformity of classes and schedule.
Consistent judging.
Prevalence of courses of *precision* and *velocity*.
Minor importance of high jump.
Well constructed obstacles of medium height that do not fall easily.
Slight prevalence of vertical obstacles over those of width.
Relative frequency of double or triple obstacles (in-and-outs).
Obstacles without wings and with narrow frontage (twelve to fifteen feet).

Horses

Regarding horses, Italian riders find themselves in a much less favorable position than before the War when the officers and sportsmen were almost all mounted on first class Irish horses. For economic reasons these are no longer imported. At present almost all the horse show animals are Italian products, in great part derived from Thoroughbred stallions standing in Italy. Their height rarely exceed fifteen one. The outstanding qualities of the Italian half bred are their vision and sure-footedness which make them safe jumpers within the limits of their ability—this, however, is naturally somewhat restricted.

But among these native horses some possess, in addition to the qualities already mentioned, a considerable ability and an abundance of blood, and they can rank among the best in the world. It is regrettable that

their merits soon become evident at horse shows and they are often brought up by sportsmen of other countries. *Fallistra, Nevermore, Nigro, Pisanella, Marco Visconti, Gradasso* and many others have figured among the most consistent winners in France and other countries.

On the average, however, Italian show horses are still very modest and generally inferior to those at the disposal of the riders of other countries. The progress of national production is now consistent, however, and gives hope for a better future.

Riders

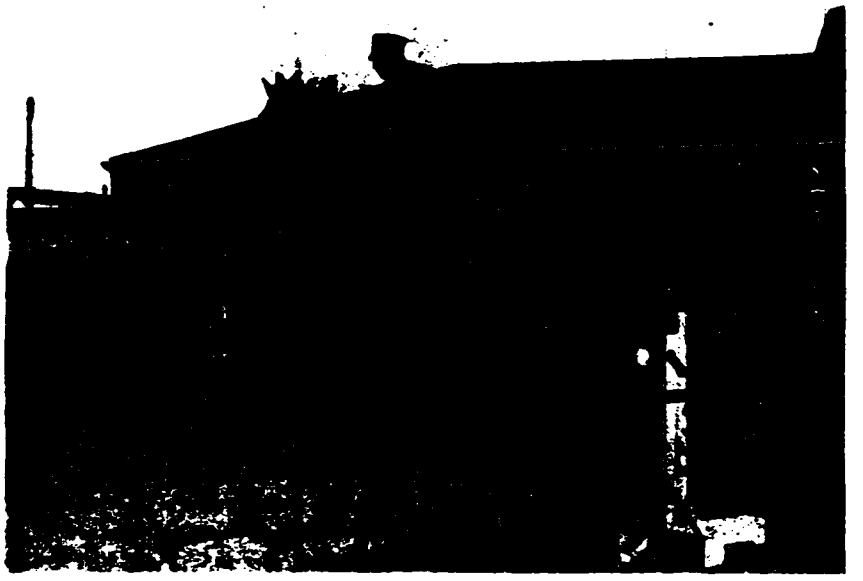
The majority of contestants at horse shows are officers of the mounted branches, especially of the cavalry. The average age of the riders is very close to forty years, much higher than before the war. The reasons for this lie in the fact that for many years after the War young officers were no longer appointed; that in the course of the War many of the most famous horsemen of the period fell in action: Captain Bolla, Captain Leone Tappi, Captain Fenoglio, Lieutenant Dentice di Frasso—all winners in the great international equestrian contest at London, Vienna and San Sebastiano, Lieutenant Colonel Baraca, the ace of aces of Italian aviation, Captain Laiolo (medal for military valor), and many others: and finally, the great reduction of the cavalry arm after the War has affected adversely the progress of equitation.

Nevertheless, 800,000 lire in premiums was distributed in Italy last year at twenty-one equestrian shows in which 230 horses placed. In 1928 the Italian colors won in the international reunion at Rome and again at Lucerne, Warsaw and Geneva from which places our representatives brought back twenty-two first prizes and fourteen cups including the Cup of the City of Lucerne, the Cup of the Nations at Geneva, the Cup of Marshal Pilsudski, the Cup of the President of the Polish Republic, the Cup offered to the Nation which in the competition at Warsaw had won the greatest number of prizes, and finally the Cup of the French Cavalry.

Thus far in 1929 the Italian team has successfully defended the French Cavalry Cup at Naples, has won the Cup of the Nations at Nice and the Mussolini Cup at Rome. It is a matter of great national pride that in these last events the horses of the team were exclusively Italian. Since these horses will no doubt be seen in New York this year a brief description of them will be of interest.

Aladino, ridden by Captain Bettoni, is perhaps the most consistent performer. He is an English Thoroughbred horse foaled in Italy; a very dark chestnut standing about sixteen hands.

Crispa, the little mare ridden by Major Borsarelli, is certainly the most remarkable of the trio. She measures a shade under fifteen hands. a delicate little dark brown half-bred mare with breeding standing out all over her. Her consistent performance over prodigious jumps under



Lieutenant Colonel Forquet on *Capinera*

the masterly technique and finesse of Major Borsarelli has excited the wonder of the whole horse world.

Capinera, the first member of the team, is also a small half-bred mare. She is ably ridden by Lieutenant Colonel Forquet of the Cavalry School at Pinerolo. She is a blue roan, more stockily built than *Crispa*, and a little taller, and her performance measures up to that of her team mates.

The results attained up to the present by Italian horse show riders have been achieved by well experienced but at the same time older men. They will continue to hold the records until the representatives of the new generation will come from the *Avanguardisti* and the Military Schools to challenge their titles.

The Stresa-Borromeo Horse Show of 1928

By Count Alfonso Cigala Fulgosi

NO MORE beautiful setting for a sporting event could be imagined than that at Stresa. The higher ground of the arena allows an unrestricted view of the picturesque lake, its three miniature islands with their mediaeval chateaux and deep woods, and the quays of the little towns on the opposite shores; while far off to the east and north rise the snowy peaks of vast and shadowy mountains.

Lago Maggiore—*Lacus Verbenus* the ancient Romans called it—is a long and narrow lake that fills a deep depression carved out by a prehistoric glacier in this mountain valley. Its shore lines rise abruptly to foothills that in their turn become the mighty Alps. The waters of the stream pouring into the lake at its northern end come to it from the glacial crevasses of the utmost heights and the stream draining it on the south threads its way on down through the fertile plains of Lombardy.

The summer colony on Lake Maggiore is scattered all along the shores of the lake but it centers mostly at Stresa where there are several very fine hotels and many country houses of the Italian *noblesse*. Here a gay and fashionable crowd comes each year to enjoy the mild climate and summer sports. The Horse Show is one of the principal events of the season and takes place usually toward its close.

From the point of view of technique the Stresa-Borromeo Horse Show is unsurpassed among equestrian competitions held throughout Italy. A description of its organization will give a good understanding of Italian horse shows, for the Stresa competition is noteworthy for the perfection of its arrangements, the careful preparation of the terrain, the good construction and placing of the obstacles—in fact for all those innumerable details which make possible a regularity of results year after year and the consequent establishing of dependable records.

Since 1922 this equestrian event has taken place annually and because of this careful attention to detail it has maintained its individual character. The field, which had to be leveled off on the steep slopes fronting the lake, is naturally somewhat restricted. It measures one hundred and eighty by three hundred and sixty feet. The terrain, however, drains perfectly. The surface consists of a layer of sandy soil well seeded in grass. Sand in such quantity as can be packed by atmospheric agents is added annually and the ground is reseeded when necessary.

The restricted field necessitated special courses and the obstacles being placed close together. Due to the variety of difficulty which this

View of the Field at Stresa

course offered it has been used as a model in many other shows. The courses, obstacles, and their relative locations are changed for each class since standardized jumps and repetition of courses are monotonous alike to the public, the horses and the riders and they serve no good purpose in developing good cross country horses. In addition, they would tend to encourage a repetition of errors and to do away with that variety of difficulty which permits of diversity of results.

The courses at Stresa are adapted to first class horses and riders and neither a mediocre horse nor rider stands a chance of success in its competitions.

The obstacles used at Stresa are as varied as it is possible to get them and yet simulate the natural obstacles that might be met with in the field. As the field on which the competitions are held is not reserved exclusively for equestrian games there are no fixed obstacles excepting the water jump. Great variety is obtained in the construction of the jumps since they are composed of parts easily set up and knocked down. They are supported by telescoping uprights originated in 1923 by the organizer of the Stresa Show and they are now generally used throughout Italy and in some foreign countries.

The terrain of the arena is such that the horse can gallop everywhere in perfect security and can jump without pain or excessive risk of injury. In front of each obstacle the surface is carefully levelled and made resistant but elastic so that it minimizes the effort needed for the take-off. On the far side of the jump the horse comes down on a generous layer of sand or of chopped straw covered with sand which effectively mitigates the shock.

The timing of each entrant is done by an automatic device operated by the breaking of a fine wire by the rider himself at the start and finish.

Contestants and public are kept informed of the progress of the con-

test by telephone communication from the judges' stand to a large score board giving the following information:

1. The number of the horse in the arena.
2. The number of the competitor who has just finished.
3. The number of faults recorded against him.
4. The time he expended in taking the course.
5. The numbers of all horses who will participate in the jump-off (in courses of precision and power).
6. The number of faults and the time of horses that at the moment stand first, second, third (in courses of velocity).

The judges are provided with a raised stand from which they can survey the entire field; and on the field itself only the attendants necessary for the service of the obstacles and the repair of the ground are allowed.

The Seventh Annual Show at Stresa took place in September, 1928, and had its usual success notwithstanding the absence of certain of Italy's best horsemen who were competing in the International at Warsaw. This coincidence and too, the decision made that the French Cavalry Cup, last won by Italy, would be competed for in Naples instead of Stresa, limited the participation of foreign entries. However, from a technical point of view the absence of some of the best horses and riders, both Italian and foreign, tended to focus attention on other riders and horses hitherto almost entirely unnoticed and it disclosed the fact that they were able to achieve results not different from those obtained in preceding years by horses and riders considered to be very much better.

The program of the competitions at Stresa takes into consideration the inevitable fatigue of the horses during their ten days of continuous effort. Thus the courses are laid out daily with increasing progression in difficulty, beginning with comparatively simple courses and working up to the severe *Gran Premio Stresa* and the courses of power; then decreasing the severity of the courses each day until the end of the competition.

Most of the courses this past year at Stresa were courses of velocity, that is, the final classification was based on the number of faults, excepting in cases of parity of faults; then the fastest time was classified first. This system, now in general use in Italy and elsewhere on the continent, puts a premium on a fast galloping horse who is at the same time accurate, a horse such as is required in the hunting field or for cavalry service; and this system also requires the perfection of good judgment on the part of the rider for he is tempted to accelerate the pace and this often results in knockdowns when the obstacles are large.

***Fiordiligi*, Italian Horse Owned and Ridden by Lieutenant Enrico Nisco**
Winner of Four First Prizes at Stresa, 1928

The consideration of the time element in final classification has the added advantage of eliminating the jump-off in case of ties.

The principal prizes competed for at Stresa in 1928 were:

a. Courses of velocity:

Gran Premio Stresa. Open to horses of any age and of any country. In difficulty this course is always the most imposing, and it also carries with it the largest purse.

Premio Isole Borromee. This is a grand premium for horses foaled in Italy (though they may be ridden and owned by foreigners).

Premio U. Basile. A special touch-and-out event in which the contestant is eliminated at the first fault.

Fiordiligi, an excellent animal foaled in Italy at the Royal Estate at Tombolo, and owned and ridden by Lieutenant Enrico Nisco, an instructor at the Cavalry School at Tor di Quinto, won in 1928 all three of these classes, a remarkable and splendid achievement for horse and rider. Only two horses out of forty-three cleared the course of the *Gran Premio Stresa* without fault, the winner, *Fiordiligi* and the Irish horse *Grey Fox*.

b. Courses of power:

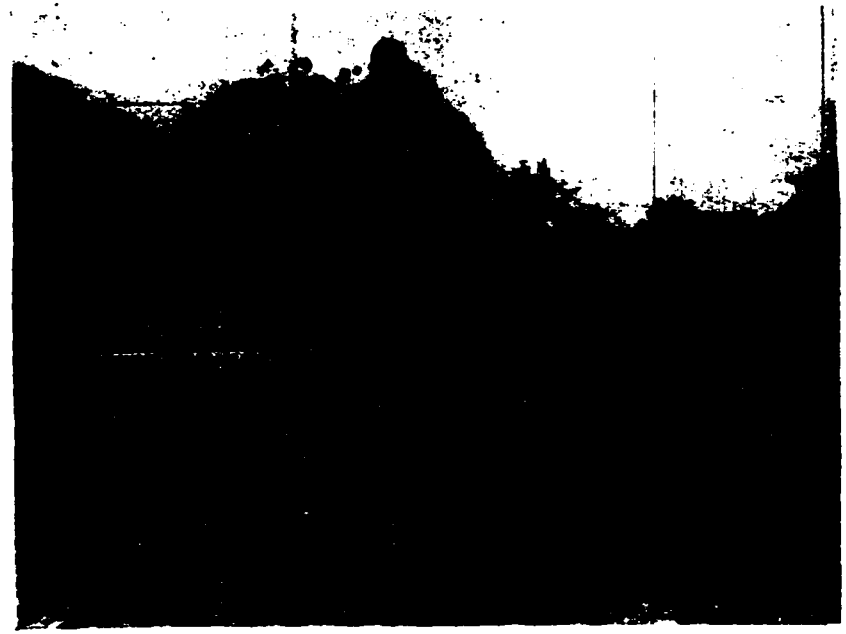
The two power events were, as usual, of great interest to observers.

Grey Fox, Ridden by Captain Barbantini, Stresa, 1928
Shown at Double Gate Four Feet Eight Inches High by Six Feet Eight Inches Broad

The results were gratifying for they indicate a surprising uniformity of performance at Stresa from year to year.

Premio Belgirate. In this class six obstacles of progressive height from four feet to five feet eight inches were placed in a straight line at twelve yard intervals. Five horses out of thirty-three entries took this first course without fault. At the second trial each obstacle was raised and widened by four inches and three of the five horses again cleared them without penalty. In the third trial with the jumps again raised and widened four inches only *Falconiere*, the Italian horse belonging to Cavalier Raguzzi took the course clean; and *Glauco*, another Italian horse belonging to Major Borsarelli, and the Irish horse *Grey Fox* ridden by Captain Barbantini, each incurred only five points penalty.

Gran Premio Cercisno. For the third time this class was held at Stresa and it has never been held elsewhere. It is by far the most exciting event of the show. The contestant upon entering the arena directly faced eight obstacles in a straight line and at a distance one from the other of twelve yards. The first jump was four feet high and the succeeding ones progressively higher the eighth measuring five feet four inches. *Seventeen of the thirty-four contestants jumped this course clean!* Five of these seventeen against cleared the course at the second trial when the jumps had been raised four inches; and two horses succeeded at the third trial with the jumps again four inches higher. For the fourth trial the obstacles were raised another four inches, making the



Falconiere, Ridden by Cavalier Raguzzi
At a Triple Bar over Water, Thirteen Feet Four Inches Broad

first jump now five feet and the rest progressively higher until the eighth which measured six feet four inches. *Scopone*, a horse owned and ridden by Major de Carolis, cleared this most difficult course without a fault; and *Giandina*, ridden by Captain Anguissola, was withdrawn after a fault at the first jump.

Other classes also brought to light some good horses, particularly the *Premio Contessa Jolando Calvi di Bergolo, Principessa di Savoia* and the *Premio del Duce*. Both of these events were reserved to winners of previous classes. Among them the little Sardinian horse *Piave*, ridden by Lieutenant Arnone, performed exceptionally well.

The high jump, contested for over a post and rail superimposed over a brush was won by Major de Carolis on *Scopone* at a height of seven feet four inches. Second was *Grey Fox* at seven feet.

This event at Stresa usually results in the achievement of a height greater than that of any other European show, due, without doubt, to the careful preparation of the terrain and of the obstacle. This has a brush five feet high to which bars are added at intervals of not more than four inches. Both brush and bars has a constant inclination of fifty-two degrees from the horizontal so that at a height of five feet the

[illegible] by Major De Carolis
Winner of the High Jump at Seven Feet Four Inches, Stresa, 1928

obstacle has a depth of three feet eight inches, at a height of six feet eight inches it has a depth of five feet and at seven feet eight inches a depth of nearly six feet. The ground where the horse takes off is prepared so that he finds a smooth, well-packed surface slightly inclined so that only the shoes of the horse take hold. On the other side where he lights after the jumps he finds a fairly heavy layer of chopped straw covered with sand. This forms a surface which is so elastic that it takes up much of the shock and it is also a great help in case of a fall.

With due regard for beauty and smartness Stresa always reserves several events for ladies. Not many Italian ladies compete in horse shows but those who do are always attracted to Stresa. There is usually a number of foreign equestriennes. One of these, Baroness Berg from Hungary won most of the ladies' classes. She rode several different types of horses, some of them absolutely strange to her, and she showed a surprising ability in courses where training and quickness of decision were required.

The ladies' courses are for the most part the same as those for men, excepting that there are fewer obstacles and the maximum height is four feet eight inches. This year there was also a high jump competition held for ladies. It was won by Madame Hasselbalch of Copenhagen who topped the obstacle at a measured height of six feet four and a half inches (astride); Baroness Berg was second at six feet (side-saddle).

The Remount Service in Italy

By Lieutenant Colonel Carlo Tappi, *Victor Emanuel II Light Cavalry*

IN TIMES gone by Italy possessed a worthy race of equines and produced sufficient horses not only for her own needs but for exportation to Germany, Austria, Russia, Spain and occasionally to England. The development of intensive and extensive agriculture which commenced upon the unification of the Kingdom resulted in the horses being replaced for the most part by herds of cattle, because the latter represented a greater and more certain source of wealth.

It would take too long to follow in detail the changes that have taken place in the quality and number of horses produced in Italy during the half century of her national existence. It must be sufficient to say that at the outbreak of the World War the national equine production was not sufficient for the needs of the country nor for the remount of the army, so that an average of forty thousand head per year were being imported.

Thus during the War, Italy, like the other great powers, was not self-sufficient in the production of animals for her army but had to have recourse to foreign countries to keep up her remount. Of the four hundred thousand horses and mules required for the army one hundred and sixty thousand were imported. A large proportion of these animals came from the United States and they proved exceptionally adaptable both for riding and for draft and rendered excellent service.

Even after the World War the important problem of animal remount was long neglected. The cavalry and the artillery were greatly reduced and mechanical draft began to replace the horse and mule. A strong sentiment favored the exclusive use of mechanical transport and funds for the production of horses and mules were very much reduced. In agriculture too the enthusiasm for mechanical devices was felt so that few remained faithful to the traditional friend of man in the hardship of war and the work of peacetime. Thus the remount service not being able to supply itself from the resources of the country, encountered serious difficulties which became worse as time went on.

Then gradually the idea grew that in spite of the exploitation of mechanical weapons of war, consideration must also be given to the horse and the mule as indispensable elements in fighting; for the necessity of animal draft and the opportunities for the employment of cavalry—though rarely presenting themselves in the past war of position—will always exist when we have war of movement.

In agriculture too it has been found that the small owners cannot meet the high cost of machinery; and on the large farms the use of animals for certain purposes has been found economical even though the principal work is done by machinery. The remount problem is so closely concerned

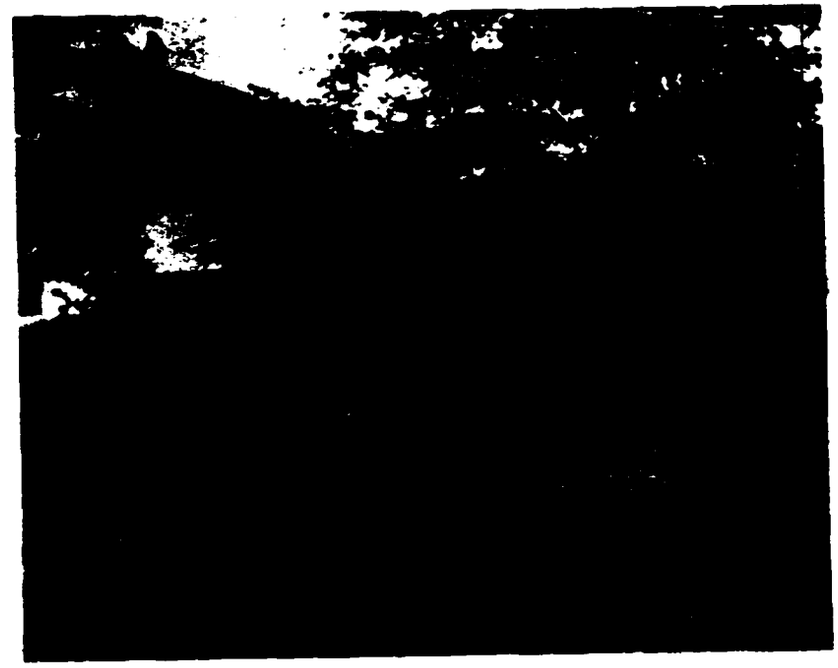
with the national horse industry that the former cannot be discussed without also considering the latter. When the production of animals within the country is consistently adequate and on a firm basis the remount of the army becomes a simple matter of selection and purchase. But when the country lacks animal resources the intervention of the state is logical and, in fact, inevitable. The necessities of national defense dictate the attitude of the government toward the horse breeding industry.

Heretofore attempts at government control had failed to attain positive results. Under the former unstable political regime, government aid was intermittent and unstable and too frequently it took the form of patronage that discriminated in favor of, or against one locality or another. Naturally, the industry came to resent governmental interference and the production of animals had fallen off so greatly that the remount of the army was in a very serious condition.

The present government, realizing that results can be obtained only by a broad, efficient, methodical and comprehensive governmental control, has attacked this problem with energy and decision. The problem is not a simple one nor is it susceptible of immediate solution. But the results of proper direction are already taking concrete form and will soon transform themselves into facts and figures which will be most gratifying to those who have watched with grave concern the varying vicissitudes of the horse industry in Italy. With the provisions now made, the problem is today decidedly on the way to solution.

The principal impetus which has already brought about improvement and which in the near future will render possible the supply of the army with excellent Italian raised horses and mules has been given by General Baron Luigi Ajroldi di Robbiate. From 1920 to 1923 and from 1926 to the present time this officer has been at the head of the Remount and Veterinary Service. His long experience and knowledge of the horse, his interest, energy, and enthusiasm have been invaluable to this service.

The Government concerns itself today in matters of production by selecting and distributing excellent Government stallions and by authorizing suitable private stallions to stand for service under certain restrictions as to type of mares, service fees, etc. The Government also takes a hand in the care and feeding of the offspring. This is rendered necessary because the large herds of horses in Italy have disappeared and the small breeders through ignorance or from economic necessity often subject the young colts to heavy work and give them insufficient feed. In order to prevent injury to the young animals the government buys them at the age of about two and a half years and collects them at the remount stations where they enjoy good pasturage, plentiful forage and exercise until fully grown and ready for service. This system allows the breeder to raise more animals because his available pasturage does not have to take care of the more mature colts.



A Type of Half Bred Horse Foaled in Italy

The remount stations are six in number and are located at Persano, Lazio, Sardinia, Grosseto, Mirandola and Lipizza. All animals furnished to the army are supplied directly from these stations. The stations themselves are supplied with animals by regular purchase. Twice a year in the spring and in the fall remount commissions throughout the country buy up suitable animals of two and a half to three years of age. The activities of these commissions will be discussed later. If, in exceptional cases, the capacity of the stations is not sufficient to take care of the young remounts of the year then the colts are assigned to private horse raisers who are equipped to handle them.

As a result of the steps already taken by the War Ministry and the Ministry of National Economy the equine industry has made noteworthy progress. Italy today is almost able to sustain herself for her normal needs in animals. She produces at the present time all types of horses and mules necessary for the needs of the army. The riding type prevails in central and southern Italy and in the Islands, and the light draft in the extreme south and in Sicily. The heavy draft type predominates in the low plains of Paderno and the harness horse throughout the rest of the north generally. Racing and other equestrian sports has brought

about the breeding of Thoroughbred and Trotting Bred horses and the half bred horses for hunting, horse shows and hacking.

With regard to mules, southern Italy and Sicily have always produced strong animals of good temperament and well adapted to the needs of the army. This production has lately increased very consistently. A particularly robust type of mule and one ideally suited to the mountain artillery is bred by the use of the Martina-Franca jack. This ass has been exported in the past to many foreign countries. Some excellent individuals were shipped to the United States and helped develop that type of mule which was used on such a large scale in the World War and which gave such fine service there.

The Government has now over twelve hundred stallions and there are in addition many privately owned stallions registered for service in accordance with the law. At the depots at Persano and Lipizza the Government raises its own stallions from breeds with characteristics well fixed by time. These stallions may be sold to private individuals on application.

The Government owned stallions are maintained at the remount stations except during the breeding season, March to July. At that time they are scattered throughout the country in more than five hundred different localities, wherever there is the greatest need for them. Naturally, the type of horse prevailing in each zone determines the type of stallion that will be sent there. The use of these stallions may be had at a small fee per service, providing the type of mare is suitable.

Often, however, a sufficient number of mares of the proper type is not offered. The selection and distribution of the sires does not provide for a sufficiently rapid increase in the production of good animals if the brood mares are of inferior quality. The grading-up process is long and expensive. The small breeders are always inclined to sell the best fillies because the market offers a good price, and the inferior mares find their way into the brood herd. This process of inverse selection overcomes the effect of the high-grade sires, results in a deterioration of the offspring and to a great extent frustrates the ends to which the State has made such great financial sacrifices.

For these reasons the Government decided to handle also the selection of the mares destined for reproduction. The Ministry of War adopted a system of brood mares in trust. Under this plan the Ministry allots to responsible breeders a number of brood mares in accordance with the requests received and the facilities that the breeder has for taking care of them. The breeders may use these mares for light work, but they must agree to breed them each season to certain designated stallions.

The foals are held at the option of the Government. The remount commissions may buy them at the age of three and a half years. After four colts are produced the mares become the absolute property of the consignee.

The most important officials in the supply of animals to the army are the directors of the remount stations. They are specially selected from officers of cavalry and artillery after examination and after a period of trial in subordinate positions in the stations. The director of the remount depot is responsible not only for the administration and conduct of the depot itself but also for all activities within the zone of which the depot is the center. The inspection of the brood mares, the purchase of the remount each spring and fall, the encouragement of the horse industry generally all concern him. He must know his zone thoroughly and must take every opportunity to encourage proper methods of horse breeding. His advice and assistance are often invaluable to the small and inexperienced breeder. He encourages the use of the best fillies for breeding and advises against heavy work for young animals. He suggests feeding methods and proper care for the colts and for the brood mares. He points out the desirable qualities to be sought for and the undesirable ones to be avoided and illustrates these facts by showing good products as models of saddle, draft or pack animals. Finally, he encourages the breeders of horses to take up the work again with renewed zest and with the reassurance of the favorable provisions made in recent years by the State.

The director of the remount station presides over the remount commission that purchases the animals within his zone. The commission consists of himself, a veterinarian and one other officer. Each year the Ministry of War, taking into account the estimate of the needs of the army, the number of colts in the depots and the situation of the horse industry, fixes the number of animals to be purchased. This number is further determined for each zone and is subdivided by type and by ages. The commission is advised then of the number of animals it is to buy, the type, ages and average price.

The commission then prepares a detailed itinerary within the zone. Collecting points near railroad stations are selected—in sufficient number to allow breeders ready access without necessitating long journeys—and after approval by the War Ministry the itinerary is advertised. Notice is given by bills posted, by the prefects and municipal authorities and notices in the papers. The itinerary must also include the inspection of the brood mares.

The notices which invite the breeders to offer their products state the following information:

1. The type, quality, height and age of the animals to be purchased.
2. The obligation on the part of the seller to deliver at the collecting point indicated.
3. The warning that the animals offered must be guaranteed as to defects in accordance with the law.

4. The offer of a premium where a birth certificate is furnished.

5. Any other information of interest to the breeder.

The examination of the animals is exceedingly detailed and careful and requires a great deal of time. Although it is difficult to judge undeveloped animals the commission through long experience rarely makes mistakes. They look particularly to symmetry of proportion, to straight structure of the legs, the quality of the feet, the conformation of the hocks and the attachments of the loins. Of course allowance is always made for lack of development.

In the spring remount animals from three to seven years of age are bought; and in the fall from two and a half to seven years. After a period of development and gentling in the remount stations they are issued to the regiments at the age of four or over but they are not put to heavy work until they are six.

Great importance is attached to known breeding. No stallion may stand for service without a registration certificate. The registry of the foals is encouraged by the offer of a money premium at the time of purchase. When buying from a dealer the remount commissions may never pay more than the price asked, regardless of its opinion as to the value of the animal; but when buying from individual breeders the commission is permitted to pay what it believes the animal to be worth, even though the breeder has offered it for less. The average price of all animals must, however, be kept within the figure set by the Ministry of War.

We have given a summary of the rules followed by the remount commissions because they reveal the care that is taken to encourage and promote animal production. Through the measures adopted the State has succeeded in instilling confidence in the breeders of horses, a confidence which had been rudely shaken by the decreased market demand and the encroachment of mechanical means. It has also developed throughout the country a generally improved knowledge of horses. It will, of course, require time and perseverence in a consistent policy. Full results cannot be obtained at once, but there are tangible results apparent at the present time. The animal census taken under the direction of the Ministry of War in 1927-28 gave a figure greater by about one fourth than the analagous census in 1923. As for quality, there is evident in the very young generation of equines the effects of the system of brood mares in trust and as time goes on the quality of the horses and mules in Italy should very steadily improve.

FORT RILEY SPORTS

The First Annual Cavalry School Horse Show

THE First Annual Cavalry School Horse Show, held under the auspices of the Association of American Horse Shows, and dedicating the new outdoor horse show amphitheatre ring, opened Saturday, May 18, 1929, on a slippery field and under an overcast sky. The dimensions of the new stadium are 240 feet by 120 feet. It is ideally located in a natural setting—a wooded ravine with grassy hillside slopes taking the place of the usual wooden ringside seats and bleachers. A sporty outside course for hunters over natural country, typical of the unexcelled Riley reservation has been arranged; slides, up and over banks, brush, tricky post and rail located at the crest of small ridge where the hunters must scurry, scramble, leap upward and over rails, and land down slope, taking a short steep slide—no artificial ditches but a real leap to negotiate a brook. Truly a course to test the handiness and cleverness of the best ones.

The show opened with the four foot open jumping class with thirty-three entries. The uncertain footing was responsible for a number of falls and no clean performances were chalked up in this class. *Diamond*, a government horse, with a background of ribbons from previous Denver shows, ridden by Captain G. D. Thompson, won the class and his first blue at Fort Riley with a ninety-eight.

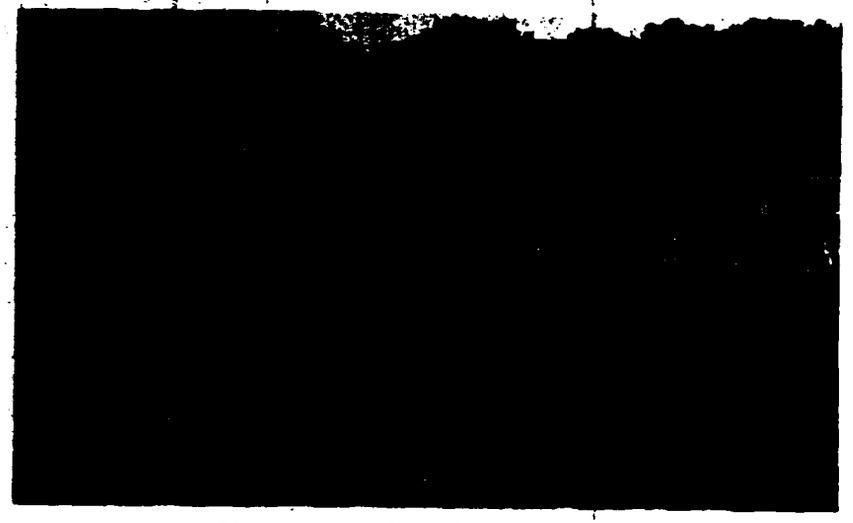
Mrs. J. T. Cole, who has just returned from the Brooklyn Horse Show with a reserve championship and a number of blues, placed her beautiful chestnut gelding, *Just So*, first in a fine field of road hacks.

The breeding classes and the classes for Green Hunters and Green Polo Ponies were well filled and the judges, Major C. L. Scott, Mr. H. M. C. Low and Major J. B. Thompson, had a real job in placing the ribbons. *Shamrock*, Major W. W. West's green hunter, carried off the blue. *Nancy Andrews*, Major W. M. Grimes' pony, placed first in a field of forty-eight polo ponies. Major W. M. Grimes also took the half-bred colt class, three years and under, and the colts suitable to become hunters class with his shapely little two year old gelding *Life O'Riley*.

The morning session closed with the four foot Touch and Out Class and was won in grand style by *Balisle*. Master Billy West, the fourteen year old son of Major W. W. West, rode him to victory in a field of thirty-one entries.

As the afternoon events opened the sun broke through the clouds

and soon the grassy slopes of the amphitheatre were covered with enthusiastic horse lovers. The warming sunshine had its effect on all competitors and the performances were noticeably better.



New Outdoor Show Ring, Fort Riley

Captain W. T. Bauskett's *Black Maria*, a veteran of the First Cavalry Division Horse Shows at Fort Bliss, Texas, ridden by Miss Helen Woodward of Ponca City, Oklahoma, captured the ladies' jumping event from a field of twelve entries.

Captain M. H. Ellis' *Duke* was given the blue ribbon in the officers' charger class.

The gaited saddle classes attracted much attention. *Jim Shannon*, Major W. W. West up, placed first in the three-gaited class. Mr. Nathan L. Jones' *Jo Mar Fire Girl* took the blue, and Mr. W. J. Cunningham's *Silver Barrymore* the red in the closely contested five-gaited saddle class.

Captain Chas. S. Miller, on *Brookline*, captured the trophy in the open jumping over the four foot three inch course.

Dynamite, a big grey gelding and a favorite of many mid-western shows, with Mrs. P. C. Febiger up, won the Sweepstakes for Hunters and Jumpers. Master Billy West placed second on *The Snake*.

The Polo Pony Scurry was handily won by *Skeeter*, a prominent pony of Lieutenant A. A. Frierson's.

All hunter classes were shown over the new outside half-mile course which is in view of the spectators the entire distance. This course starts with a four-foot jump going out of the main show ring, and follows

a course of natural obstacles over the rough ground encountered in sporting hunting country. The course ends by jumping into the ring and finishing over a four-foot triple bar.

In the light weight hunter class Major W. M. Grimes' *Sir Knight* was first. In the middle and heavyweight class, Captain M. H. Ellis' *Duke* was first.

The final class of the show was the interesting Hunt Team Class, run over the hunting course. The Cavalry School Hunt Club entry, riding in colors of their club, won first place with *Ace Full*, *Brookline* and *Coblenz*, ridden by Major W. M. Grimes, Captain J. C. Macdonald and Lieutenant G. C. Mudgett.

It is hoped that in the near future the Cavalry School Horse Show will become a show of national importance, and steps are being taken to introduce a circuit show in the middle west, centering around Fort Riley, Kansas, and including the Ponca City, Wichita, Salina, Kansas City, Fort Leavenworth and Fort Sill shows.

The combining of the Cavalry School Horse Show with the Cavalry School Steeplechases and races into a three day event is now being considered.

Below are listed the winners of this year's show:

Class VI—Open Jumping, 4 feet.

1. *Diamond*, Captain G. D. Thompson.
2. *Soldier*, Captain E. A. Williams.
3. *Black Fox*, Captain P. C. Febiger.
4. *Big Red*, Lieutenant F. P. Tompkins.

Class XVII—Enlisted Men's Jumping, 3 feet 6 inches.

1. *Buddy*, Troop F, 2nd Cavalry.
2. *Hurdler*, M. G. Troop, 13th Cavalry.
3. *Cascade*, Troop E, 2nd Cavalry.
4. *Elm Wood*, Stables No. 8, 9th Cavalry.

Class XI—Road Hacks.

1. *Just So*, Mrs. J. T. Cole.
2. *Diana*, Lieutenant T. Q. Donaldson (Mrs. Van Natta up).
3. *Nancy Andrews*, Major W. M. Grimes
4. *Jim Shannon*, Major W. W. West.

Class XX—Half Bred Colts, one and two years old.

1. *Commander*, Dan D. Casement.
2. *Bette*, Dan D. Casement.
3. *Miss Lyona*, Wess Staatz.
4. *Osage Boy*, Captain Mollett.

Class V—Green Hunters.

1. *Shamrock*, Major W. W. West.
2. *Star Shoot*, Captain R. S. Ramey.
3. *Diana*, Lieutenant T. Q. Donaldson (Mrs. Van Natta up).
4. *Nancy Andrews*, Major W. M. Grimes.

Class II—Light Weight Hunters.
1. ***Sir Knight,*** **Major W. M. Grimes.**
2. ***Blue Bell,*** **Captain J. T. Duke.**
3. ***Black Fox,*** **Captain P. C. Febiger.**
4. ***Masquerader,*** **Lieutenant E. H. Searby.**

Class XV—Green Polo Ponies.
1. ***Nancy Andrews,*** **Major W. M. Grimes.**
2. ***Marquis,*** **Captain J. C. Short.**
3. ***Unita,*** **Captain P. H. Morris.**
4. ***Just So,*** **Captain J. T. Cole.**

Class XVIII—Best Turned Out Trooper's Mount.
1. ***Bunny,*** **Corporal Stacey, Troop A, 13th Cavalry.**
2. ***Tom Mix,*** **Corporal Piar, M. G. Troop, 13th Cavalry.**
3. ***Bob Howse,*** **Private Wood, Troop C, 9th Cavalry.**
4. ***Verdict,*** **Private Williams, Troop F, 9th Cavalry.**

Class VIII—Touch and Out, 4 feet.
1. ***Belisle,*** **Billy West.**
2. ***Dynamite,*** **Mrs. P. C. Febiger.**
3. ***Honey R.,*** **Captain B. C. Bridges.**
4. ***Star Shoot,*** **Captain R. S. Ramey.**

Class XVI—Officers' Chargers.
1. ***Duke,*** **Captain M. H. Ellis.**
2. ***Swing Free,*** **Captain J. V. V. Shufelt.**
3. ***Brownie,*** **Lieutenant C. K. Darling**
4. ***Soldier,*** **Captain E. A. Williams.**

Class IX—Ladies' Jumping.
1. ***Black Maria,*** **Captain W. T. Bauskett (Miss Woodward up).**
2. ***Diana,*** **Lieutenant T. Q. Donaldson (Mrs. Van Natta up).**
3. ***Black Fox,*** **Mrs. P. C. Febiger.**
4. ***Blaze,*** **Miss C. Morris.**

Class X—Saddle Horses, 3-gaited.
1. ***Jim Shannon,*** **Major W. W. West.**
2. ***Diana,*** **Lieutenant T. Q. Donaldson (Mrs. Van Natta up).**
3. ***Duke,*** **Captain M. H. Ellis.**
4. ***Jay Bird,*** **Captain P. C. Febiger.**

Class VII—Open Jumping, 4 feet, 3 inches.
1. ***Brookline,*** **Captain Chas. S. Miller.**
2. ***Bridget,*** **Captain H. Harding.**
3. ***Black Maria,*** **Captain W. T. Bauskett.**
4. ***Tourraine,*** **Major F. Boye.**

Class III—Middle and Heavyweight Hunters.
1. ***Duke,*** **Captain M. H. Ellis.**
2. ***Swing Free,*** **Captain J. V. V. Shufelt.**
3. ***Shamrock,*** **Major W. W. West.**
4. ***Bridget,*** **Captain H. Harding.**

Class XII—Saddle Horses, Five-gaited.
1. ***Jo Mars Fire Girl,*** **Nathan L. Jones.**
2. ***Silver Bonymare,*** **Mr. W. J. Cunningham.**
3. ***Entry,*** **Kinsey Brothers.**
4. ***Colonel Lindbergh,*** **John Hahn.**

Class XXI—Colts Suitable to Become Hunters or Chargers.
1. *Life O'Riley*, Major W. M. Grimes.
2. *Mary Lattress*, Captain P. C. Febiger.
3. *Some Day Sure*, Major D. G. Richart.
4. *Golden Girl*, Captain G. R. Mauger.

Class XIX—Best turned out escort wagon and team.
1. M. G. Troop, 13th Cavalry.
2. Troop A, 13th Cavalry.
3. Team No. 1, Academic Division.
4. Team No. 1, Hq. Troop, 2nd Cavalry.

Class XIII—Polo Pony Scurry.
1. *Skeeter*, Lieutenant A. A. Frierson.
2. *Abe Frank*, Captain P. H. Morris.
3. *Peggy*, Lieutenant Don Carleton.
4. *Burmuda*, Captain R. S. Ramey.

Class XXII—Half-Bred Colts under 4 years.
1. *Life O'Riley*, Major W. M. Grimes.
2. *Rim Rock*, Mrs. G. C. Mudgett.
3. *Golden Point*, Major B. F. Hoge.
4. *Miss Lyona*, Mr. Wess Staatz.

Class I—Sweep Stakes Hunters and Jumpers, 4 feet 3 inches.
1. *Dynamite*, Mrs. P. C. Febiger.
2. *Snake*, Master Billy West.
3. *John Bunny*, Captain P. H. Morris.
4. *Herring*, Captain C. A. Shannon.

Class V—Hunt Teams.
1. *Ace Full*, Major W. M. Grimes.
   Brookline, Captain J. C. Macdonald.
   Coblentz, Lieutenant G. C. Mudgett.
2. *Scapa Flow*, Captain G. F. Huthsteiner.
   Roffe, Captain W. N. Todd.
   Verdun, Lieutenant H. A. Sears.
3. *Rex*, Lieutenant J. M. Callicutt.
   Jay Bird, Captain P. C. Febiger.
   Howick, Master Billy West.
4. *Hap*, Captain Carl Dockler.
   Herring, Captain C. A. Shannon.
   Dandy, Major E. L. Franklin.

Class XIV—Polo Ponies (privately owned).
1. *Hap's Choice*, Captain H. R. Gay.
2. *Justine*, Lieutenant F. O. Dewey.
3. *La Plata*, Captain J. T. Cole.
4. *Sandy*, Captain V. M. Cannon.

TROPHY LIST—CAVALRY SCHOOL GRADUATION, 1929

No.	Event	Trophy Presented By	Description of Trophy	Winner
1	Advanced Class Remount Competition	Lester C. Bermant	Chop Dish—Double	Major J. M. Wainwright
2	Troop Officers' Class Remount Competition	The American Remount Ass'n.	Cup	2d Lieut. Z. W. Moores
3	Noncommissioned Class Remount Competition	The Vols Drug Store	Vegetable Dish	Sgt. W. H. Todden, 14th Cavalry
4	Advanced Equitation Class Olympic Prospect Comp.	The Central Nat'l Bank, Junction City	Meat Platter	1st Lieut. F. P. Tompkins
5	Advanced Equitation Class Green Polo Pony Comp.	Albert More	Modernistic Sandwich Tray	
6	Swordsmanship			Major A. P. Thayer
7	Advanced Troop Officers', National Guard and Reserve Troop Officers' Classes Combined Pistol and Saber Comp.	Major George S. Patton, Jr.	Cup	2d Lieut. G. B. Rogers
8	Noncommissioned Officers' Class Combined Pistol & Saber Comp.	The Waters Hardware Co.	Bread Tray	2d Lieut. T. Robinson
9	Troop Officers' Class Jumping (indoor)	Good Eats Cafe	Vegetable Dish	Sgt. J. W. Vance, 2d Cavalry
		Davis & Meeske	Vegetable Dish, Single, & Siphon	1st Lieut. R. T. Willson
10	National Guard & Reserve Troop Officers' Class Jumping (indoor)	Starcke Jewelry Co.	Platter	1st Lieut. J. F. Kenney
11	Noncommissioned Officers' Class Jumping (indoor)	Glick Jewelry Store	Meat Platter	Sgt. D. Labrano, 13th Cavalry
12	National Guard and Reserve Troop Officers' Class Point to Point Ride	LaShelle Shoe Store	Meat Platter	2d Lieut. J. E. Higgins
13	Advanced National Guard and Reserve Officers' Class Point to Point Ride	Flower Candy Store	Roll Tray	Major E. P. Coxton
14	The Standard Stakes	Wardrobe Cleaners	Water Pitcher	Captain E. A. Williams
15	Advanced Equitation Class Green Schooled Horse Competition	Bob Steele	Water Pitcher	1st Lieut. I. P. Swift
16	Horseshoeing Judging Competition	Miller Drug Store	Water Pitcher	1st Lieut. C. V. Bromley, Jr.
17	Night Ride	Junction City Chamber of Commerce	Cup	2d Lieut. W. Blanchard
18	Troop Officers' Class Jumping (outdoor)	Roy J. Eisenhower	Fruit Bowl	1st Lieut. E. L. Harrison
19	National Guard and Reserve Troop Officers' Class Jumping (outdoor)	Durland-Sawtell Furniture Co.	Compote (Cake Plate)	2d Lieut. L. L. Austin
20	Advanced Equitation Class Green Jumpers	Drs. F. W. and A. E. O'Donnell	Water Pitcher	1st Lieut. Walter Burnside
21	Team Jumping	Newman and Baum Cleaners	Three Goblets	2d Lt. C. W. Bonnett, 1st Lt. C. G. Meehan, 2d Lt. A. A. Frierson
22	Noncom. Officers' Class Jumping (outdoor)	Wharton & Kibbey	Cup	Sgt. G. S. Moss, 5th Cavalry
23	Advanced Class Jumping	Flower Jewelry Co.	Tray	Captain W. K. Harrison
24	Troop Officers' All Around Championship	The First Nat'l Bank, Junction City	Sandwich Tray	1st Lieut. W. S. Biddle, III
25	Advanced Equitation Class Competition for the Lorillard Cup	Colonel Pierre Lorillard, Jr.	Cup	Major A. P. Thayer
26	The Cavalryman's Cup	Book Department	Cup	1st Lieut. W. S. Biddle, III
	[illegible] Trophy	U. S. Cavalry Association	Watch	2d Lt. D. Labrano, 13th Cavalry
28	N. C. O. Night Ride	Post Exchange, Ft. Riley, Kansas	Cup	Sgt. Wm. T. Medimpsey, 1st Cav.

TOPICS OF THE DAY

APPRECIATION

To the authors and officials of the Italian Government whose hearty cooperation and interest have made possible this edition, and to Major Norman Fiske, Cavalry, by whose efforts the material was arranged and translated, THE CAVALRY JOURNAL *wishes to express its appreciation and thanks.*

Special French Cavalry Number

FOR the October issue of THE CAVALRY JOURNAL material has been obtained through the efforts of Major Robert W. Strong, Cavalry, for a special number devoted to French Cavalry. Major Strong, now completing a year's course at the French Cavalry School, with the kind cooperation of the French Army authorities, has obtained articles on French Cavalry activities and allied subjects of unusual interest to American cavalrymen and horsemen in general.

Following are the special articles which will appear:

The French Cavalry. General Brecard—The Inspector of Cavalry.

The Cavalry School at Saumur. General Lafont, The Commandant.

Les Haras—The Horse-Breeding System and Administration in France. Vicomte de Tonnac-Villeneuve, Director and Inspector General.

The Anglo-Arab Horse.

The Foreign Legion.

The Barb, or North African Horse. Lieutenant Licart, 7th Spahis.

French Hounds.

Polo in France. Captain Wallon—Instructor, Department of Horsemanship, The Cavalry School, Saumur.

Steeplechasing and Hunting in France. Captain de Langle de Cary—Instructor, Department of Horsemanship, The Cavalry School, Saumur.

More on the Army Polo Center

THE April CAVALRY JOURNAL carried an article by Lieutenant M. McD. Jones on the development of the Army Polo Center, which gave the early history of the project so far as was obtainable from the official records at Second Corps Area Headquarters and from such officers as are in the vicinity at the present time. Correspondence with officers

on duty with the 61st Cavalry Division in New York prior to the inception of the plan for an Army Polo Center develops the fact that the first project initiated was a *Cavalry Center* for the Reserves of New York and New Jersey. This plan was conceived by Colonel W. F. H. Godson, Cavalry, then Chief of Staff of the 61st Cavalry Division. Colonel Godson took the project to Major W. N. Hensley, Jr., Air Corps, then commandant of Mitchell Field. The latter enthusiastically seconded the idea and lent his hearty support in carrying it out. With the approval of General Bullard, commanding the Corps Area, and of General Pershing, the *Cavalry Center* was initiated and was in operation under the guidance of Colonel Godson, when in 1922 the need for an *Army Polo Center* was felt.

This was then incorporated in the original scheme and the Polo Center was established in connection with the 61st Cavalry Division plan. A regular officer from Division Headquarters was placed in charge of stables, riding, and bi-monthly tactical rides it was planned to hold.

It was the intention to build an open air Olympic track, jumps, etc., and also a riding hall, like the stables of salvaged air dromes. With a bungalow for office and rooms for officers to change in, a very complete Cavalry or Polo Center would be available at little or no cost.

The British Army team and Le Motte's team arrived just after the completion and demonstrated the value of the stables and the American Army team has since then used the facilities at Mitchell Field. A polo field was surveyed and work was under way when Colonel Godson was relieved from duty.

First Cavalry Division Maneuvers

DUE to unforeseen necessities incident to the recent revolution in Mexico, the maneuvers of the First Cavalry Division, planned as described in the April JOURNAL, were postponed. Under authorization now granted the maneuvers will be held on the following schedule:

Monday, October 7, 1929—The 1st Cavalry Brigade, less 5th Cavalry, with attached troops arrive at Sierra Blanca, Texas.

Wednesday, October 9, 1929—The 10th Cavalry to arrive at Akela, New Mexico.

October 8-26, 1929—Field maneuvers and division review.

October 27-Nov. 3, 1929—Senior polo tournament and Cavalry Leadership Test.

November 6-7-8-9, 1929—1st Cavalry Division Horse Show.

November 12, 1929—Troops to depart for home stations.

The plans for the maneuver, except as to dates, remain unchanged from those previously published.

CAVALRY ACTIVITIES

Second Cavalry Notes

FROM May 20th to the 25th, both inclusive, the First Squadron, commanded by Major Elkin L. Franklin accompanied the Troop Officers' Class, Advanced Class and the Advance National Guard and Reserve Officers' Class on the annual General Terrain Exercises. Camp was established on a most desirable location approximately twenty miles from the Reservation. Ideal weather prevailed excepting the last day. The fourth night out saw the staging of a highly exciting Badger Fight in which Lieutenant E. J. Doyle featured.

The Second Squadron, commanded by Lieutenant Colonel Thomas F. Van Natta, Jr., was escort to the Chief of Staff during his postponed visit on May 24th and 25th.

The ninety-third Organization Day was observed on May 29th with an appropriate program of formations and sports.

The first day's racing of the Cavalry School Spring Race Meet was held on Memorial Day. Of the six events only four were open to jockeys of the Second Cavalry. In those four races we captured three firsts, two seconds and three fourths—a total of eight places out of sixteen. Due to bad weather the second day's racing was postponed from June 1st to the 6th and repostponed to the 8th—too late for the results to be published in this issue.

Fort Myer Notes

THE 3d Cavalry (less 1st Squadron) has been engaged in target practice during the month of April and May. During this period rifle, machine rifle, pistol, both mounted and dismounted and sabre qualifications have been completed with most satisfactory results.

The regiment left the post for an eight day practice march on June 4th, returning the morning of June 11th. The last maneuver was terminated by a night march over unknown territory, keeping oriented at all times.

All problems were drawn to illustrate the functioning of a cavalry unit acting independently, and in conjunction with other arms. The regiment marched over some of the most difficult country in this section of Virginia. Truck, wagon and pack transportation was utilized, each type being allotted with due regard to the road net and condition of terrain. Baggage and equipment was reduced to a minimum in order that

the men and officers could see exactly what equipment was essential in the field.

After the first three days of the march the troopers found that a cook must have other qualifications than ability to open a can. when each was issued bacon, potatoes, onions, hard bread, coffee and sugar and were given to understand that this was their food for that night and the next day. There were no stores or lunchrooms within twenty miles. It is almost needless to state that the mess sergeants and cooks were duly appreciated during the remaining days of the maneuver.

The 3d Cavalry Polo Team is entered in the Circuit Polo Tournament but as yet are to play the first game. The regiment has a strong and well balanced combination but have been handicapped by lack of practice due to wet fields and absence on the practice march. This year games have been played against the War Department teams and the 16th Field Artillery.

A few representatives of the regiment participated in the National Capital Horse Show at Bradley Farms. Colonel Guy V. Henry was awarded the blue on *Big Boy* in the officer's charger class. The award was based upon conformation, condition of uniform and equipment, jumping and schooling. The trophy, a handsome cup, was presented by Major George S. Patten, Jr. Lieutenant J. W. Wofford, mounted on *Tony* was winner in the triple bar class. Major John T. McLane was winner of a second and third prize in the open jumping class. Second, third and fourth places in the trooper's class were won by 3d Cavalry entries.

The Machine Gun Troop trucked the Monkey Drill team to Richmond during the latter part of May. The team gave daily exhibitions at the horseshow grounds before a most enthusiastic audience.

Troop F left by truck on the last day of the maneuver to participate in a Transportation Pageant at Holabird Quartermaster Depot, Baltimore, Maryland.

First Squadron, Third Cavalry

THE Fort Ethan indoor horse show was held April 19th and 20th. The Squadron won more than its share of the trophies and ribbons. Colonel Grant on *Lady* won the Officers' Charger and the Championship jumping classes.

Due to the fact that men were working on construction for the summer camps in rear of the butts, rifle firing could not be commenced until May 12th. The firing, except for a few stragglers, has been completed and the squadron should qualify between eighty-five and ninety per cent. Machine Rifle fire, with one hundred per cent qualification, has been completed.

Mounted pistol and saber work will begin on June 10th.

On May 20th Regimental Organization Day was observed. After a morning parade Troop B beat Troop A in a baseball game. The winner after a holiday dinner won from Company K, 13th Infantry. The 3d Battalion, 13th Infantry, was also celebrating the Organization Day of that regiment and in the evening a joint cavalry and infantry dance was held for the enlisted men.

There was on that date forty-six men in the squadron who had served over three years in the 3d Cavalry, with an average of service in the regiment of nine years per man. Colonel Grant has served over fifteen years in the regiment.

Fourth Cavalry Notes

DURING the period, April 16 to April 20, the officers of the regiment attended a special course in Chemical Warfare training conducted by Corps Area Chemical Warfare Officer. All officers completed the course which consisted of ten hours of lectures and practical work. During the following week all enlisted men of the regiment were given a short course in individual protection. A demonstration of the use of obscuring smoke by cavalry completed the course.

Since March 1st the weather has modified to the extent that outdoor training has been progressing rapidly. Considerable time has been devoted to squad, platoon, troop and squadron drills, and to tactical exercises. During the latter part of the period all troops started preliminary training with all arms. Range practice with pistol dismounted practically has been completed. Preliminary work with pistol mounted, saber, machine rifle and rifle is in progress and Troop F has started range practice with the rifle. In addition to participating in field exercises of the regiment and squadrons the Machine Gun Troop has started training preparatory to range practice. Practical work in communication and pioneer and demolition has been the schedule for Headquarters Troop all spring.

The annual general inspection of the garrison by the 7th Corps Area Inspector was completed on June 2d. The annual tactical inspection of the regiment by the Corps Area Commander has been set for June 14th. The inspection will be made by Lieutenant Colonel George M. Russell, Assistant Chief of Staff G-3, of the 7th Corps Area due to the death of Major General Harry A. Smith, Corps Area Commander.

During the period July 7th to 21st about thirty officers of the 324th Cavalry will be attached to the regiment for active duty training. The organization is stationed in the 9th Corps Area with headquarters at Salt Lake City and most of the officers were with us last summer. A practice march of seven days through the celebrated Black Hills will be made by the regiment starting July 13th. The reserve officers will be attached

to organizations of the regiment for the march. Several other reserve officers will receive active duty training in the post during the summer and fall.

During February and March an entertainment consisting of several acts of vaudeville was produced by the 4th Cavalry Polo Association throughout the Black Hills for the benefit of polo in the regiment. In all, thirteen performances were given, and the financial results were entirely satisfactory.

Three polo teams among the officers of the 4th Cavalry have been organized and practice games have been played twice a week since early in May. A game with the 4th Field Artillery from Fort Robinson, Nebraska, has been arranged for June 16th, to be played at Fort Meade. A tournament has been arranged for the latter part of July to be played at Fort Meade. Five teams have indicated that they will enter and additional entries are expected.

The 4th Cavalry will stage a three-day Horse Show at the Fair Grounds in Sturgis, South Dakota, on June 21st, 22d and 23d. The usual jumping and novelty events have been scheduled in addition to show classes for Remount Stallions, Brood Mares, get of Remount Stallions, etc.

On May 24th the 4th Cavalry entertained about one hundred and fifty business men, members of the civic clubs of the towns of the Black Hills. A regimental review, dinner with the troops, inspection of barracks and stables, a polo game and a formal mounted guard mounting completed the day's activities. This entertainment was with a view to becoming better acquainted and fostering closer relationship with the civilians of the vicinity.

Weekly dances sponsored by the Enlisted Men's Dancing Association have added much contentment to the enlisted personnel. Many visitors from neighboring towns attended these dances.

Lieutenant Colonel Rodney, Major Bingham, Captain Colwell, Captain Besse and First Lieutenant Thompson are under orders to join during the summer. Orders relieving Captain Godbold from assignment to the regiment and assigning him to duty with the R. O. T. C. at University of Georgia, effective about September 1st, have been received.

Fifth Cavalry and Fort Clark Notes

At the time of the visit of Major General Crosby, Chief of Cavalry, to Fort Clark, Texas, in March, the regiment was on a three day practice march. General Crosby inspected the camp at West's Pasture on the afternoon of March 18th, 1929.

Shortly after the regiment returned from the practice march orders were received for the 2d Squadron and one platoon of the Machine Gun

Troop to take the field owing to the revolution and unsettled conditions in Mexico. The troops left the post Sunday morning March 31st, 1929, under sealed orders and during the time they were in the field were camped at strategic points west of Del Rio. The last troops to return to garrison arrived in Fort Clark on May 2d, 1929.

The highly efficient manner in which the troops performed their duty was the cause of a letter of commendation being written to the Corps Area Commander by the officials of the Southern Pacific Lines.

Fifth Cavalry in Camp at West's Pasture

One of the interesting features of the early spring activities was the contest for the handsome silver loving cup presented by Lieutenants Martinez and Cocio, Cuban Army, who have been attached to the regiment for training since September, 1928. The contest took place on March 24th, 1929, in the reconstructed and enlarged riding hall and was over a specially arranged and difficult course. There were thirty entries which included both private and government owned horses and the final winner was Second Lieutenant Robert G. Lowe on the government owned gelding *Rosebud*.

On the evening of April 23d, 1929, there was a controlled night ride, the entries for which were made in teams of two. Practically all officers of the post and a number of the ladies took part. The winning team was made up of Captain Trueman E. Boudinot, 1st Cavalry Brigade, and First Lieutenant C. A. Thorp, Fifth Cavalry.

On the afternoon of May 20th, 1929, a novelty event called "A Flag Race" was held. This also was for teams of two and the pair to complete the course after finding all the flags in the shortest time was Captain and Mrs. William E. Barott.

The presentation of the Distinguished Service Medal to Colonel Samuel Field Dallam, 5th Cavalry, on June 1st, 1929, was a very im-

pressive and interesting ceremony. The presentation of the medal was made by the Brigade Commander, General Eltinge, and afterwards the regiment passed in review.

The following officers having been assigned to the regiment have recently joined: Lieutenant Colonel D. D. Tompkins, Major C. M. Daly and Captain J. C. Ward.

Sixth Cavalry Activities

THE advent of a beautiful Spring finds the Sixth Cavalry thoroughly in tune with its glorious natural surroundings. Chickamauga Park is at this time a veritable flower garden, the psychological effect of which has evidently been felt within the regiment.

Major General Richmond P. Davis and his staff, composed of Colonel Duncan K. Major, Jr., and Majors Clyde R. Abraham, Oliver Allen, and Ralph C. Holliday, completed their tactical inspection May 27, 28, and 29.

Major General Herbert B. Crosby, Chief of Cavalry, visited the Post on March 29, and paid a high tribute to the Sixth Cavalry.

Major General Briant H. Wells, Deputy Chief of Staff, made an inspection of Fort Oglethorpe April 10, 1929.

The regiment made a seven day practice march from April 1 to April 7, 1929.

The Fort Oglethorpe Horse Show Team captured a total of $175 in cash prizes and several trophies at the Asheville, North Carolina, Horse Show, having placed in all events. The team stopped off at Trion, North Carolina, on its way to Asheville, participating in a small horse show at that place, and captured practically all of the prizes. The team was composed of Lieutenants R. E. Ireland, C. H. Reed, Jack Ryan, and H. I. Hodes.

Regimental Day was celebrated on the 4th of May, at which time the Sixth Cavalry officers were hosts to officers and ladies of the organizations at Fort Oglethorpe for dinner at Fairyland, on Lookout Mountain, Tennessee.

The Sixth Cavalry Polo Team will meet a team from Fort McPherson, Georgia, in a series of games to be played on June 5, 7, and 9, at Fort Oglethorpe.

Plans are being made for the Fourth Corps Area fall maneuvers, which will take place in the vicinity of Camp Jackson, South Carolina. It is said the Sixth Cavalry will leave Fort Oglethorpe about the middle of September, returning to its station about the middle of October.

Troop B, Captain Gilbert X. Cheves, commanding, left Fort Oglethorpe on June 3, for Camp Knox, Kentucky, where the troop will be engaged in the summer training at that place.

The 22d Infantry left the Post for Anniston, Alabama, on May 23 to participate in the summer training at Camp McClellan.

All officers of the Sixth Cavalry field grade will be relieved during the summer and be replaced by the following named officers: Colonel Evan H. Humphrey, Lieutenant Colonel Henry T. Bull, Major A. E. Welbourn, and Major Terry de la M. Allen.

Over seventy Reserve officers have been ordered to Fort Oglethorpe for summer training. The Citizens' Military Training Camp starts June 13, and the regiment is busily engaged making preparations for their reception.

The Sixth Cavalry baseball team is well on its way to winning the championship of the Manufacturers' League, Chattanooga, Tenn. The team, under the able leadership of Technical Sergeant Cliff Smith, has only met with two defeats this season.

Seventh Cavalry Notes

DURING the recent Mexican revolution the 7th Cavalry was ordered into the field and was again on familiar duty: "Border Patrol." On April 8th the 1st Squadron was directed to proceed immediately by rail to Hachita, New Mexico. At 10 P. M. the same date the horses and equipment were loaded and the train moved out at midnight.

On arrival at Hachita the Squadron made a night march to Culberson's Ranch, fifty-two miles south. From Culberson's Ranch the Squadron marched to Douglas, Arizona. Troop B remained in Douglas, and Troop A moved to Slaughter's Ranch.

On April 11th the Regiment less the 1st Squadron with the 82nd Field Artillery Battalion, Horse, less Battery B, attached, was ordered to proceed to Hachita, New Mexico, by marching. On arrival at Hachita orders were received to go to Naco, Arizona, relieving the 2nd Squadron of the 10th Cavalry. The march was completed in eleven marching days and covered a distance of 268 miles. Troop F was detached at Hachita, Troop E at Douglas, Arizona, and the Regiment less the 2nd Squadron was stationed in Naco, Arizona.

While in Naco, patrols were sent out east and west and a strong guard was continually on duty at the Pumping Plant in Naco, which supplies water for Bisbee, Lowell and several small towns in that vicinity.

Many officers and men of the regiment are familiar with this country and the usual camp-fire stories were interesting even though stretched a bit.

An experiment was tried out in water supply. An escort wagon containing twenty ten-gallon cans filled with water for the kitchens were used daily. We think it is much better than the old water wagon and

far more handy. The mess sergeants and the cooks had much praise for this system.

The regiment left Naco on May 13th for the return march, arriving at Fort Bliss on May 24th.

The regiment at present is busy with the pistol, dismounted, and preparation for rifle target practice.

Captain George P. Cummings has left for his new station with the 6th Cavalry at Fort Oglethorpe, Georgia. Captain Harry L. Branson has left for Langley Field.

Tenth Cavalry Notes

ONCE again the 10th Cavalry has participated in Mexican Border situation. On March 12th, 1929, telegraphic instructions from Headquarters Eighth Corps Area directed one company of the 25th Infantry and one platoon of 10th Cavalry be sent to Naco, Arizona, for border duty. On March 13th this force was augmented by 2nd Squadron, 10th Cavalry less one platoon, Major C. B. Hazeltine, commanding. This force remained on duty at Naco until April 27th performing border patrol duty.

One platoon of Troop A, with one MR rifle squad attached, Lieutenant Turner, commanding, was sent to Lochiel, Arizona, for border patrol duty and remained there until April 29th. At this time orders were received to send 1st Squadron, 10th Cavalry, Captain Cullinane, commanding, and Machine Gun Troop, 10th Cavalry, Captain Matte, commanding, to Nogales, Arizona, reporting to General Cocheau, commanding Western Sector, Eighth Corps Area. Detachments were sent from the 1st Squadron to Petersons Ranch, Sassabe and Mesquite for border patrolling.

On April 7th, a provisional squadron of Air Corps, consisting of eighteen planes and personnel under command of Major Lohman, arrived at Fort Huachuca from Fort Sam Houston, and Galveston, Texas, for duty patrolling border and remained here until May 9th.

Coming from behind on the last range, a team which had not been previously considered as a possibility, the 10th U. S. Cavalry shooters nosed out the Arizona National Guard "A" team by two points to win the Roskruge Trophy and the team championship of Arizona. The match was fired at Fort Huachuca, Sunday, May 12, under perfect weather conditions, and followed a first day's firing which had been all National Guard.

Eleventh Cavalry Notes

THE annual tactical inspection by the Corps Area Commander took place the middle of April. General Hines expressed himself as well pleased with the work of the regiment which consisted of a two day field exercise on the Gigling Reservation.

Following the tactical inspection the regiment completed its supplementary season with all arms.

The First Squadron, with one radio section and one platoon of machine gun troop attached, made a trip by rail to Fresno, California, where it took part in the Raisin Festival at that city. Much favorable comment was received on the appearance and drills of the squadron. The First Squadron also took part in the Air Show at Hollister on May 11 and 12 and a letter complimenting the squadron highly was received from the San Benito County Chamber of Commerce.

The polo team from the regiment shipped its ponies to San Francisco, where weekly games are being played with the Presidio of San Francisco team. The players drive to San Francisco each week end for the game and return to the post on Sunday evenings. Much interest in San Francisco is being taken in polo and large crowds attended the games. Each game was close and the regimental team on June 15 had won four games.

The Second Squadron; with one radio section and one platoon machine gun troop attached, made a week's practice march the first part of June. The route lay up the Carmel valley and thence into the mountains in the vicinity of Jamesburg. The men enjoyed some excellent fishing and hiking over the scenic mountain trails.

The first summer camp for the R. O. T. C. opened on June 13 and preparations were completed for the C. M. T. C. Camp at Del Monte to be opened on July 1st.

Regimental Notes 12th Cavalry (Less 2d Squadron), Fort Brown, Texas

MAJOR General William Lassiter, Corps Area Commander, Eighth Corps Area, inspected the 12th Cavalry (less 2d Squadron), and troops and activities at Fort Brown, Texas, on January 17 and 18, 1929, as a part of his tour of the border posts shortly after his assumption of command of the Corps Area.

In his inspection of the Fort Brown troops, General Lassiter was accompanied by Generals Gabriel Cervera and Jesus Garcia Gutierrez, of the Mexican Garrison of Matamoros, Mexico.

While at Fort Brown, General Lassiter visited the historic old town of Point Isabel, on the coast near Brownsville. A reception and dance in compliment to the Corps Area Commander was held at the Officers' Club, on the evening of January 18.

The Chief of Cavalry, Major General Herbert B. Crosby, inspected the 12th Cavalry (less 2d Squadron), on March 23, 1929, and was honored with a reception and dance on the evening of that date at the Officers' Club.

A complete change in the training plans of the regiment was occasioned by the outbreak of the revolution in Mexico on March 3, 1929. Two troops were on the verge of departure for Fort Ringgold for target practice at the time of the outbreak. Other troops were to be assembled at Fort Ringgold about the 1st of April for combined maneuvers with the 2d Squadron, preparatory to the annual Tactical Inspection by the Corps

View of Fort Brown

Area Commander. Orders were revoked and troops held in readiness at Fort Brown for instant field service. Taumalipas, Mexico, opposite the sector assigned to the 12th Cavalry, however, remained quiet throughout the disturbance and no movements of troops of the regiment were involved. In consequence troops were enabled to complete their pistol practice dismounted, and mounted pistol and saber practice, in the vicinity of Fort Brown. Also the Machine Gun Troop completed its annual target practice with the machine gun and 37 mm. guns as well.

Headquarters Troop and Troop B have just completed their rifle practice at Fort Ringgold, while Troop A is still on the rifle range.

The regiment was saddened by the death of the Regimental Commander, Colonel William T. Johnston, 12th Cavalry, which occurred at Fort Brown on June 7, 1929. Colonel Johnston had been in ill health since March, 1928, and was absent from the post under treatment and on sick leave from March until November 6, 1928, when he returned to the post and resumed command. In spite of ill health he continued actively to exercise command up until the 5th of June, when he suffered a collapse which resulted in his death on the 7th.

Colonel Johnston was to have retired for age on July 26, 1929, and

his soldierly determination to remain in the service up to the last has been a source of inspiration to the entire command.

Colonel Johnston accomplished much for the regiment and for Fort Brown during his tour of duty, from October, 1925, to June 7, 1929. The regiment has progressed in every form of training and upon the occasion of the last tactical inspection of the regiment by the Corps Area Commander, while under his command, was commended highly

During his regime of command at Fort Brown, he has made of the post a beauty spot that has aroused the admiration and won the praise of all who have viewed it. Stately rows of palms, ebonies, huisaches and every variety of citrus tree border the drives and lawns of the post, and all quarters are surrounded by flowers, practically the entire year. Situated almost in the heart of Brownsville, the post serves as a wonderful park for the people of the city and daily, hundreds enjoy drives through its artistically laid out grounds. Colonel Johnston has left behind him in the beauty of the post, a monument to his memory which will endure in the years to come.

Fort Ringgold Notes

BOTH the Corps Area Commander's and the Regimental Commander's tactical inspections of the 12th Cavalry, scheduled to be made at this Post in April were postponed, due to the unsettled conditions in Mexico and the undesirability of moving the Fort Brown Troops to this station at that time.

The tactical inspection of the 2d Squadron, however, was made and proved to be very satisfactory.

The months of April and May were utilized for preliminary firing and record qualification in pistol dismounted and pistol mounted and saber. Very satisfactory percentages were made by each troop, considering the number of recruits who had joined since the last target season and fired each of the courses.

The garrison has been temporarily increased the last two months by the presence of Headquarters Troop, Troop A, and Troop B, 12th Cavalry, at this post for the annual target practice. The first two units named have already completed their practice and have returned to Fort Brown, Texas. Troop A will return to Fort Brown on or about June 21st.

Thirteenth Cavalry Notes

ON May 1st the regiment celebrated the 28th anniversary of its organization. The principal feature of the day was the presentation of recruits, who had joined the regiment during the past year. At this ceremony the regiment was formed, dismounted in a hollow square with the older service men, facing each other, on two sides of the square and

with the standards, officers, and band on the third side. Men joining the regiment during the past year were assembled on the fourth side of the square. Upon signal from the regimental commander, these new men were marched forward and the entire regiment repeated the oath of enlistment with the following additional declaration: "I further pledge myself to uphold the high honor of my regiment and to maintain its honor faithfully and loyally." The regimental commander, Colonel Aubrey Lippincott, then addressed the regiment, reviewing briefly its history, and bid farewell to the regiment as a collective body. As soon as Colonel Lippincott had concluded his remarks, *Peanuts*, an old regimental horse, was led forward, and Regimental Sergeant Major James A. Grady gave a short history of *Peanuts*, who had been with the regiment for eighteen years. This animal participated with the regiment in the Punitive Expedition into Mexico in 1916 and served with usefulness in the skirmish at Parrall. At Parrall, *Peanuts* was ridden by First Sergeant Peter Finger, Troop K, 13th Cavalry, a hostile bullet piercing his bridle reins.

On May 11th Colonel Aubrey Lippincott relinquished command of the regiment, departing upon leave prior to assuming the duties of Chief of Staff of the Panama Canal Department, the command of the regiment passing the same date to Lieut. Col. W. W. Overton. Before Colonel Lippincott left, the officers of the regiment presented him with a sterling silver cigar box upon the cover of which was engraved the signatures of all the officers serving with the 13th Cavalry. Upon the regimental commander's departure by automobile, the regiment was drawn up along his route, being paraded at intervals to the limits of the reservation. The regiment laments the departure of a highly appraised, harmonious leader. Colonel W. S. Grant is expected to assume command of the regiment on September 20th.

May 20th the regiment left Fort Riley on a six days' practice march. Camps were established at White City, Woodbine, Chapman, Fort Riley Target Range, and Milford. Total distance traveled about ninety-two miles. Attached to the regiment for the first four days were thirty members of the National Guard and Reserve Troops Officers' Class who are now attending the Cavalry School. These officers were divided among the various troops, where they functioned as troop officers. A general tactical situation was drawn up and each day during the march special situations were announced calling for different dispositions. The exercises included an advance guard, flank guard, rear guard, and delaying action and withdrawal, on successive days. For the final phase, in which the regiment was deployed on the reservation, the National Guard and Reserve Officers were given actual command of troops, from regimental to platoon commanders, with the regular army officers acting as umpires. The band accompanied the command by truck, and added to the enjoyment of the march by playing on the arrival of troops at camp.

It also gave concerts during the afternoon and evening, either at camp or at communities in vicinity of camp, where their music was enthusiastically received by their audiences. The regimental baseball team had no difficulty in winning such games as were scheduled with local teams. Many visitors came to observe the camps or to visit friends, and at one town a dance for the soldiers was arranged. The march was suitably terminated by an inspection of the regiment by the Chief of Staff, General Charles P. Summerall, and the Cavalry School Commandant, Brigadier General Charles J. Symmonds, just prior to breaking camp at its last site. During the visit General Summerall favored the assembled troops with a stirring address, for which he is so well qualified. The regimental officers, attached officers, and older enlisted men acclaimed the march as one of the most successful ever taken in their experience.

Animals finished the march sleek and fat, apparently in as good or better flesh at the termination of the march than at the start. This is the first regimental march in which all pack animals were equipped with the Phillip's Pack Saddle. The packs proved entirely satisfactory and very easy to care for.

The third and final horse show, sponsored by the enlisted men of the regiment, was held in the West Riding Hall on March 21, 1929. Troop A, Captain Guy D. Thompson, commanding, continued its winning stride, increasing its total points to fifty-four out of a possible 135. On May 9th Troop A was presented with a handsome cup donated by the enlisted personnel of the regiment. It is the unanimous opinion of the regiment that this series of horse shows did much to further good horsemanship. Plans are already being instituted for a series of regimental horse shows for next season, promoted exclusively by the enlisted men of the 13th Cavalry.

Fourteenth Cavalry Notes (Less 1st Squadron)

SINCE the last publication of THE CAVALRY JOURNAL, Colonel Edgar A. Sirmyer, commanding the regiment has been very busy directing the many activities of the regiment, which included the spring training in preparation for the annual inspection by Brigadier General Hamilton S. Hawkins, on June 1st and 3d.

General Hawkins, arrived at the post on May 31st, and was the guest of Colonel Sirmyer, during his stay, which seemed terribly short to all the officers and men of the garrison. The General complimented the Commanding Officer on the training and high state of efficiency of the regiment.

On April 24th, the 14th Cavalry, 18th Field Artillery and 17th Infantry, staged a Military Pageant at the Des Moines Coliseum, in the city of Des Moines, which was was made into a riding hall for the occasion. The program consisted of Monkey Drill, Rough Riding, Musical

Drill, A Bridleless Squad, Infantry Drill, Band Concert and Artillery Drill. There were two performances, which were attended by nearly three thousand people. Colonel Sirmyer has received many compliments for the excellent exhibition and has received many invitations to visit the nearby towns for a repetition of the exhibition.

The 2d Squadron, plus Headquarters troop, will march to Camp Dodge, Iowa, under Major John D. Kelly, 14th Cavalry, for the annual target practice. The troops will be away from the post for one month, and during their absence the post will be garrisoned by the 17th Infantry.

Lieutenant Colonel W. F. H. Godson, 14th Cavalry, was on May 11th, promoted to the grade of colonel. The following officers, have been transferred from the regiment since April 1st: Captain W. F. Saportas, to The Overseas Discharge and Replacement Detachment; Captain Paul L. Singer, transferred to Infantry; Lieutenant B. E. Shirley, to the 1st Cavalry Division; Lieutenant Harold Engerude, detailed to the Signal Corps. Captain John H. Maher, 14th Cavalry, will leave on July 1st, for Roswell, New Mexico, where he will act as P. M. S. & T. for the Cavalry Section of the New Mexico Military Institute. Captain Buckner M. Creel, has been appointed Regimental Adjutant, in place of Captain Singer. Lieutenant Fred C. Thomas, 14th Cavalry, has received a Silver Star Citation from the Adjutant General of the Army for bravery while overseas with the Second Cavalry during the World War.

First Sergeant Daniel Doyle, 14th Cavalry, has been placed on the retired list after more than thirty years' service. Sergeant Doyle, retires with the grade of Warrant Officer, he having served as a Captain during the World War. It is with regret that Sergeant Doyle is leaving the service. He has a record as a cavalryman that anyone could be well proud of. Sergeant Doyle, expects to take a well earned vacation and then settle down in Tennessee.

The 14th Cavalry Band, surprised the garrison, when they turned out in their new "Blues" at the reception tendered Brigadier General Hamilton S. Hawkins, by Colonel and Mrs. Sirmyer, on Sunday June 2d.

First Squadron, Fourteenth Cavalry

ANOTHER active summer training season is here, and the squadron is working hard to furnish the equipment, trained personnel, and demonstration squads to train the various units of the Organized Reserves, and R. O. T. C. as well as some two hundred and fifty C. M. T. students who will report for cavalry training.

High percentages of qualification were obtained by the troops with both the rifle and pistol during the past season. The results may be attributed largely to the daily indoor practice engaged in during the winter months. In each troop, four caliber .45 pistols were equipped with sub-caliber barrels which accommodate the .22 long-rifle ammunition thereby making it possible to use them on the indoor ranges.

At present, in addition to their routine garrison duties the troops are busy in preparation for an active horse show season. The Fort Sheridan Horse Show is scheduled for July 12th and 13th; exhibition cavalry squads are also to take part in the Onwentsia, Wheaton, Oconomowoc, Milwaukee, and other shows in which troop and private mounts will be entered in the Hunter and Jumper Classes.

Polo has been under a handicap at Fort Sheridan for several years due largely to the fact that no suitable field has been available, making it necessary to confine activities to indoor polo. A polo stable has been organized recently, two fields are being conditioned, daily practice and training of ponies is being engaged in, and with local civilian clubs, Onwentsia particularly cooperating in making their own facilities available, polo at Fort Sheridan will soon be in full swing.

Notes from West Point

THE twenty-three cavalry officers stationed at West Point met, at the invitation of Lieutenant Colonel Richardson, early in March, and informally organized themselves for purposes of professional study and advancement. Captain F. L. Carr addressed the first regular meeting, discussing Saumur, of which he is a graduate. Major T. K. Brown told of his experiences as a lieutenant in Mexico, at the next meeting. Major Groninger related his Mexican experiences at the last meeting for this year.

Another feature of the meetings which has been of great interest to the officers, has been information from the Office of the Chief of Cavalry, and from the Cavalry School, obtained by Lieutenant Colonel Richardson and Major Brown. The Chief expressed his interest in the informal organization of the officers stationed at West Point.

The evening of May 11 was marked by a local horse show, given under the auspices of the West Point Horse Show Association.

The Cavalry Detachment has almost completed its new swimming pool, and looks forward to making full use of it, during the hot days of the summer. The Cavalry Detachment celebrated its organization day this year, with a dinner and dance in the barracks, which were beautifully decorated for the occasion. Among the guests invited were Major General Smith, the Superintendent, and the Commandant of Cadets, Lieutenant Colonel Richardson.

The departure of the old detail, and the arrival of the new will make several changes among the cavalry officers on duty at West Point. Major Caperton goes to Leavenworth. Captain C. C. Smith has reported for duty in the Department of Philosophy, and Captain R. C. Winchester is on temporary duty here, in charge of the Horse Show Team horses.

First Squadron, 103d Cavalry Notes

DUE to the reorganization of the Regiment, the 103d Cavalry has lost three of its units—the two Squadron Detachments and the Service Troop. Lieutenant James S. Williams, who commanded the First Squadron Detachment, and Lieutenant R. C. Heberton, Supply Officer, have been transferred to Troop I with Lieutenant Williams in command. Second Lieutenant George C. Scholl, of Service Troop, was transferred to Troop C.

On May 22d, there was a Regimental Review at which time the Regimental Fouragiere was awarded to Major Harry E. Ungerleider, commanding the Medical Detachment, and Captain J. F. Neill, Jr., commanding Troop B, in recognition of the high standing of their units since the last camp. The review was followed by boxing matches in which there were many lively competitions. Troop A won the most points and was awarded the cup.

The showing of the First Squadron at Inspection was gratifying—all three troops and the Squadron Headquarters received a rating of "Very Satisfactory."

The Squadron was well represented at the Annual Spring Meet of the Four Horsemen Riding Club, on May 11th. Captain Kirk Swing, of Troop A, won first and second places in the Officers' Class and Major Edward Hoopes won third. The first three places in the Troopers' Class were won by Private Robert E. O'Brien, Private Walter Kean, and Corporal Reed, respectively, all members of Troop A.

Each troop in the Squadron is now making two overnight hikes to the Second Troop Farm, which is owned by the Civil Organization of Troop B. The Farm has excellent facilities for mounted sabre and pistol instructions as well as ranges for dismounted firing and the time there is occupied in valuable instruction.

66th Cavalry Division Notes

THE 1928-1929 Inactive Duty Training has been most satisfactory. The officers of the Division have shown great interest in the correspondence courses and the results obtained are most gratifying. The large attendance at the conference classes in Kansas City and Des Moines indicates that the officers of the Division are making sincere efforts to raise the standard of their professional qualifications. The equitation classes sponsored by the Division in Kansas City, Des Moines and Omaha, and held at Fort Leavenworth, Fort Des Moines, and Fort Omaha, through the courtesy of the Commanding Officers at those places, have been a great success and a decided factor in boosting morale. Between twenty and thirty officers attend these classes at each of the above named places, turning out once a week for from one to two hours' instruction.

Five officers from the 321st Cavalry and five from the 322d Cavalry have been ordered to Fort Des Moines to assist in the training of the cavalry students at C. M. T. Camps to be held during July. These officers are receiving special preparatory training in their duties as instructors, and should be well qualified to perform this important work by the time the camp opens.

In addition to the officers detailed as C. M. T. C. instructors, a number of officers have taken Regular Army training at Fort Meade, Fort Logan and Fort Riley.

Division Headquarters, Special Troops, the 321st Cavalry, Battery C, 466th F. A. Battalion (Horse), Co. C, 406th Engineer Combat Battalion, Mounted, have been ordered to camp, and appromixately sixty officers from the above named units, will receive active duty training at Fort Riley, July 7 to 20. Many more applications for this duty have been received, and it is to be regretted that there are not sufficient funds available to train all those Reserve Officers who desire to attend.

305th Cavalry (Philadelphia, Pa.)

ON April 6th, 1929, the regiment participated in the Army Day Parade, Philadelphia, Pa. Horses loaned through the kindness of Colonel Irvin L. Hunt, Q. M. C., permitted the regiment to parade mounted. The regimental commander, Colonel William Innes Forbes, received many compliments on the fine appearance of the regiment and on the large number of officers who participated in the parade.

On April 17th, 1929, the regiment conducted its Regimental Day Celebration. Throughout the day a large number of the regimental officers paid their respects to the regimental commander at regimental headquarters. At 6:15 P. M., two exhibition rides were given by the equitation class in the First City Troop Armory. Eighteen members of the advance section of the class led by Captain L. C. Bell gave the first ride which was followed by one given by the basic section led by First Sergeant Thomas Foster. Jumping without reins or stirrups was particularly good. Both rides were great successes. The distinguished guests viewed the rides from the balcony of the armory.

Following the rides the regimental dinner was held at the Racquet Club. Colonel John C. Groome, President of the 305th Cavalry Association, presided. Colonel Forbes reviewed the activities and accomplishments of the officers and men of the regiment during the past year. He stressed especially the fine spirit shown by those members who have participated in all activities. The committee having charge of the dinner arrangements, entertainment, and decorations consisted of Captains Bell, Brodgen, Livingston, Rutan and Young, and Lieutenants Franklin and Ogelsby. It did fine work.

A team of the regiment composed of Major Thompson and Lieu-

tenants Mitchell, Town and Stradley took part in the Philadelphia Indoor Horse Show held at the 103rd Cavalry Armory, on May 1st to 4th, inclusive. The team was entered in all the military and jumping events and won two blue ribbons and prizes and two red, one yellow and three white ribbons, a total of eight places. This is felt to be most satisfactory as the horses were green and were entered for the first time in the show ring. Lieutenant Mitchell's work is worthy of especial mention as he took first place in the Green Hunter Class, second place in the Handy Hunter Class and fourth place in the Officers' Charger Class.

On May 10th and 11th, 1929, a regimental team composed of Lieutenants Mitchell, Town and Stradley, won in the Four Horsemen Club Show held at Ridley Park, one blue, two red, two yellow and two white ribbons. Lieutenant Town won second place in the broad jump. He gave a fine exhibition of horsemanship.

To school and train the horses entered in the two shows Captain Brogden and Lieutenant Stradley devoted two hours each day during the months of March and April. Great credit is due these two officers for the results attained by their mounts.

306th Cavalry (Baltimore, Md.)

THIS regiment will go to Fort Myer, Virginia, for its fourteen days active duty training during the period August 11th to August 14th under command of Colonel John Philip Hill.

Orders have been issued so far directing the following officers to report to Fort Myer for training: Colonel John Philip Hill, Lt. Col. Matthew F. James, Major John W. Noble, Capt. James H. Dunham (Chap.), Capt. Henry P. Ames, Capt. Geary F. Eppley, Capt. Edward B. Harry, Capt. Ora Overholser, 1st. Lt. Forest F. Bartl, 1st Lt. Albert J. McCurdy, 1st Lt. Frank B. McKee, 1st Lt. Albert L. Sanders, 1st Lt. Walter W. Woodruff, 2nd Lt. Robert B. Curtiss, 2nd Lt. Walter B. Gleason, 2nd Lt. William A. Hazlett, 2nd Lt. George E. Monk, 2nd Lt. Robert T. Norman, 2nd Lt. Royal A. Wray.

The following named have been ordered attached to the 306th Cavalry for this active duty training period: Capt. Harry D. Murray, 153rd Machine Gun Squadron; 1st Lt. Samuel Glazier, 153rd Machine Gun Squadron; 1st Lt. Vernon J. Blondell, 153rd Cavalry Brigade Headquarters; 1st Lt. R. Earle Lafferty, 153rd Cavalry Brigade Headquarters.

Authority has also been granted the following enlisted reservists to attend camp with the regiment: Sergeant Laurie F. Hess, Tr. G., Sergeant Richard A. Myers, Tr. A., Sergeant Ernest J. St. Jacques, Service Troop, Corporal Edwin B. Albough, Tr. F., Corporal Joseph W. Clautice, Tr. B., Corporal Loren B. Pope, Tr. G., Corporal Lathrop E. Smith, Tr. E.

307th Cavalry (Richmond, Va.)

THE officers of the regiment are showing unusual interest in the annual encampment of the regiment to be held at Fort Myer, Va., from August 11th to 24th, inclusive. A fair number of applications to attend camp have been received. The regiment will undoubtedly be well represented. The officers of the regiment feel fully qualified to uphold the regimental standard of efficiency as they have just completed an unusually profitable inactive training season.

154th Machine Gun Squadron (Norfolk, Va.)

IN accordance with the latest Tables of Organization for the Cavalry Division the 154th Machine Gun Squadron, Major James R. Mullen, commanding, was disbanded on June 30, 1929, and was reorganized on July 1, 1929, to form 3rd Squadron, Major James R. Mullen, commanding, and the Machine Gun Troop, Captain William F. Nimmo, commanding, of the 307th Cavalry.

The officers of the squadron are looking forward with much pleasure to training with the 307th Cavalry and several of them expect to be at Fort Myer, Va., for the active duty training period in August.

308th Cavalry (Pittsburgh, Pa.)

DURING the inactive duty training period between March 1 and June 30, 1929, officers of the regiment ordered to active duty this summer as instructors at the Citizens' Military Training Camp, Fort Myer, Virginia, have been given much practical instruction. Fifteen periods of such instruction were scheduled during June, 1929.

Sixty-six subcourses in the prescribed correspondence school work had been completed on May 15, 1929, by personnel of the regiment. Conferences in tactical subjects and practical work in horsemanship and small arms practice were conducted.

The regiment paraded, mounted, with the Veteran Hospital Unit in the Memorial Day Parade, Aspinwall, Pa., on May 30, 1929.

The 308th Cavalry Association has recently been formed. Its object is to assist the development of the regiment and to foster its esprit de corps. Membership in the U. S. Cavalry Association is a requisite to good standing in the regimental association.

315th Cavalry (Providence, R. I., and Boston)

OUR equitation classes, map problems, and map maneuvers are over until fall. The latest Cavalry School problems were used in the inactive instruction, and a large part of the instruction was done by Reserve officers. The attendance at Boston and Providence meetings has been very satisfactory. We have led the other regiments in Artillery Group in correspondence school work.

The inactive season was officially closed by a dinner in Boston and one in Providence. The Norwich and Massachusetts "Aggie" boys vied with each other in songs and in toasts. Moving pictures were shown of the regiment on former occasions, recent hunts with the Jacob Hill hounds, and a picture of the Italian Cavalry School.

On Memorial Day members of the regiment attended the dedication of a flagpole in Oakland Cemetery in honor of the memory of the late Chaplin George E. Hathaway of this regiment.

In August this summer the regiment goes to Fort Ethan Allen for fourteen days' active training. After three days at the post we go on a ten-day march through northern Vermont. Pistol practice, animal management, and terrain exercises will be emphasized during the active training.

The strength of the regiment at this time is 170 officers and 33 enlisted men. The personnel consists of many of the older officers of Mexican Border and World War experience, and a great many younger officers who are graduates from Norwich University and Massachusetts Agricultural College. The enlisted men include non-commissioned officers of experience and graduates of the C. M. T. C. The Second Squadron is in Boston and vicinity, and the First Squadron and Regimental Headquarters in Providence. Captain Vance Batchelor, DOL., is the executive officer.

462nd Field Artillery

WE cannot escape the observation that too much serious instruction in conference periods of the inactive season tends to retard progress towards the accomplishment of our mission. To elucidate, experience shows us that, other things being equal, the more effort required of our officer at this conference, the less likely he is to attend the next. Lack of attendance results in a loose organization and low attendance at camp, where the important training of the year is given.

So it has appeared desirable this winter to give first consideration to expanding the organization to accord with the new tables and to solidifying the new regiment through methods familiar to its members as civilians. Only so much technical instruction was given at conferences as the traffic would bear, reliance being had on correspondence school courses for theory and on the prospect of large attendance at camp for practice.

Following out this idea, we have had dinners at the Maryland Club, the Southern Hotel, and the Baltimore Athletic Club. Among the speakers who have honored us were the Corps Area Commander, the Corps Area Chief of Staff, the Chief of Staff of the 62nd Cavalry Division, and Captain Dudley W. Knox, U. S. N. (retired). Attendance and interest have been excellent.

Of course, "The proof of the pudding is in the eating", but we are rather optimistic about the number who will attend camp.

BOOK REVIEWS

"Sound Off!" Collected by Edward Arthur Dolph. 620 pp. Illustrated. Cosmopolitan Book Corporation, New York. $7.50.

Reviewed by Winifred Cullum

If you are not a congenial, amiable sort of person who loves his fellowman this book is not for you. On the other hand, if you've sung, in camp or town, wherever you found a classmate or a friend, the old, old songs and the newer ones you'll find a treasure trove in "Sound Off!"

I have been unable to think of any song not included in this comprehensive volume—though of course it would be difficult to collect them *all*, I suppose. Haven't you agonised through an evening, having the party completely spoiled for you because you could not remember certain words of a song, or the tune perhaps, when every one wanted to sing it? Cheer up! You won't have to live through that again. It's all here, in black and white, and many, many more whose echoes have reverberated through the hearts of men since time immemorial. Though the words may be a bit different the fundamental harmonies are there, stirring our pulses as they did those of our soldier grandfathers before us.

Another name for the book might be "Army Sagas" because it is so full of the history of our country's struggles. An apt song gives often a clearer picture of camp life than the most voluminous biography because in the song we have the spirit and not merely the letter.

Singing and soldiering always go together:

"It's a way we have in the army,
It's a way we have in the army,
It's a way we have in the army
To drive dull care away."

Personally, I believe that "Sound Off!" would contribute more to the success of any party than any one of the rules set down by Emily Post for perfect behavior.

In My Opinion. Edited by Major W. E. Lyon. 308 pp. Illustrated. Charles Scribner's Sons, New York. $7.50.

No horse lover could pick up "In My Opinion" without being pleasantly disposed towards the contents of a book so delightfully and profusely illustrated. The color plates are lovely. The many photographs of famous horses are like pictures of well-known persons; those we do not know we know of, at least. The line drawings to illustrate points of conformation, training, jumping, polo and bitting are characteristic. For we have observed that where men are foregathered talking horse sooner or later pencil and pad must be brought out to prove one's point when words fail of their usual convincingness. There is nothing that makes us feel more sure that a horse book is going to be thoroughly worth while than plenty of intelligently chosen pictures.

Another excellent idea, and an unusual one, was choosing experts to write the chapters in their particular fields. A man who lives and dreams hunters all his life is less keenly interested in polo ponies. And those of us who have definite ideas

about polo ponies are keen critics of any one's opinion who does not specialize in polo. With these points established in the book's favor what else do we find?

Literally everything! From the History of the Horse, Training and Conformation of Race Horses, Buying and Training of Hunters, Polo Ponies, Training and Showing of Children's Ponies, the Circus Horse, to Hints to Young Judges: everything, to repeat. No phase of the Horse, or man's activity with him has been omitted. It is a regular horse almanac for reference and full of delightful surprises. We know of no other book at all like it.

Young polo players will find Lord Wodehouse's article worth reading and re-reading. There is no clearer, more concise analysis of the different strokes. He gives you a conception of the game that would take a new player years to acquire on his own. Interchanging positions, the newer polo, is one of the most important things he brings out.

You will not find anywhere a more varied or completely worth while book to add to the horse part of your library.

Lion.—African Adventure with the King of Beasts. By MARTIN JOHNSON. 281 pp. Illustrations and Map. G. P. Putnam's Sons, New York—London. $5.00.

Reviewed by Major Kenna Eastham, Cavalry

For those who enjoyed Martin Johnson's *Safari* of last year, an even more delightful story of adventure in the jungles of Africa is to be found in *Lion*, his latest book. *Lion* is a companion book to *Safari*. It is about lions and about adventures with lions.

The author and his wife, Osa, went down into Tanganyika with a supporting party of native porters to live for many months with the lions. They established a camp in the valley where lions were seen daily. Roars from wild beasts hunting for food were heard throughout the nights. They put out carcasses of dead zebras to attract the lions, and at night visited these spots and made the greatest series of lion flashlight pictures ever produced. At one time they were among a group of fourteen of these "Kings of Beasts". When the lion charged the photographer an accurate aim and quick fire were the only means of saving human life. Mrs. Johnson usually did the necessary shooting while Mr. Johnson cranked the camera.

Although Mr. Johnson had had twenty years in the wilds of Borneo, India, Java and Africa before he made this last visit to Africa, he states, "I did not know what adventure was until I began to investigate lions". Thrills, narrow escapes and action characterize this volume.

The illustrations, sixty-three in number, are magnificent. The animal pictures are taken from among those reputed to be the finest this famous author and photographer has ever made. Even without illustrations the book would be a thrilling story of adventure. With them, it is rendered superbly entertaining and will be a rare prize on the shelves of many libraries.

The lovers of wild animals, of big hunting, of out-door life, of gorgeous pictures of wild animal life, or of thrilling stories of adventure need but examine between the covers of this book to find an honest and vividly narrated experience to their liking.

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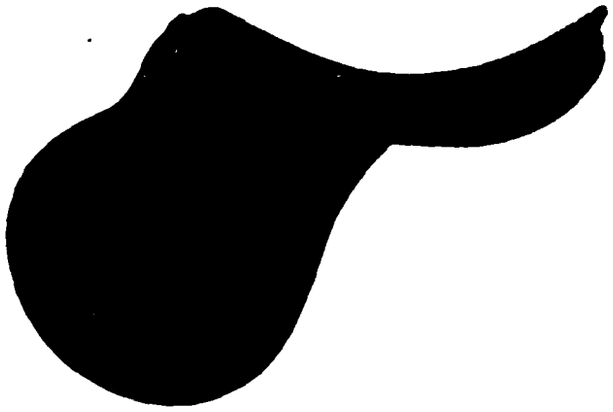

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and a suggestion

In my practice of the art of bootmaking I have discovered a very simple method for removing boots when an officer is in the field, in camp, on maneuvers or traveling—in places where he has not the assistance of a bootjack, that most difficult of all things to pack.

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TRY IT!

Fig. 1 Fig. 2 Fig. 3

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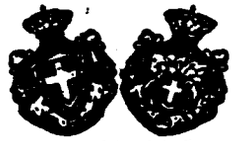

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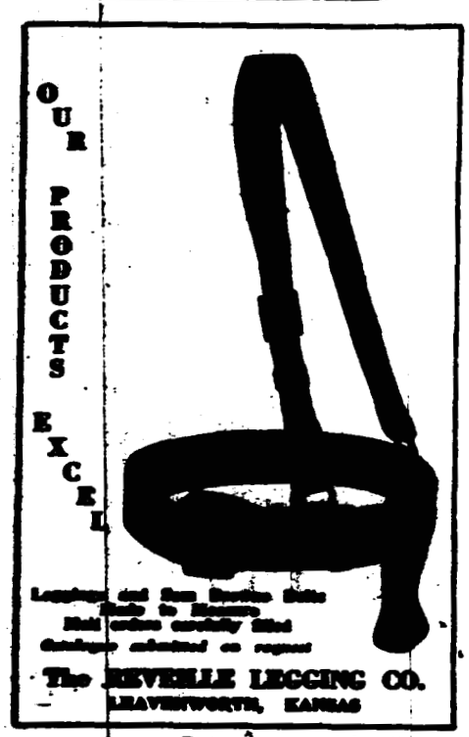

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1918	2	162	"	200	31	5	Stable Test
1919	18	306	Five Days	200	51	26	1st, 3d, 4th
1920	27	306	" "	245	52	47	2d, 5th
1921	17	310	" "	245	49	4	1st, 3d, 5th
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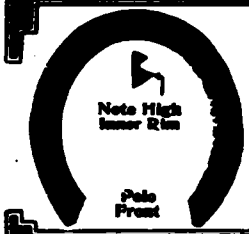

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VOLUME XXXVIII OCTOBER, 1929 NUMBER 157

The CAVALRY JOURNAL

Devoted to the Interests of the Cavalry, to the Professional Improvement of Its Officers and Men, and to the Advancement of the Mounted Service Generally

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Major O. L. HAINES, Cavalry

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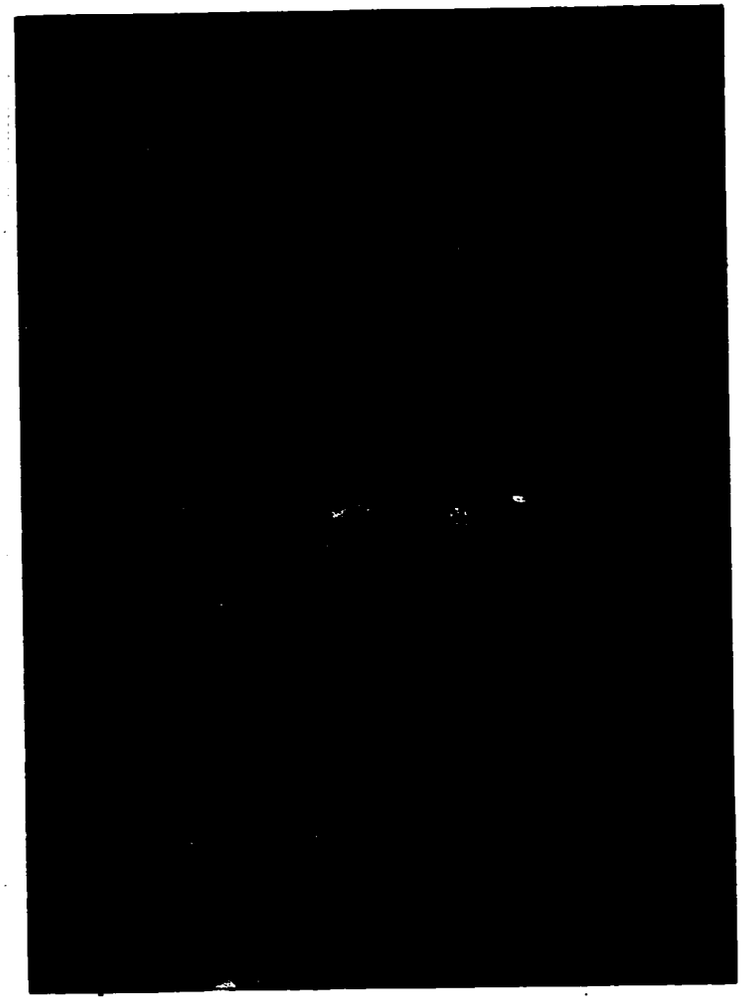


General Brecard, The Inspector General of Cavalry

The
CAVALRY JOURNAL

VOL. XXXVIII OCTOBER, 1929 NO. 157

The French Cavalry

By General Brecard, *The Inspector General of Cavalry*

Foreword

THE following article written for the readers of The Cavalry Journal, sets forth in a brief manner the history of the French cavalry during the War of 1914-18, its organization, its methods of combat and its present day tendencies.

The rôle of the cavalry was, after the stabilization of the front, so contrary to all the theories advanced before the war by the different general staffs and military schools that as soon as peace was signed there were many who did not fail to proclaim the uselessness of the cavalry.

Also it must be recognized that cavalry is an expensive arm and that time is necessary to train the cavalryman to become a formidible combattant. From this it was quickly concluded that cavalry was an arm of another age and that it ought to be banished from the modern battlefield. In order to conform to this new dogma different armies under the pressure of a poorly informed public opinion reduced, little by little, the number of their cavalry regiments and seemed to tend toward the doctrine in which the motor was destined to replace the horse.

Today, after ten years of peace and study, the ideas seem to have again changed. Germany, whose army was reduced by the treaty of Versailles, has a cavalry whose proportion relative to the other arms is very high, since out of an army of one hundred thousand men, it has seven divisions of infantry and three divisions of cavalry, of six regiments each. In France, different maneuvers carried on since the end of the war, either on the map or with troops, have revealed the necessity of maintaining the missions of the cavalry.

The high command has not believed it advisable to keep its previous form, but has been forced to adopt an organization and furnish it an armament which permits it to fulfill its role before, during and after the battle.

One fact remains which ought not to be passed over without comment: that though aviation is a powerful source of information, and

though the motor has changed the strategical and tactical conditions of operation, cavalry alone remains capable of functioning when the aviator is blind and the motor is powerless.

Far from wishing to brush aside these new elements, the cavalry has only a single thought: to utilize their capabilities to the end that all together—horses, airplanes, motor transport—unite to constitute the mobile and powerful force which a cavalry division of the modern type ought to represent.

The study below is in complete accord with the theories set forth in the different regulations which have been published during the last five years; it is not limited to a simple statement of the doctrine formulated by the French command. It takes into consideration the high deeds of the cavalry, its long raids, its organization, its fights during the course of the war; it sets forth the modifications which were produced in its armament, and particularly the predominence given to means of fire. Finally, we will try to give to the readers of THE CAVALRY JOURNAL a concise and accurate idea of the reasons which have led the high command to organize the division of cavalry in its present form.

This cavalry division of modern type is an attempt which has not perhaps attained its final form. Doubtless new inventions which are unceasingly revolutionizing the employment of the different branches—machine guns, artillery, tanks, airplanes—will bring great changes in the formation and in the employment of large cavalry units. But one thing is certain: though the means are unceasingly modified . . . the missions remain unchanged.

The French Cavalry

This title evokes the glorious memory of all cavalrymen who, during the centuries, have accomplished so many exploits that it is difficult to say which ones should be admired the most; the knights of the Middle Ages, the cavaliers of the Monarchy, of the Revolution, of the Consulate, of the Empire, and of the Republic have followed each other in history in placing at the service of France qualities of audacity and coolness unceasingly renewed, each generation adding a link to the chain of tradition.

Centuries have succeeded centuries and the constant progress of science has not only given to people more and more powerful means to make their existence easy, but it has also placed at their disposal more and more powerful means to exterminate each other.

Long ago, for the first time, on the appearance of one of these new inventions, the end of the cavalry was predicted. However, cavalry has continued to exist even after a great war where projectiles and gas often did not leave the smallest part of the field of battle immune.

How can such an anomaly be explained, in our time when "the machine must replace the man!" It is because, first of all, though machines can replace a greater or lesser number of men, they can never replace the *man* who conceives and who regulates their movements. The body without a soul is a corpse. It is worth nothing except for the spirit which animates it. Then, the spirit of cavalry is one thing and its body is another. The spirit grows more perfect and the body changes. The cavalry of today does not resemble the cavalry of yesterday and without doubt that of tomorrow will not resemble that of today.

One thing remains *unchangeable:* the *missions* of the cavalry. As long as armies prepare themselves for combat, it is necessary that they should be *informed of the situation* and *covered:* it is necessary that on all sorts of terrain they should have *mobile reserves.*

One thing is subject to transformation: the methods of employment and the organization of the arm itself.

And thus it is that the French cavalry, after the experience of the last war, like the other branches, has undergone important modifications; we will rapidly study their *causes* and *effects.*

Experience During the War From 1914 to 1918

At mobilization the French cavalry had ninety-one regiments. During peace time, there were ten cavalry divisions, each being made up of:

3 brigades of 2 mounted regiments.
1 battalion of cyclists.
1 battalion of 75mm. horse artillery.
The necessary staffs and services.

The divisions were assigned to the various armies. In addition a cavalry corps, which did not exist in time of peace, was formed the first of August, 1914, under the orders of General Sordet. On the 14th of September a second corps of cavalry was placed under the orders of General Conneau. Conneau's Corps had been disbanded on the 26th of August and definitely reformed the 1st of September. Up to the 30th of September these large units were known by the names of their successive chiefs. After that date they received a number, Conneau's Corps becoming the I Cavalry Corps and de Mitry's Corps the II Cavalry Corps.

The remainder of the Cavalry constituted the Corps Cavalry, assigned to Army Corps and to Infantry Divisions: one regiment to an Army Corps—one or two squadrons (for the most part formed by reservists) to each Division of Infantry.

The German cavalry included at mobilization 110 regiments, of which sixty-six formed eleven cavalry divisions. Ten made up four cavalry corps. It is to be noticed that, contrary to what was existing in France, the division of the Guard Cavalry was the only one organized in time of peace.

The cavalry of the two nations, French and German, had similar regulations and appeared animated by the same offensive spirit. Mounted combat with the *arme blanche* was thought to be the normal mode of action of every cavalry unit; dismounted combat by fire had only been foreseen in special cases, and when mounted combat was not possible.

It should be always kept in mind that, as a result of this offensive spirit, the French cavalry, armed with the saber and the lance, possessed only the carbine without a bayonet, with a limited allowance of cartridges, and *six machine guns* to a cavalry division: all was sacrificed to *mobility*. It is fair to say, however, that in the service schools and in a large number of cavalry regiments , the instruction in fire was far from being neglected, and that very often the results obtained were very satisfactory.

An encounter between the French and German cavalry appeared inevitable at the beginning of a war: both of them had doctrines which appeared identical, and similar missions at least so far as could be understood from their regulations. It seemed to be believed on both sides that in order to have liberty of action, *it was absolutely necessary, first of all, to put the opposing cavalry out of action.* And, in pursuance of a similar operation whose importance was capital, it was necessary to have available at the proper moment a *mass of shock* capable of striking instantly and with the maximum of power. It is for this reason that, during the first months of the war, the commanders of our large cavalry units detached only the indispensable elements to cover them and obtain the necessary information, while keeping the main body of their forces well assembled.

However, this encounter of the main bodies of cavalry never happened. It can be explained:

By the absence of terrain favorable to mounted action by *large units;* the country was very much cut up, well fenced, and large open spaces were very rare.

By the nature of the missions which the high German command first gave to its cavalry: screening missions at short distances from the units of all arms, in order to conceal the preparation for the invasion of Belgium.

By an *evolution* which was being produced in the principles of employment of the German cavalry, which seemed to be inclining more and more toward dismounted combat by fire.

In any case, our light cavalry elements, full of dash, falling mounted with the *arme blanche* on their adversary, were sometimes carried along by their ardor into the enemy fire, but fulfilled their mission of reconnaissance, while our infantry never found it necessary to brush aside the elements of German cavalry which were generally prudent though very brave. And this is an achievement.

And besides, it soon appeared that facing the *present day power of fire,* masses of maneuver were henceforth forbidden the battlefields; the uniting of these masses was one of the essential conditions of mounted attack as it was understood at that time. Similarly it appeared that "cavalry charges in mass," not benefiting from the effect of surprise and directed against an adversary having been able to organize a system of fire, ended only in bloody failures. It was necessary then to change our methods. But, though the infantry, decimated by fire during an attack launched over too great distances and insufficiently supported by its own fire and that of the artillery, was better able to utilize the terrain and its armament, it was not at all the same with the cavalry at the beginning of the war. Its formations opened up easily, it is true, in such fashion as to render its units less visible and less vulnerable. The means of fire which it possessed were utilized to the maximum, but as we have seen, these were very weak.

Bravery could not make up for the insufficiency of means, in the presence of the revelation of the power of fire, which Germans and French did not fail to recognize certainly, but whose true value both underestimated. This statement has a capital importance because it permits the clearing up of the difficulty of the task which, under such conditions, fell to the cavalry. If it was able to obtain the results that it did, it was at the price of heavy sacrifice, of a devotion which is one of the glorious traditions of the arm, and also because its well prepared, well trained and instructed *cadres* and units were able to adapt themselves rapidly to new conditions of war and to derive the maximum benefit from an insufficient armament.

This fact is indispensable if one wishes thoroughly to understand the action of the French cavalry at the beginning of the war, and the necessity for the successive changes which were made in its organization and its methods of combat.

The history of the French cavalry during the war is not the matter of principal importance here. Nevertheless, it is necessary to recall some of the principal missions which were confided to it and which it executed in order clearly to bring out the usefulness of its intervention. This usefulness has always been recognized, but in particular by the greatest of our military chiefs. This rapid glance will permit us also to understand clearly the reasons which forced the cavalry to modify its organization and its method of action.

a. *The operations from the beginning of hostilities to the Marne.*

The initial dispositions of the concentration of the French forces are well known, which comprised:

Two offensive wings	to the Northwest, the Fifth Army and Sordet's Cavalry Corps.
	to the Southeast, the First and Second Armies.

A central mass connecting their action (Third Army).

A reserve ready to intervene on either wing (Fourth Army).

Almost all the cavalry was employed on a covering mission and on reconnaissance; the French high command was ignorant of the intentions of the German high command and was forced to discover them.

The French concentration was affected under the protection of units of all arms placed so as to cover the front extending from Hautes-Vosges to the Woevre and divided into five sectors. To each sector was given one division of cavalry. This operation, always delicate, was well carried out with perfect regularity.

However, the 1st and 2d of August, 1914, the 1st, 3d and 5th Cavalry Divisions were concentrated to the west of Mezierres, in order to constitute under General Sordet a cavalry corps. Placed under the direct orders of the Commander-in-Chief, the cavalry corps had for an initial mission to cover the concentration and engagement of the French north wing, of which the left was limited by the high ground of the Ardennes, meanwhile reconnoitering the enemy's right.

The political, diplomatic and military events of the 3d, 4th and 5th of August (violation of Belgian neutrality) caused General Joffre to turn loose the Cavalry Corps which moved on the 5th of August to the region of Sedan and received the mission of moving in the direction of Neufchateau, Bastogne, Laroche, after sending an extended reconnaissance, to determine the apparent enemy contour, to clear the region of all German cavalry, to delay the infantry columns, all the while remaining on the left flank of the French forces, and always searching for the right flank of the German maneuvers.

General Sordet then had for his mission: to explore between Luxembourg and the Meuse, on a front of about 100 kilometers, and to delay the enemy advance; a double mission which will be, in most cases, the characteristic of a reconnaissance mission.

He had at his disposal for this purpose three divisions of cavalry (a fourth division of cavalry was to be temporarily placed under his orders with certain limitations) with an infantry support which amounted in fact to only a regiment. His staff was improvised, and his means of liaison and signal communication very rudimentary.

It was necessary at first to gain information. Each cavalry division to this end sent forward a reconnaissance detachment. On the 6th of August, the main body of the cavalry corps crossed the Semoy river whose principal passages were guarded by the 45th Regiment of Infantry, then stationed itself while waiting for the information from the reconnaissance detachment. This arrived in the morning. It gave information of the presence of infantry elements, stationary in the region of Arlon (covering forces of the Third German Army), and of cavalry masses on the march toward the northwest.

The putting out of action of the enemy cavalry presented an indisputable necessity at this time. The cavalry corps moved then at once to search out this cavalry in a very difficult and close country and in a torrid heat . . . but they did not meet them.*

General Sordet decided to move the 8th of August toward Liege to intervene against the enemy forces which invested the city, but his march was retarded by enemy detachments and by the very difficult terrain. He did not reach the region of Liege until towards 7:30 P. M., at an hour too late to be able to act usefully. On the other side the enemy could not ignore the presence of the cavalry corps and the means at the disposal of the cavalry division at that time did not permit it to halt for the night in proximity to large enemy forces of all arms. It was necessary, therefore, to return to the rear, and August 9, General Sordet moved to the south of the Lesse so as to be able to exploit the information from the reconnaissance detachments which he had sent in the direction which seemed to him the most favorable. In five days the units of the cavalry corps had traveled about 250 kilometers, and certain of them had covered distances still greater.

The 10th of August information continued to arrive. A reconnaissance detachment (Lepic's squadron) in particular had the good fortune, in a brilliantly conducted operation, to take some prisoners and one of them gave information of the movement of the XXIII German Corps in the direction of Brussells, with the intention of changing direction towards Paris by way of the valleys of the Sambre and the Oise. An unfortunate combination of circumstances made it impossible to take advantage of this information.

The following days, the cavalry corps moved in the regions where, according to the information, constantly sent it by its reconnaissance detachments, it hoped to find an opportunity to intervene usefully at first towards the southeast, then toward the north and the west. General Sordet actually more and more gained the impression that important enemy forces were moving from east to west. He decided August 14th to cross the Lesse for the purpose of taking action against the enemy columns whose presence north of that river had been reported to him. But the crossings were strongly guarded and the 5th Cavalry Division could not force them; the terrain was very unfavorable for *a cavalry action*. Besides, the I French Corps now held the crossings of the Meuse. General Sordet, with the approval of the Commander-in-Chief, resolved to recross the Meuse to gain the left flank of the Fifth Army and to assure liaison with the Belgian army.

The reconnaissance mission of the cavalry corps was ended. Had it been useless?

*It does not seem that a German cavalry *mass* would have been found in the region indicated at this time.

It can be stated in answer to this question:

(1). That the *information* received had been plentiful and conclusive. A note from the G.H.Q. on March 26, 1919, said on this subject: "The reconnaissance and reconnoitering detachments did surprising things, brusquely pushing back everywhere the light enemy elements and bringing back the most precious information.

"The information center left at Sedan hurried back without interruption clear indications concerning the importance and arrangement of the enemy maneuver: Thirteen to fourteen German Corps were thus identified, their line of march observed, almost followed step by step. . . .

(2). That the bulk of the enemy cavalry did not come into the region in which the Cavalry Corps was operating, and perhaps for that very reason.

(3). That, in a terrain unfavorable to operations of masses of cavalry, such as they were then conceived, the Cavalry could not intervene against large enemy forces.

But one must not forget that this operation took place at the beginning of August, 1914, and that it constituted the *first experience* of the war. The Cavalry Corps had advanced, behind its reconnaissance detachments, all its forces united, ready for a cavalry combat *such as was then foreseen*. It threw itself against the covering forces which the Germans had established in front of the concentration points of their maneuver armies and it was used up in searching actively for opportunities which seemed favorable for intervention. Its means of fire were clearly shown to be insufficient, rendering it impossible for it to station its units close to the enemy, and not permitting it to force resistances which utilized natural obstacles. Its means of signal communication were rudimentary. Finally the Cavalry Corps had at its disposal only one air squadron whose machines had only a short radius of action, and who could not for that reason extend their reconnaissance to the enemy main forces in rear of their covering detachments.

During this time the German plan became clear, revealing the advance of the enemy forces across Belgium, whose neutrality had been violated, and threatening to outflank the French left.

General Joffre decided to attempt to rupture the enemy center (with the Third and Fourth Armies) and to maneuver against his right flank (with the Fifth Army, the British Army and the Belgian Army). Sordet's Cavalry Corps was put at the disposition of the Fifth Army to cover its left flank against out flanking movement by the enemy. (15-18 August).

But the Fourth Army was checked in its attack against the enemy center and had to retire on the Meuse; *a gap developed between the Fourth and Fifth Armies*. It was closed by the 4th and 9th Cavalry Divisions, which acted in the intervals and assisted the retirement of the

large units. But here again was revealed the *insufficiency of means of fire* of the cavalry which did not dare go forward but remained tied to the infantry, and kept its large units concentrated with a view to the eventual *mounted* action predicted by the regulations.

The French right, the First and Second Armies, which had from the beginning progressed with success (the 2d, 10th and 6th Cavalry Divisions participated in this operation), flung itself against superior enemy forces on the Sarre which forced it to retire. A gap formed between the two armies. It was closed by the 6th Cavalry Division which stopped the enemy advance at the edge of the Lalau wood until the arrival of the infantry reserves. This action is interesting (25 August) since, *for the first time*, a large cavalry unit used the greater part of its elements *dismounted* using its fire power (2 brigades and a cyclist group) to resist the enemy and by holding a part of the battle front, to establish liaison between two armies.

To sum up, during the period of operations from the beginning of hostilities to the retreat to the Marne, the large cavalry units assured the carrying out of: covering missions, a reconnaissance mission, covering the flanks or of intervening to close gaps between armies.

One thing should be remembered: never, in spite of the favorable occasions which were presented in this period, did the German cavalry profit by the circumstances to attack French infantry units in retreat.

b. *The Battle of the Marne.*

General Joffre, while ordering the retirement of his forces, awaited the favorable moment.

August 25, 1914, he decided to fix his right flank in the region Belfort, Epinal, Toul, and using Verdun as a pivot, to utilize the Somme as an offensive base to reply to the enemy flanking movement by an outflanking movement on the part of the Allies.

But the enemy continued his advance, his right flank seeking by a rapid advance to outflank the French left and the British army.

Sordet's Cavalry Corps all the while between the 25th and 28th of August covered the left of the British and from August 28th to September 3 that of the Sixth French Army which had been engaged on the left of the British army. In addition it formed with its least fatigued elements a provisional division charged with covering the right of the Sixth Army and with assuring liaison with the British Army. This division delayed the II German Corps and Von Kluck's army at the crossings of the Oise at Verberie and Pont Sainte-Maxence, thus permitting the elements of the Sixth Army to deploy on the south bank of the Oise.

Farther to the east, on the Aisne the 4th, 8th and 10th Cavalry Divisions assured liaison between the British Army and the Fifth French Army, and permitted the latter to cross the Aisne on the night of August 31-September 1.

Beginning with the 1st of September the 8th and 10th Cavalry Divisions contituted a new Cavalry Corps under General Conneau. This corps received the mission of covering the left flank of the Sixth Army and maintaining touch with the British army in the region of Epernay, Dormas.

On the same date the 9th Cavalry Division operated in the interval of twenty kilometers which separated the Fifth Army from Foch's Army Detachment.

Finally the favorable opportunity, patiently awaited, occurred: on the night of August 31-September 1, the commander of the Sixth Army (formed the 25th of August and previously concentrated in the region of Amiens) noted that the information received indicated that Von Kluck's Army had changed it direction of march toward the south, seeking to separate the British and French and to exploit this success by enveloping the French Army.

The days of September 2-4 showed a spirit of indecision on the part of the German high command and were used on the French side to put their forces at appropriate places. The action of the cavalry was limited to reconnaissances. Sordet's Cavalry Corps retired to Versailles to reform.

September 4, at 10:00 P. M., General Joffre decided to profit by the mistake of his adversary, and signed the order for the offensive by his armies which had been retiring for a month: the battle of the Marne was started.

In an operation of this magnitude gaps necessarily appear, intervals between the units engaged. Cavalry corps or divisions are used to close them. Such operations are often very delicate and their importance is capital.

It was for these reasons that the following dispositions were made:

Sordet's Cavalry Corps was placed on the left flank of the Allies.

Conneau's Cavalry Corps assured liaison between the British and French Fifth Army.

The 9th Cavalry Division closed a gap, about twenty kilometers wide, which separted the Ninth Army (Foch) from the Fourth Army, in the region of Camp du Mailly.

The 6th Cavalry Division was to move to that locality without delay.

The 7th Cavalry Division assured liaison between the Third and Fourth Armies, while covering the left of the Third Army toward the Argonne.

It was under these conditions that General de Cornulier-Luciniere, commanding the 5th Cavalry Division (Bridoux's* Cavalry Corps) received the following order at 10:00 A. M. September 8:

"However great may be the fatigue of your horses and the difficulties to overcome, gain the rear of the enemy who defends the Ourcq.

*General Bridoux replaced Sordet in command September 8.

cost what it may arrive today on the east bank of the Ourcq in the region La Ferte-Milon, and make the sound of cannons heard in order to assist in causing the enemy to decide to retreat."

Horses and men were extremely fatigued; strength was very much reduced. The division passed through the woods "like a large patrol" in order not to give the alarm, with no other vehicles than those of the artillery. It slipped thus around the enemy rear and September 8 its 5th Light Brigade, advance guard of the division, became engaged in the region of La Ferte-Milon, causing the enemy great uneasiness, without question even menacing the staff of Von Kluck. In the meanwhile the artillery of the division in conformity with its orders, opened fire on the German reserves found in that region. After bivouacking for the night in the woods in the enemy zone, the 5th Cavalry Division continued its raid September 9, guided by numerous reconnaissance parties, taking under fire all enemy elements encountered: convoys, aviation fields, columns. . . . But the return route was closed. General Cornulier-Luciniere knew nothing of the general situation, for he possessed no means of communication with the friendly forces, such as wireless. September 10, he moved toward the north and west, looking for an open road across the Forest of Compiegne, and continued to spread disorder by his passage. He finished by rejoining the French lines after covering about 180 kilometers in three days in enemy territory. What results could have been accomplished under such conditions by this Cavalry Division if it had disposed of sufficient means of fire, if it had possessed means of signal communications which did not exist then, and if it had been able to act in liaison with aviation? One may well wonder what were Von Kluck's impressions, in his critical situation, on learning that a division of French Cavalry was in his rear and on finding himself and his staff in the presence of enemy horsemen who did not recognize him.

September 9 the order for the withdrawal of all the German Armies was given. The hour of exploitation seemed near. The Cavalry Corps were moved to the front as rapidly as their worn out horses allowed. Conneau's Cavalry Corps pressed its action. Bridoux's Corps meanced the right of Von Kluck's Army. A gap was searched for.

September 13, having crossed the Aisne on the remaining bridges, the 10th Cavalry Division (Conneau's Corps) learned from the reconnaissance detachments it had sent ahead, that the road was open to the northeast. It hastened in that direction, certain of being supported. It reached Sissone, discovering a gap twenty kilometers wide giving grounds for the greatest hopes. But the 10th Division was not supported; our troops were exhausted after the superhuman efforts they had made. There were no more reserves available; a wonderful opportunity was lost.

The enemy fatigue was equally great and their munitions began to

give out. This explains why the forces stopped face to face, held to the ground, then dug in: the so called stabilized warfare began.

c. *The Race to the Sea.*

One part only of the terrain remained free for meanuver, extending to the sea. Each of the two adversaries made every effort to use it to outflank the other and employed there half of its infantry divisions and almost all of its cavalry.

The concentration of the French forces destined for this operation took place the end of September in the region of Arras, behind a great cavalry screen comprising two Cavalry Corps: Conneau's Cavalry Corps, (1st, 3d and 10th Divisions) and de Mitry's Corps (4th, 5th and 6th Divisions), and the 8th and 7th Cavalry Divisions. But the enemy sought on his side to forestall us, and the Cavalry units were hastily sent to the threatened points to gain time necessary for the arrival of the forces of all arms which they successfully accomplished.

The enemy flanking movement extended progressively toward the north. Calais, the British base, was menaced. On the Allied side it was necessary to place the British Army, now too distant, close to the coast and its bases, on terrain where French forces were fighting at the time. The operation was delicate, especially considering the enemy efforts. It was also ncessary to save the Belgian Army, half surrounded in Antwerp and having its base at Ostend.

As soon as they were available, that is October 7, de Mitry's and Conneau's Cavalry Corps were sent, the first in the region of Lille and the second in the region of La Bassé to cover the English debarcation, which could thus be made without interference, in spite of the enemy attacks. For five days the II Cavalry Corps had to deploy on a front of thirty kilometers (October 6 to 11) in a close country offering only short fields of fire, while keeping reserves as strong as possible to be used at the necessary points and to be able to face each enveloping movement. The cavalry had, besides, a mission of reconnaissance, since it had to *reconnoiter* and *attack* the enemy forces located in that region.

From October 8 to 12 the two cavalry corps permitted the debarcation and entry into the line of the British Army (I and II Corps), then assured liaison between the British and the Belgian Armies.

From November 2 to 11, while the I Cavalry Corps stopped the enemy in the region of Messines, the II Cavalry Corps after having covered the deployment of the Belgian Army Detachment, held all the German attacks.

The "Race to the Sea" was ended; the front was stabilized all along the front of the armies of the north and northeast. The cavalry had played there an important rôle, in spite of the feebleness of its weapons and its fatigue: a division of cavalry at that period scarcely

contained a thousand horsemen, two hundred cyclists, three sections of machine guns and three 75mm. batteries.

But our large cavalry units had *learned* a great deal and they progressively adapted themselves to the new form which war had taken on: combat dismounted by fire action became the habitual method of combat of the cavalry. In certain circumstances fire action did not represent a short operation but was prolonged; the horses were sent to the rear and the ground organized. In each regiment the men without horses were formed into a dismounted squadron. The means of fire were revealed as insufficient; lacking bayonets, certain units used the lance.

There was indeed produced a true revolution in the tactics of the cavalry, and one can not better express it than to cite extracts from a note which General de Mitry issued in April, 1915:

"War has imposed on cavalry new methods of combat. In the offensive as in the defensive fire now plays the principal role; but while, in the defensive fire often suffices by itself to break the spirit of the enemy, it remains on the offensive *subordinate to movement*, since *movement is the primordial requisite of all fruitful cavalry action*. . . .

"It is not sufficient to foresee combat dismounted of small units, platoons or squadrons, but the united action of the regiment and the brigade, either alone or in the greater framework of the action of the division must be anticipated.

"The methods and the procedure of employment ought to be patterned after that of the infantry, but always conserving to the fire action of cavalry its characteristic of violence and surprise. . . .

"Whenever possible start the action by surprise and on a wide front, placing from the beginning all that is necessary in the line in such a way as to take advantage of convergence of fire and efforts.

"In conjunction with a fire action thus conducted there will be a mounted action in the enemy's rear of some elements against troops which are tired and broken up by the struggle or poorly supported. Such action has still a very powerful effect."

The new doctrine of the cavalry was established along lines which have not changed.

During the operations of the Race to the Sea, the outflanking attempts ended only in the prolongation of the front, and this is explained from the fact that the opposing forces were all about equal, that it was necessary to cover the successive debarkations of forces of all arms which had been brought to the fight, and then to march again toward the uncovered wing.

In spite of these unfavorable conditions, it can be said that thanks to our units of cavalry, over a distance of 200 kilometers as a bird flies, our forces were conducted in safety from one battle to the next, from the Marne to the Yser.

d. *Stabilized Warfare.*

Beginning in 1915 until March 1918 the war of stabilization did not give the cavalry any chance to intervene.

But, this long period permitted the cavalry to profit from the lessons of the beginning of the war, to increase considerably its means of fire, and to put into final shape the method of employment corresponding to the new conditions which the first operations had disclosed.

Cavalry units participated in the combat, dismounted, by occupying certain parts of the front either alone or mixed with units of infantry.

Its cadre furnished a precious reinforcement to those of the other arms. Dismounted units were constituted by drawing upon the mounted units and in December, 1917, and January, 1918, two divisions of dismounted Cuirassiers were formed and were soon reported as units of the first order.

After several successive modifications, the cavalry division was made up as follows:

3 mounted brigades of 2 regiments each; each regiment having at its disposition two sections of machine guns, and some automatic rifles. The troopers were armed with a carbine and bayonet and furnished a liberal allowance of cartridges.

1 battalion of cyclists.

1 battalion of 77mm. of 3 batteries.

2 battalions of armored vehicles (37mm. and machine gun).

The Cavalry Division became a unit which kept its mobility but possessed powerful means of fire.

In 1917 a cavalry regiment formed an organic part of each Army Corps, and a half regiment, likewise, was an organic part of each independent Infantry Division. This was the condition when, on the 21st of March, 1918, the enemy broke the British front by a powerful attack.

On the 22d of March, at noon, large French units were thrown into the region of Noyon (among which was a dismounted division of Cuirassiers). The First Cavalry Division was brought into the region of Roye, the 5th and 4th Cavalry Divisions to the west of Roye and toward Moreuil. These three divisions were not formed into a corps but acted independently.

The cavalry was immediately engaged in action; thanks to its special qualifications, its elements, kept informed by reconnaissance detachments, intervened rapidly at the points where it was necessary to employ them, executing flank marches which they alone could accomplish under such conditions. Resisting at a point that it was important to hold, slowing up the march of the enemy, the cavalry divisions allowed reinforcements to enter in line. The armored cars, a new creation, rendered the greatest services.

It was the first experience of these divisions in the utilization of the

powerful means of fire which had been given them; their action was a little disjointed and their dismounted tactics still lacked suppleness.

The German attack was stopped by the arrival of allied reserves. But it was renewed the 4th and 5th of April, stopped and was resumed the 9th of April in Flanders.

The II Cavalry Corps at this moment was behind the lines. During the night of the 11th-12th of April, 1918, it received orders to march rapidly to the region of Saint-Omer and to cross the Somme. Two hundred kilometers were covered in perfect order in sixty hours and the Cavalry Corps (2d, 3d and 6th Cavalry Divisions) was placed at the disposal of General Plumer, as well as the French forces which were in the region of Saint-Omer. This time, indpendent divisions were no longer thrown into the battle, but an organized Cavalry Corps, which marched with all its means to the fight. Liaison officers were sent forward to the units which were engaged in action; the situation was serious. The First and Second British Armies were retreating and a breach threatened to open on account of their divergent line of retreat. The English front was seriously shaken.

The Cavalry Corps deployed rapidly behind the British front, and established contact with the enemy by means of weak elements and then stopped his advance by the barrier of its fire. Reinforcements arrived, and after several days of severe combat in the region of Mont Kemmel in which the Cavalry Divisions participated on foot, the situation was reestablished.

The characteristic thing in this operation was the rapidity with which the Cavalry Corps was able to march to the battle, all its means united, without hindering the traffic on the railroads, and the rapidity with which it could lay down a continuous curtain of fire on a wide front.

In May, 1918, the Germans suddenly started a new and powerful offensive between the Oise and Reims; on the 27th of May, after a short but very powerful artillery preparation, the enemy rapidly overran our first position and succeeded in reaching the Aisne whose bridges were intact. A large gap was open.

From the 27th of May reserves were directed toward the Aisne, and among them were the I and II Cavalry Corps.

The I Cavalry Corps (1st, 4th and 5th Cavalry Divisions) was at rest on the Marne in cantonments which were widely scattered and had available only four brigades out of nine, belonging to the 4th and 5th Cavalry Divisions. It was then in rather bad condition, stripped of the greater part of its means.

A reconnaissance detachment sent forward quickly furnished the Commanding General of the Cavalry Corps information concerning the

situation. An advanced center of information which was established made it possible to collect and classify the information.

The weak units of the Cavalry Corps went into action in the gaps which were produced between the decimated infantry units, reestablished cohesion and liaison. On the 28th of May, at evening, on about twenty kilometers of front, there was only a curtain made by four cavalry brigades around which some few elements of infantry had rallied.

On the 29th, the 1st Cavalry Division rejoined the Cavalry Corps. but the enemy renewed his attack and could only be delayed until his arrival at the Marne, the line on which the front was reconstituted.

The whole of the II Cavalry Corps (2d. 3d and 6th Cavalry Divisions) was in the region southwest of Amiens, with all its units united. Its losses in men following the operations of March and April had not yet been replaced and, as a result, it had more than a thousand led horses.

At three o'clock in the morning on the 28th of May it received an order to march to the region of Beauvais, and then by subsequent orders to reach the Ourcq. Thus it marched 215 kilometers in three days and found itself confronted with a very confused situation which it cleared up by sending forward a reconnaissance detachment. A breach was open. On the 30th of May the divisions concealed it. The Cavalry Crops had at its disposal some elements of the 26th Infantry Division which was detraining. The enemy was held on the 31st of May and 1st of June and even attacked with success at certain points. A gap was opening toward the right where the VII Army Corps was located. On the 2d of June the Cavalry Corps attacked and the Germans were momentarily stopped. On the 2d of June it was relieved and passed into reserve.

An Army Commander was able to write the beginning of June:

"The success of the enemy on the Ourcq lasted only a day, and it is certainly due to the activity of the Cavalry Corps that the enemy offensive was stopped. The resistance made by the Cavalry Corps gave us the time to oppose the enemy with the necessary forces, to organize them and to reach the present situation, which permits us to vouch for the future."

In these periods of crisis the cavalry was revealed to be a mobile reserve of fire of great value at the disposal of the high command. Its large units were able to march rapidly to the threatened points without bothering the traffic on the railroads or the highways, to clear up a confused situation rapidly, to intervene in the battle with all its force united, and to offer the first organized resistances to the local success of the enemy, giving thus to the reserves of all arms the time and the information necessary to enable them to reestablish a compromised situation.

Just the same, the interventions of the cavalry in dismounted combat had not in every case shown enough suppleness. They had really tried to adopt as much as possible the methods of infantry combat and had even sought to organize under such circumstances companies and battalions. From this change of formation made at a time when the cavalry was forced to act on foot, some delays arose and it caused the greatest inconvenience by not always leaving to dismounted units the same leaders who had commanded them under all other circumstances.

e. *The last period of the war: the exploitation of the success.*

But soon the Allies resumed the initiative. and recognizing indications of enemy weakness, Marshal Foch who now had American forces at his disposal. decided at the end of August. 1918, to start a decisive battle which should commence the 26th of September.

Three operations were contemplated:

1. Between the Meuse and the Suippe. entrusted to the First American Army and the Fourth French Army.

2. Between Arras and Reims. to be conducted by British and French forces.

3. In Flanders, under the high command of the King of Belgium. who should have at his disposal Belgian. British and French forces.

Events happened rapidly: In the Orient the Bulgarian front had been brushed aside by the attack of General Franchet d'Esperey. who personally had turned loose his cavalry (three French regiments under the orders of General Jouinot-Gambetta) and had launched it on the enemy's rear as soon as the front had been broken. Our cavalry advanced over a mountainous country with almost no roads, and obtained in this manner a surprise effect by appearing before Uskub, of which it took possession. and closed the line of retreat of the Second German Army. Bulgaria was forced to conclude an armistice on September 29, 1918.

The French and Serbian Cavalry threw themselves forward in pursuit of the Austrian forces which were falling back toward the north, and after thirty-two days of pursuit reached the Danube, during which time our units covered about 700 kilometers.

The Turkish Army was also powerless to do anything. On the 3d of November, Austria-Hungary capitulated.

The circle was closing around the central empires whose forces were yielding everywhere. and whose morale was declining.

In order to finish the enemy, Marshal Foch organized, under the direction of General Castelnau, an attack in Lorraine, having as its objective the Sarre and directed at its railroad lines.

The final success was near; also the main bodies of cavalry were stationed at points from which they could begin at once its exploitation.

This is why, from the end of September the II Cavalry Corps (2d, 4th and 6th Cavalry Divisions) moved to the Allied left wing, where it was placed under the orders of King Albert I.

The I Cavalry Corps (1st, 3d and 5th Cavalry Divisions) massed itself behind the American Army between Chalons and the Argonne.

The II Cavalry Corps was forced to content itself, at the beginning, by following the infantry, which it passed on the 10th of October. But the German resistance compelled numerous halts which necessitated the momentary intervention of the infantry. This resistance grew weaker at the beginning of November. The advance of the II Cavalry Corps was then more rapid, and by its own means. The route to Brussels was about to open.

At the end of October, the I Cavalry Corps was placed at the disposal of General Castelnau.

The hour of the cavalry, so long awaited, was about to sound. But the armistice of the 11th of November stopped its dash. One may conjecture what results would have been obtained by these masses of disciplined cavalry, well instructed, having a high morale, acting on the flanks against an enemy, demoralized, beaten, and having his lines of retreat cut.

This rapid glance over the actions of the French Cavalry during the course of the last war, shows us that its units were far from being inactive. Divisional and Corps Cavalry carried out well all the missions foreseen by our regulations.

During the first period of the war (war of movement), the large cavalry units were constantly employed; also, the fatigue of men and especially horses was great at the moment when their most strenuous efforts should have been demanded. Moreover, the cavalry, during all the active operations at the beginning of the war, had only a little fire power in front of an enemy provided with means far superior to theirs.

In spite of that, the cavalry rendered a great service. One should note that the enemy cavalry, though powerful and brave, did not know how or did not dare, at the most opportune time, to profit by the opportunities which were offered it.

Without our large units of cavalry, it can be asked how the gaps which opened between our armies and our army corps would have been filled, how the debarkations of units of all arms would have been covered, and large units transported from one point to another of the vast field of battle.

In the hour of crisis a call was always made to the cavalry and never in vain.

The cavalry showed themselves to be a mobile reserve of fire of great value during the operations of 1918 in particular.

To sum up, during the course of the war, our cavalry furnished information, covered, fought in liaison with the other arms; the exploitation of success was stopped, except in the Orient, at the moment when it was about to commence under the most favorable auspices.

Present Day Organization of the French Cavalry

The experience of the war was the basis of the new organization of the French Cavalry. It had shown that the cavalry should remain an arm capable of moving rapidly with all its means, of maneuvering over all kinds of ground, at the same time making use of its configuration and nature with maximum adaptability; means of fire ought to be powerful without destroying mobility. When called upon to act independently on large fronts, it was indispensable that the cavalry should be provided with the means to gather the necessary information for its own maneuver and for the high command, and to transmit this information rapidly. It was therefore necessary that it should have:

Means to search for information.
Means of transportation.
Means of fire.
Means of liaison and signal communication, corresponding to the special conditions of its employment.

On the other hand, the considerable reduction in strength and the length of active military service rendered the problem still more difficult. It was necessary to instruct, in a relatively short time, its noncommissioned officers and men who need to know a great deal, much more than before the war when a relatively long time was available.

At first thought it does not seem very easy to conserve mobility and suppleness in a unit when one wishes to increase its means of fire, and as an inevitable consequence, its supply of ammunition. As is usual in the study of every new organization, the questions were listed in order.

The most important was that concerning transportation. There were two means available: the horse and mechanical vehicles.

The horse is *today* the means of transportation and maneuver which suits the cavalry the best. He travels almost everywhere, possesses a variable rate of speed, and is capable of covering with sufficient rapidity distances which are relatively considerable. Horse raising is an industry well developed in France. On the other hand, it is necessary to train him, he is rather vulnerable, particularly when he is halted and in a group, but his mobility makes of him, after all, a rather difficult object to hit when he is in movement.

Mechanical vehicles include the bicycle, automobile, motorcycles, light carriages, small and heavy trucks. Under certain conditions they can be used off the roads, at least when the ground is not especially cut up. According to their size and power, they can transport several men and more or less heavy material at commercial speeds which are sufficiently high and on long trips.

A more or less thick armor can diminish their vulnerability. But uniting them in a group for marches creates an object which is very

easy for aerial observation to pick up, much more so than the mounted units, who can almost instantly disperse and hide themselves.

Each of these two methods of transportation represents, then, some advantages and some disadvantages. This is why it was thought that without eliminating either of them, the two methods could be combined usefully.

First of all, it seemed self-evident that there was a big advantage in having all transportation designed to insure to all units the means of living and of fighting made by automobile. One could then supply, without fatigue, rapidly and over rather great distances, units as mobile as are those of the cavalry.

On the other hand, experience has shown that a Cavalry Division carrying out, for example, a mission of exploration, would use up nearly two mounted brigades (four regiments) in the search for information (terrestrial reconnaissance detachment), in assuring its own security (advance guards and flank guards) and to establish contact and generally hold its third brigade and cyclists for maneuver. Besides the action of these reserve elements is never instantaneous under the conditions of modern war, but necessitates a certain delay. A cavalry operation, while always rapid, demands, however, a series of successive operations imposed by the present day powerfulness of fire and the necessity for methodical reconnaissance of the enemy.

It would then be advisable to transport on mechanical vehicles these reserve elements which could be used only after a certain delay. One would have, then, at his disposition, organized units, not fatigued, who could be employed at the proper point, either to attack or to hold a position. Every change ought to be progressive and take into consideration the means which are available immediately, material means resulting from national industry . . . and the possibilities of the budget. This is why it was decided to keep the Cavalry Division with two mounted brigades and to give it a regiment transported on automobiles to which was given the name of a regiment of *Dragons portes*: a regiment formed of non-commissioned officers and men belonging to the cavalry, including three battalions, under the command of a colonel. In time of peace, on account of reasons of strength and finance, there is only a single battalion which is utilizing temporarily the bicycles of the old group of cyclists which has been done away with. This battalion in the future will be equipped with cross country vehicles. The two other battalions will be organized from reservists, belonging to the cavalry with a back bone of elements of the active army. For the time being they will be transported in trucks.

The means of fire of the cavalry have been highly developed. Each mounted regiment is provided with automatic rifles distributed amongst the squadrons. The regiment has four squadrons, each of four platoons

(three in time of peace). It includes, in addition, a squadron of machine guns transported on little horse-drawn vehicles.

The regiment of *Dragons portes* is about equal to a regiment of infantry.

So far as artillery fire is concerned, it appeared necessary to make it as powerful as possible, but at the same time to avoid overloading the cavalry division; this is why the division was given two battalions of horse artillery organically. The battalions are composed of three batteries each and are well suited to follow the mounted brigades. One battalion of heavy artillery also forms an organic part of the division.

In addition, a commanding officer for the artillery of the cavalry division has been assigned it and he has been given the means of command which permit him, when it shall be necessary, to command the reenforcing artillery.

It must not be forgotten that cavalry divisions, called upon to operate independently in certain cases, have need of being informed as to the situation.

The search for information will be entrusted to aviation and to mounted detachments and automobiles. It is certain that by the combination of aviation and mounted units, reenforced by automobiles, missions of discovery or reconnaissance will be well executed. The aerial reconnaissance detachments, as well as the method of functioning of the terrestial reconnaissance detachments, will be covered farther on. So far as the automobile means are concerned, they are supplied by the armored car organizations (squadrons, each of four platoons), cross-country cars, armored, swift and armed with machine guns and a semi-automatic cannon of small calibre.

In addition to their employment on reconnaissance, the armored cars will take a part, in conjunction with other units, in the execution of all the missions which fall to a large cavalry unit.

Finally, it is necessary that a unit ordered to act on a large front shall have means of liaison and of signal communication which will insure transmission of information and orders. For this purpose the cavalry division has many means of its own and in its different organizations: sending and receiving wireless sets, telephones, optical instruments, pyrotechnical means, automobiles and, last of all, its horses.

It was thus the organization of the French Cavalry Division was decided upon, which includes:

Divisional staff and the services of supply.

Two mounted brigades.

A regiment of *Dragons portes* of three battalions; one battalion is on bicycles and soon will have cross-country vehicles, the other two in trucks.

Two or three squadrons of armored cars.

Two battalions of horse artillery, 75mm.
One battalion of heavy automobile artillery (105mm.).
Company of engineers in automobiles.
Usually one aviation squadron (observation).
One set of bridge building material.

To sum up, it has been attempted to join mobility to as great a fire power as possible, and this latter is far from being negligible, since the division has about five hundred automatic arms and an artillery of appreciable force capable of absorbing reenforcements.

The corps and divisional cavalry have been organized along similar lines.

The small number of cavalry divisions existing today will often result in a number of army corps not having in front of them a large unit of cavalry. It will, nevertheless, be necessary for them to be informed of the situation; their march and their action, as well as that of the divisions, will need to have scouting carried out and to gain information. It was for this reason that each army corps was given as a part of its organization a corps reconnaissance group and to each division of infantry a divisional group of reconnaissance.

The same problem at once presented itself in the formation of these groups of reconnaissance as for the cavalry divisions: it was necessary to preserve for these units a satisfactory mobility over all kinds of ground, at the same time giving them an appreciable fire power. As a matter of fact, reconnaissance groups ought to be able to search the terrain very carefully in the zone of action of the large units to which they belong, but their investigations should not be stopped by slight or isolated enemy resistance, or by a thin curtain of fire rapidly stretched. It was then necessary that they should possess sufficient rapid and mobile means of transport over all kinds of terrain, and a reserve of fire capable of supporting them, or under which they could withdraw.

It was decided to effect this change progressively in the following manner:

The search for information and the maneuvers over any terrain will be confided to the mounted squadrons supplied with automatic arms;

The reserve of fire power will be constituted for the present of a squadron of cyclists well supplied with automatic arms;

Finally, a platoon of machine guns transported in automobiles, including four semi-armored cars armed with machine guns, and five motorcycles with side cars, permit reconnaissance at short distance, insure fire support at one or several desired points rapidly, and insure the necessary liaison;

A radio station insures the rapid communication with infantry units and with aviation.

Reconnaissance groups of army corps and infantry divisions have the same composition with a single difference: the reconnaissance group of the army corps has two mounted squadrons and is commanded by a colonel who has authority over all of the reconnaissance groups of the divisions composing the corps.

The reconnaissance group of the infantry division, commanded by a field officer, has only one mounted squadron instead of two.

This organization marks a first attempt in the change of the units of corps cavalry; it has not been decided definitely. The reconnaissance groups will be made up of elements of the reserves intermingled with elements of the active army. Some of them have been made up under these conditions and in a temporary manner for maneuvers or field exercises, and have caused some interesting observations.

It can be said that the French cavalry is in process of transformation and that without renouncing the horse, which at the present time offers resources that one would not know how to procure by other means, it is seeking to augment its possibilities of action by an accurate amalgamation of horses and mechanical vehicles.

This transformation, coming at a time which is marked by an appreciable reduction in strength and in the duration of active service, is only possible with trained non-commissioned officers who are well imbued with the greatness and importance of their task.

Instruction in equitation and the love of a horse are still the basis for the training of the young officer, and is the best means of developing dash and deliberate audacity. But it is completed by a well-grounded instruction in the more and more varied means that cavalry will henceforth utilize; instruction in the automobile, the fire of weapons, signal communications, mapping, employment of mounted units, automobile and transported units; action either alone or in conjunction with other arms.

This is why American army officers who have done us the honor to come and take the course at Saumur can bear witness to the activities seen there, for the purpose of insuring a varied instruction which demands hard work on the part of the instructor and pupil, but very productive in results.

Present Day Conceptions of the Role of Cavalry and the Accomplishment of Its Missions

If the cavalry has been forced by the experience of the war to progressively modify its organization and methods of combat, it has none the less conserved its traditional role which is defined by this phrase taken from the "provisional instructions concerning the employment of large units of October 6, 1921":

"Cavalry furnishes information, covers, fights in liaison with the other branches."

But henceforth it can be said that *the cavalry maneuvers mounted on horses and in automobiles and fights by fire.*

These two formulas define very clearly the role and the method of employment of cavalry.

a. *The cavalry furnishes information.*

One might well be in doubt as to the possibility of large units of cavalry accomplishing missions of *exploration,* after a war which for four years saw the opposing forces fighting on a continuous front, and during the course of which a new branch, aviation, was born and reached a high state of development.

It is, however, immediately following such a war that there could be written in the "Provisional Instruction Concerning the Tactical Employment of Large Units", the expressed thought of one of our greatest leaders.

"Enormous masses placed in movement by obligatory service and coalition during the last war were able to establish continuous fronts of such an extent that the wings reached out to and rested upon obstacles which were uncrossable; the power of fire only could be increased and with it the value of defensive organizations. It is to be presumed that similar situations can be produced in the future.

"But the present day military conditions in Europe make it probable that, at the beginning of a campaign, the forces facing each other will consist simply of armies at reduced strength, whose mission it is to protect the mobilization en masse of their country or to slow up that of the enemy. These armies will be forced to maneuver and utilize the open spaces. A similar situation can also be presented when the exhaustion of the forces shall have allowed some breakdowns in the continuous front and created some intervals."

It is difficult to discuss an opinion so firmly established, the value of which is still increasing following the considerable reductions which have been and will still be made in peacetime armies and in the duration of active service.

So far as concerns aviation, this arm does not claim to be a rival of the cavalry, but, on the other hand, gives to the latter the possibility of accomplishing its missions more easily. Aviation and cavalry complete each other, and by their combination ought to obtain the most fruitful results.

In truth, aviation has at its disposal a command of space without limit; it can go fast and far. But it cannot *identify* the enemy units whose presence it discovers in a certain region, and it cannot function *under all conditions.* (Bad weather, forests, etc.)

Taking into consideration the precautions which forces of all arms will henceforth exercise to conceal their presence from aerial investigation, the fact that aviation has "seen nothing" in a definite region does not permit the positive affirmation that there are no forces there.

Cavalry goes slower and not so far; it is stopped by resistances which it encounters if these latter have superior means. But it can carefully search all covered ground, identify the enemy and, if need be, temporarily stop or slow up his advance. When a cavalry corps or division has reconnoitered a definite section of ground, one can be certain that there either is or is not an enemy force therein. One is *certain.*

It is necessary then to take advantage of the different capabilities of these two arms in the accomplishment of the same task: aviation will search for the *large bodies* of the enemy, and the cavalry will be directed toward them so as to identify them. If a large body of cavalry is stopped by enemy screening forces, aviation will fly over the zone which is denied to cavalry reconnaissance detachments and will attempt to discover the main body behind their security elements.

The two arms then compete each other, and by uniting their efforts will gather information which, when joined together, will clear up the situation.

In certain cases where aviation will not be able to observe on account of special conditions, cavalry alone will carry out the missions of exploration.

The advance of science now permits certain types of airplanes to transport a great weight of projectiles which they can let fall, with no limit as to range, on enemy objectives which they can reconnoiter and see. It certainly seems that *there* is an ideal which the artillery has never claimed; before its realization by aviation, had anyone thought of suppressing terrestrial artillery? The thing seems as logical as to think of replacing cavalry by aviation on its mission of exploration. The artillery contents itself with profiting from the facilities of observation which aviation possesses in order to utilize them for its own good, and aviation aids and prolongs the action of the artillery.

These two arms then complete each other in the accomplishment of certain missions but do not replace each other. It is the same with the aviation and the cavalry.

How can the cavalry corps or a division of cavalry accomplish a mission of exploration?

It is a question, in such a case, of advancing on an assigned axis or by a definite zone to determine the presence or the absence of enemy forces and to identify them.

The distance of this operation will not be great and generally will not be beyond the main body of cavalry by more than two or three days march of large infantry units, so as to give the reconnoitering elements time to seek for the information which is demanded of them, to collect and transmit it. This also permits forces of all arms to exploit this information and to relieve or support the cavalry. Beyond this radius of action the situation as a whole will be scouted by the aerial organizations of the army.

A large body of cavalry, the division for example, will be preceded by a *reconnaissance detachment*. That is to say, by *small aerial and terrestrial units* charged with *furnishing it information* concerning the activities of the enemy, in certain principal directions, on definite and successive objectives. The distance that this reconnaissance detachment will go will be limited by the obligation of furnishing the information to the Commanding General of the Division in time for him to take advantage of it. The development of signal communication, and particularly the wireless, permits these reconnaissance detachments hereafter to go to a lesser distance than formerly when the horse, or the carrier pigeon, were the only means of transmitting messages. It may be said that in most cases the terrestrial reconnaissance detachment will operate within a radius of action that will correspond roughly to a day's march, that is to say, thirty or forty kilometers. Taking into consideration the rapidity with which information can be transmitted, in most cases this distance will be sufficient to allow the Division Commander to maintain his *freedom of action*, to support his reconnaissance detachments and to carry out his mission under the most favorable conditions.

The aerial reconnaissance will be confided to the divisional observation squadron which will extend and complete the action of the terrestrial reconnaissance detachment, without going to too great distances.

The terrestrial reconnaissance will henceforth be entrusted to detachments made up of mounted and motorized units. Their strength will not be greater, except under special conditions, than a "squadron" with machine guns.

In 1914 one did not hesitate to send reconnaissance patrols *to great distances* commanded by an officer and composed of carefully selected troopers. But if, thanks to their special composition, these elements succeeded in attaining the objectives which had been assigned them, they could only with difficulty get information back in time to be of use.

Within certain limits and for this reason this procedure was given up, especially since the increase in automatic arms rendered the accomplishment of such missions by a small number of men particularly difficult and often impossible.

The reconnaissance detachment possesses rapid signal communication (radio and automobile). While not having a great offensive value, it does, however, possess, thanks to its allowance of automatic arms, a certain fire power which permits it to brush aside a weak enemy resistance which it cannot avoid. It is rapid enough and possesses a great mobility over all kinds of ground. It advances from objective to objective preceded at a short distance by reconnaissance parties directed on these successive objectives. These latter send back the information they gather to the reconnaissance detachment, which assembles it and sends it to the division commander. If the reconnaissance patrols are stopped, the detachment

looks for a gap or an interval, without departing too much from the axis which it was to reconnoiter. If it does not find one it attempts to force a passage at the point which seems to lend itself best to such an operation. If the action is successful it detaches new reconnaissance parties; if it fails, it has already obtained information concerning the enemy strength at the point where it has struck with all its concentrated power. It transmits this information and keeps the contact while continuing to observe the enemy. If it appears possible, it renews its attempt at another point. In any case, it notifies the divisional observation squadron, which seeks to observe beyond the line where the detachment was stopped.

There is one inevitable question on the subject of the reconnaissance detachment: ought they in the execution of their mission to rely on a ruse or on force?

The French doctrine at the present day tends more willingly toward the first process, and attempts to keep its detachments light and mobile while at the same time furnishing them a certain fire power. The second process offers the inconvenience of tending toward a "piecemeal action". As a matter of fact, the strength of a detachment is only *relative;* a strong detachment is a heavy detachment which reveals its presence more easily. As soon as a detachment is reported in a certain region, its mission becomes very difficult. It is sought out, harrassed and has no other alternative than to fall back or to be destroyed. Moreover, the detachments are made up, naturally, by a levy on the strength of the large cavalry unit that detaches them and the stronger they are, the more they weaken the parent force, which is a grave consideration.

When the reconnaissance detachments are stopped the cavalry division which sent them out will support them with all or part of its means. The division marches in the trace of its reconnaissance detachments from objective to objective, covered by advance and flank guards. It uses at first the roads and highways by making up articulated march groups, then from the moment when the effects of the enemy's artillery is to be feared progresses across country.

The new organization of the cavalry division, which hereafter will include horses and motorized units, elements of different speeds and nature, necessarily has a reaction on the composition of the march column. A division of modern cavalry will advance generally in two echelons. The first will include the mounted brigades, the horse artillery, some armored cars and some cyclists or cross-country vehicles. It will constitute the first element of maneuver, charged with clearing up the situation. The second echelon will be formed by porteé units. These will move by varying bounds, their length being fixed by the commanding general and conducted *at their most favorable speed of march* within the safety zone furnished by the first echelon. A close connection will be maintained between the first and second echelon, the latter throwing

forward particularly the necessary reconnaissance parties who investigate the road net so that the march can be made in security by the best and most favorable itinerary.

While the first echelon is more especially the element designed to clear up a situation and to establish first contact with the enemy, the second element represents an organized unit all of whose resources are united and whose offensive or defensive capacity is far from being negligible. It can be used either to make an attack on a narrow front or to insure the possession of important parts of the terrain. To sum up, it is an intact reserve at the disposal of the commanding general. If it is *well prepared,* its intervention in the battle will not take long. Except under very special conditions the action of a large body of cavalry henceforth due to the power of fire will not be instantaneous, but progressive although rapid.

The division commander receives successive information from his aerial and terrestrial reconnaissance detachments; thanks to them, he builds up a more or less definite idea of the difficulties that he will encounter.

The space at his disposal permits him, within the limits of his mission, to modify his itinerary and formation, with the idea of going around the resistances which are reported or of reconnoitering them more definitely for the purpose of breaking them at the most favorable point.

Combat, without being an end, will really be a necessity when one wishes to know the nature and the strength of the enemy forces encountered. The information furnished by the aerial and terrestrial reconnaissance detachments have a certain value; particularly they shape the maneuver of the cavalry division. But it is necessary to verify it.

Covered by advance and flank guards which have received a definite mission, the mounted brigades, generally abreast, march forward by bounds of varying length toward the line reached by the reconnaissance detachment.

The units of the second echelon increase their reconnaissance of the ground and of itineraries so as to prepare for their entry into action.

Soon the advance guard comes up with the reconnaissance detachments and, in conjunction with them, obtains more definite information about the contact.

Under certain conditions, in order to clear up the situation and aid his contemplated maneuver, the Division Commander may order the Brigade Commanders to make local attacks on definite objectives such as observation posts or valuable terrain features. These operations are carried out with limited forces, determined by the Division Commander, and generally only include the advance guards, which are sometimes reinforced, with artillery support and small arms fire.

The Division Commander selects the spot where he intends to open the fight. The forces selected for the operation are led in front of their objectives, toward which they advance dismounted, all the time combining fire and movement. This attack, on a wide front (about four kilometers), made by a force about the size of a brigade, with its flanks protected, may overcome the resistances which have stopped the reconnaissance detachments. After a certain time it will be stopped itself.

But, in this case, the division commander has by successive orders prepared for the intervention, as quickly as possible, of a mass of maneuver which he plans on using at the favorable moment in order to deliver a powerful attack on a narrow front from a point in his front line. This attack would have the support of all available artillery and the maximum of small arms fire.

He will hold out a mobile reserve for use in case of need.

The attack on a narrow front, exactly like that of an infantry attack, has for an object the conquest of objectives whose possession will permit the exploitation of the success obtained. If it succeeds, measures are quickly taken to continue their mission; if it fails, important information will have been obtained on the size and the nature of the enemy's forces.

This method of attack of the cavalry division will generally be employed when the enemy presents a continuous line of fire. At other times, when the outflanking maneuver is possible, the front of the enemy will be held to its position, and the decision will be sought by an action on one of his flanks.

A cavalry attack should, really, utilize to the maximum surprise effect and the special mobility of its means of fire.

But whatever be the maneuver employed, *it can be undertaken only if fire support has first been prepared and organized,* having for its purpost to assure, *in any case,* the possession of a favorable terrain feature. This permits the stopping of the enemy and wards off the effects of a failure. This formation of a "base of fire" is a principle which should be applied in every operation of cavalry.

If a large cavalry force, in carrying out a reconnaissance mission, is not relieved by a large force of all arms when it has established contact with the main body of the enemy, it will be forced very often to fall back before their advance. Its retirement will be methodical and it will attempt to delay the advance of the enemy with whom contact will always be preserved. The power and mobility of the fire which henceforth will belong to a cavalry division allows it to conduct such delaying operation well. (Delaying action is treated here because it generally follows reconnaissance, even though it does not form a part of it.) A delaying action consists in stretching a curtain of fire on successive positions, over a large front, utilizing the maximum range of all weapons.

Faced by a continuous line of fire of some width, the enemy finds it necessary to reconnoiter it and determine its flanks. It is then necessary to attack or seek to outflank it. All this demands time and causes delays proportionate to the favorableness of the ground for such action. The choice of successive delaying positions is really of major importance. One should seek:

A position possessing observation giving a distant view and a field of fire at the long ranges;

To utilize natural obstacles on the front of and on the flanks of the position;

To profit from cover to conceal the dispositions adopted and to facilitate the withdrawal.

The protection of the flanks demands special attention.

Moreover, it will be necessary during the occupation of a position to plan for the occupation of the following position and to establish there in advance some elements of fire; this ought to be provided for in case, for any reason whatsoever, the troops might be forced to fall back under the pressure of the enemy. Experience has shown that one cannot maintain control of nor use forces which have been forced to fall back unless they are under the protection of and act in conjunction with forces that are already in place and organized.

It is necessary then to make a division of the means at one's disposal to satisfy this double necessity.

The enemy, in his advance, which will be observed by light elements left to preserve contact and by aviation, will first of all come under artillery fire which will oblige him to modify his march formation. Then he will fall under the combined fire of the automatic arms and artillery. The more unfavorable the terrain for him, the slower will be his advance. It will be necessary for him to throw forward reconnaissance parties, to determine accurately the line of contact, to bring forward his means of fire, to launch an attack or attempt to outflank the position. But, in this last case, an outflanking movement will in itself be rather long, because the flank of a cavalry force will be covered and its front will be a long one (15-20 kilometers). *The enemy will be delayed.* In many cases it can be estimated that the delay will be prolonged during the whole day.

Besides, his attack will not be awaited; the Division Commander will give the order to withdraw as soon as he shall deem it advisable, either on account of the threat resulting from the advance of the enemy or because he shall estimate that the delay he has caused is sufficient for the accomplishment of his mission.

The withdrawal will be executed methodically, by echelons or by the whole force, depending on the special conditions and the terrain; in any case, the latter should have been reconnoitered and orders issued in advance. Weak elements will be left in contact with the enemy and measures will be taken to slow up the enemy in front of the chosen position, which shall have been already reconnoitered and partly occupied.

There will come a moment when a large unit of cavalry will no longer retreat, but will resist in place by taking up and *holding a position* according to the special conditions under which it is operating. It will then be reinforced or relieved, but in any case, it will have to resist only on a front in proportion to the means at its disposition.

The accomplishment of a mission of exploration shows clearly all the methods of combat of the cavalry. But their application and the judicious division of strength will vary with each leader and according to special conditions.

It should not be forgotten that a large cavalry force is very often independent. It is necessary to search for the information vital to its own maneuver, while protecting itself to the front and the flanks. The formation of its main body, which includes elements of different natures and of different speeds, should be sufficiently open to escape observation and losses from the enemy. It ought to be sufficiently closed up or in hand to permit its participation in the same action and for its elements to lend each other reciprocal support in the shortest possible time.

Finally, on account of its very isolation, the cavalry division should always be ready either to exploit a success immediately or to ward off disaster. Sometimes it is necessary to drive straight ahead with a powerful attack well supported by a base of fire and covered on its flanks. Other times it will be necessary to fix the front of the enemy and to throw a mass of maneuver on his flank or in his rear.

History shows that at certain times a favorable opportunity has not been seized by the cavalry: it was often only a question of hours. On the other hand, and for the same reasons, glorious actions have been accomplished. As in all human acts, a certain part is left to chance; another and greater part, to experience. The part played by chance can never be suppressed, it can only be diminished to a greater or less degree, in accordance with the value and experience of the cavalry leader, who can never eliminate all the risks but in each particular case must decide what proportion of them he is willing to run.

b. *Cavalry on the Duty of Security.*

Large forces of cavalry on reconnaissance contribute to the safety of armies by the information which they furnish and by their very presence in the region. And, besides, information is the first requisite of safety. In addition, they can be used on a security mission, either independently or in liaison with other branches.

When the cavalry receives a mission of security, the methods that it employs are comparable to those that it uses on reconnaissance. However, the zone of action of large forces of cavalry on security missions is more strictly limited, being dependent on the needs of the troops with which they are serving. The reconnaissance detachments receive zones to explore rather than axes. As a result of this, the cavalry is tied in its rear to the troops that it is protecting, while on reconnaissance, freed from all dependents, the cavalry has no other end but to search for the enemy.

The missions of security given to the cavalry can be thus expressed:

Either by orders to hold a certain line—a mission of a defensive nature—

Or by an order to insure that the troops which it is covering may be able to reach a certain region before the enemy—a mission involving the delaying action anticipated above, though this mission may also, if necessary, change to a defensive one.

In carrying out security missions cavalry may act by its own means alone or be reenforced by large units of all arms transported in trucks.

The present-day tendency of the cavalry along the lines of motorization renders this arm particularly able to use all the transported elements of reenforcement which may be given it.

In the absence of a large force of cavalry reconnaissance groups search in a normal manner for information in advance of the front, establish the first contacts, and contribute to the immediate protection of the troops.

c. *The Cavalry Fights in Liaison with Other Arms.*

During the battle, large cavalry units are employed either in the intervals or on the flanks.

The last war showed clearly the importance of their intervention either by filling an interval between two armies, or by concealing a breach which had become open in the continuous line. In this last case, a large cavalry unit can march rapidly to the threatened point with all its force united, clear up the situation by sending forward a reconnaissance detachment, and by stretching a curtain of fire, or even by gathering around itself isolated units who are leaderless, offer the first organized resistance to the advance of the enemy, thereby permitting the entry into action of reserves of all arms.

Finally, when the tide of battle has turned favorably, the cavalry immediately exploits the success. Its large units attempt to act on the flanks or on the lines of communication of the enemy, to whom they allow no rest, all the while seeking to transform his retreat into a rout. *Against a beaten enemy,* the intervention of cavalry may have a decisive result

In case of a defeat, cavalry covers the retreat of the large units and conducts a delaying action. If the defeat is serious, cavalry acts according to principles similar to those which it employs to stop up a breach. It opposes the enemy by successive curtains of fire, resists on an important terrain feature which it is vital to keep, attacks if it finds a favorable chance, gains the necessary time to permit the high command to reestablish the situation, and pursues its mission if necessary unto a complete sacrifice, which represents one of its most glorious traditions.

Conclusion

We have rapidly glanced over the past and present of French Cavalry.

What will be its future?

It can be said that the importance of cavalry, as an arm, has not diminished; very much to the contrary.

The experience of the last war has proven that the missions of cavalry are unchangeable; its methods of employment alone vary.

Cavalry must remain a mobile and flexible branch and possess great fire power without being loaded down by it.

For the present the horse is, and doubtless for a long time in the future will be, its best means of maneuver.

But there seems to be a real advantage in motorizing most of its means of supply and the auxiliary services, and a certain proportion of combatant elements.

This proportion remains to be determined; the motor vehicle armed and armored cannot at the present time *replace* the horse; but it can diminish its fatigue by supplementing the mounted combatants in the execution of certain missions and supporting their action under almost all conditions.

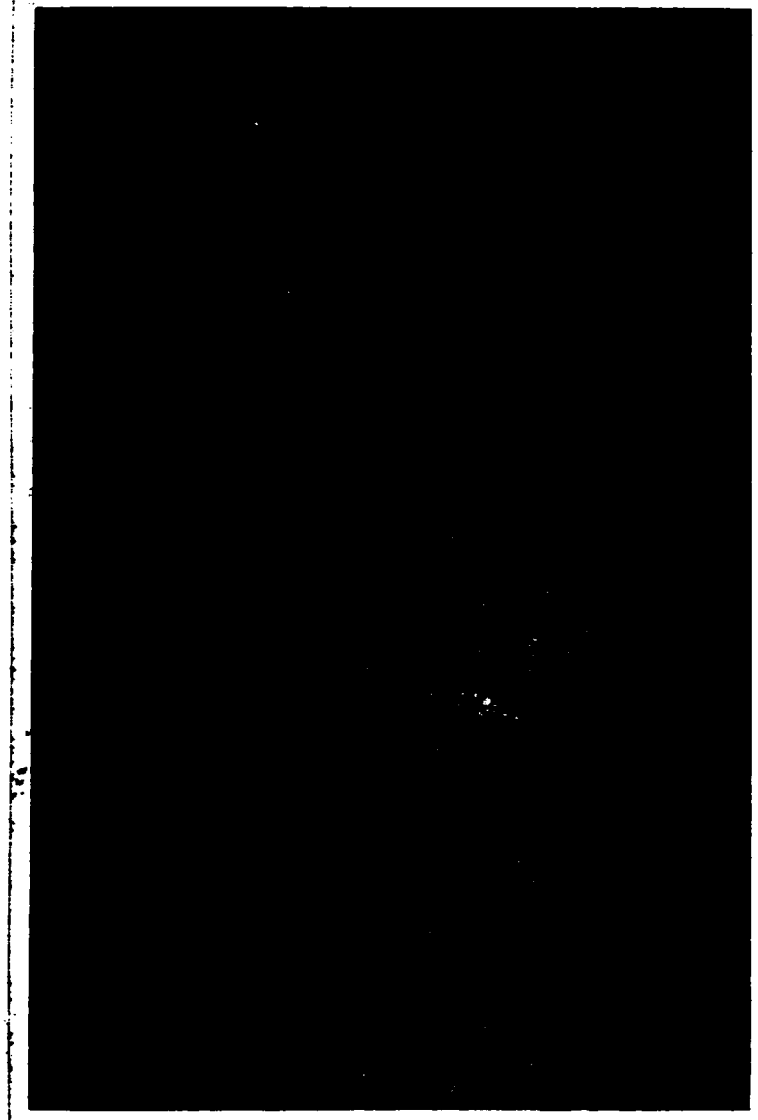
Vehicles tied to the road offer very serious inconveniences when it is a question of maneuvering. Also, their employment is anticipated only where other means are lacking.

The cavalry division, as it is constituted *at present* in France, has not an organization that has been definitely decided upon. It represents the result of experience and the necessities imposed by available man power and the financial allowances of the budget.

Only one thing is certain. It is the doctrine prescribing the employment of cavalry in France:

A large cavalry force maneuvers mounted or in automobiles and fights by fire. Mounted combat with the *arm blanche* can be expected only for small units and under special conditions.

Such are the principles which determine the employment of our cavalry.



General Lafont
Late Commandant of The Cavalry School, and recently promoted to command of a Cavalry Division.

The Cavalry School at Saumur

By General Lafont, *lately Commandant of the Cavalry School*

THE Cavalry School at Saumur is, first of all, the military center of instruction for officers and selected non-commissioned officers of the cavalry arm. It is, in addition, a school of equitation and horse training, a school of instruction for veterinarians and farriers, and an automobile school.

All cavalry officers of the active army and of the reserve, and a large part of the non-commissioned officers of this arm, come to Saumur to acquire and develop professional knowledge and, in particular, ability as horsemen.

All veterinarians of the active army and of the reserve, as well as the greater part of the student farriers from all arms of the service, pass through Saumur.

The instruction now given at the school is based on lessons learned from the immediate past, the solid foundation of an experience of several hundred years, and on traditions that go just as far back. In speaking of this, Lieutenant Colonel Picard, a former professor at the school, has very properly written the following: "Thus it may be repeatedly said, that the first pages of our national history are closely interwoven with the school at Saumur and, likewise, the dawn of the equestrian art with the traditions of its riding halls. Saumur is the best place in which to follow, step by step, the progress of cavalry institutions and of equitation, the improvement of which gravitate around the school's activating force."

Tracing its history in reverse order, Saumur has been the seat of the following:

The Cavalry School of Application since 1870.

The Imperial Cavalry School under the Second Empire.

The Royal Cavalry School in 1825.

The National School for Mounted Services in 1814.

From 1763 to 1790, the Military Equitation School for Riflemen.

Before the latter date, the Equitation Academy of the Protestant University founded by Duplessis-Mornay.

Still earlier, it was a school of chivalry where all the rulers of France and foreign countries sent their youth to earn their golden spurs; it saw the famous tournaments that were created by the nobility of Anjou; and its tradition has the distinction of reaching back to the equestrian fêtes held at Saumur in the XI century, to the tournaments of Charles VII, those of Roy René, and of the Plantagenet Henry II, etc.; and still earlier

it saw the renowned Castillians demonstrate their prowess with their tilts and jousts; and even before this, exhibitions of brilliant feats took place in celebration of the memory of even more ancient exploits—great combats of horsemen that took place in this country. This equestrian tradition goes even back to the torrential charges of the Roman and Gallic cavalry that overran the vast meadows of the Loire and the Thouet.

Placed in such an historic setting, the Cavalry School goes on its way impregnated with honor and the spirit of the horseman. Its evolution is necessarily maintained along sane lines by these exceptional traditions.

After the war of 1870-71, the school was reorganized by General Thornton. On account of the then existing conditions, which were similar to those of the present, it was necessary to give training to another category of men, that is, to selected soldiers who would normally have been intended for duty as non-commissioned officers in cavalry regiments. This plan for securing reserve material was done away with in 1880, the purpose having been accomplished. With this reserve built up, the school was again put back on its former basis.

Under the command of a general or colonel, with a colonel or lieutenant colonel as assistant commandant, the operation of the school was carried on by means of the following:

1. A horsemanship department, generally called the "Service du Manège". This department was under the direction of a field officer, the "Ecuyer-en-Chef".

2. A military instruction department, directed by a field officer as senior instructor of military exercises.

3. A general instruction department, directed by a field officer known as the "Directeur des Etudes".

4. A veterinary service, comprising a veterinary school and a school for horseshoers. This service was also charged with handling the ordinary veterinary work of the school, and was directed by a veterinarian of field grade.

5. An administrative service, directed by a field officer called the "Commandant Major". This service comprised a group of officers and non-commissioned officers who were assigned to the different departments and services to handle instruction and administrative matters for the different student classes. These latter were:

a The class for senior first lieutenants—officers who were preparing themselves for the grade of captain.

b The class for newly commissioned second lieutenants, just out of Saint-Cyr.

c The class for non-commissioned officers. These men had to pass a special examination for entrance to the school and were commissioned

General Thureau

second lieutenants upon passing satisfactorily a final examination at the end of the course.

Between 1901 and 1905, Colonel (later General) Dubois, assisted by the above organization, gave the school a very substantial impulse, all the while maintaining the high standard of instruction in horsemanship and encouraging officers to participate in all kinds of sporting events. He gave a proper orientation to military instruction, especially tactical instruction, which has ever since followed along the lines he indicated. He raised the general level of officers and allowed them to acquire a foundation of knowledge and habits of application which not only prepared them for their more or less immediate duties as captains, but also gave them the incentive to pursue higher studies and perfect themselves still further.

As a result of the war of 1914-1918, the school was completely upset. In August, 1914, all the instructors and students were scattered among various units over the different battlefields. There, very many of them gave their blood and died for their country. Others, more fortunate, contributed their very best to the very end—the victory which was the fruit of French valor, spirit and genius. This genius proved to be most capable in adapting itself and in knowing how to coordinate and utilize the courage, energy and possibilities of all the various allies.

In the course of the years 1915 and 1916, young men from cavalry organizations were sent to the school, where, in a series of courses of six months each, they were made into aspirants, or future officers. During the same period, the school received remounts and trained them, using, as means for this work, groups of properly qualified reserve officers and

non-commissioned officers of former classes. In 1917, the school became the seat of an artillery school for the United States army, just entered into the war.

In March, 1919, Colonel (later General) Thureau was given the difficult mission of reconstituting the Cavalry School.

Colonel Thureau, a former instructor at Saumur, a magnificent soldier during the war, commander of a regiment of Cuirassiers à pied, was selected to undertake this task because he was perfectly qualified to adopt the old traditions, with which he was fully imbued, to the new methods that had developed in the war and with which he was well versed, and to adjust a tested organization to a form of instruction that had to be renewed.

General Thureau took, as the foundation of the reconstruction, the old traditional group of departments and services, and to these he added a new one.

In the course of the war, the Cavalry had to admit a certain fact regarding which it had already been presented with evidence; but, on account of its traditional esprit, it had little inclination to examine this evidence. Shock action by large mounted units had been made impossible on account of the increase in fire power. As a corollary, mounted troops were usually not able to accomplish much unless they themselves could produce powerful fire effect. Out of this conception—not a new one, but a recently admitted one—were born the cavalry armored cars. A new service, the Cavalry Armored Car Instruction Center, was therefore established at the school with a field officer in charge.

The most difficult thing was the re-establishment of the horsemanship department. Out of all the large number of well trained horses on hand in the school in 1914, none now remained. All the well conditioned animals, so methodically and carefully trained and prepared for the thorough instruction of students, had disappeared in August, 1914, scattered all over the army.

Although justified by events, the total loss of this precious stock of horses seemed at this time to be irreparable. France, bled white, was compelled, in rebuilding her horse stock which was now totally inadequate to her needs, to buy mediocre horses from foreign markets, and these, at high prices. How could she build up this collection of trained horses that had been the admiration of the entire world? She went at the task, however, and at the present time it may be said that she has done well. Even if the horses, now at Saumur, are not exactly on a par with those found there in 1914, one may say at least that no other school in the world can match them. In order to succeed in this undertaking, General Thureau had to be sure of securing the assistance of the one man who was, without doubt, at that time fully capable of helping him; he needed a major who was at the same time a good horseman, an instructor

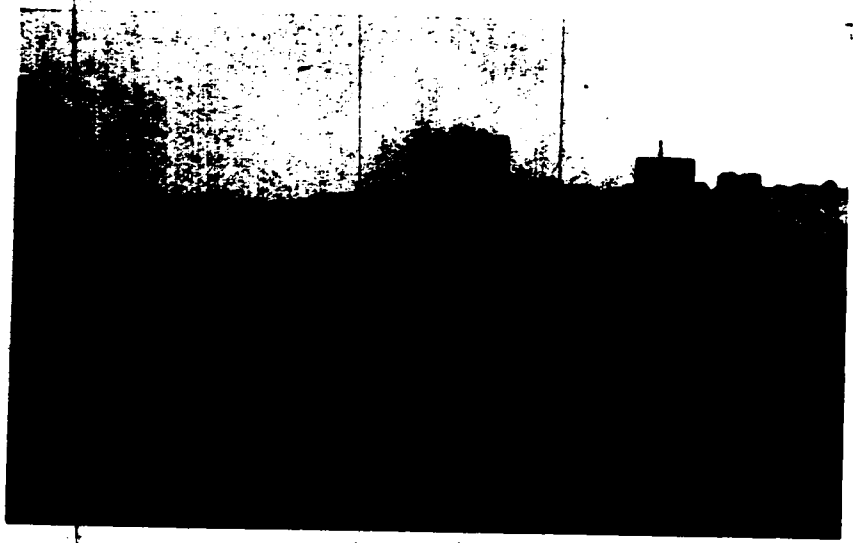
Colonel Wattel, Ecuyer-en-Chef

and an organizer, one with enough prestige to be felt by officers who, in this respect, counted only war service as their standard. Commandant Wattel was this man. A former assistant instructor in horsemanship, later an instructor, then a captain in command of a troop of cavalry, and finally, commander of a battalion of tanks during the war, he was already an admired écuyer and a very skillful performer in outdoor riding.

He showed himself to be an able and forceful organizer.

If the school of today, which started with nothing in 1919, is again proud to possess a corps of riding instructors, unique as to type, and a group of horses that no other school can match in point of numbers and variety, she certainly owes it to French resourcefulness, to her very own traditions which are among the oldest and most perfect in type, but she also owes it to Colonel Wattel.

At present, the Cavalry School, which is constantly undergoing a process of evolution within its traditional boundaries, is frankly committed to a doctrine of combat by fire action and employment of all possible means that will augment fire power. But it is still convinced of the necessity of having cavalry whose missions are the same as ever; and that, in the execution of these missions, it is of capital importance that two of the cavalry's essential qualities be carefully preserved, namely, mobility over all terrain, and ability to maneuver.



Armored Cars

The study of the tactics of combined arms, which is the foundation of all military instruction, is likewise the basis of the work given in the school. The instruction given is adapted to the possibilities of each category of students; it is presented in the form of courses, with particular emphasis placed on classroom and terrain exercises where each student receives a mission in an exercise that always brings the combined arms into play. This tends to develop reasoning power and initiative in each one.

By utilizing the foundations thus established in the course of these studies, the military instruction gives the necessary training in technique of execution. It also orients the students along the lines of instructional methods which they will have to put into practice after rejoining their regiments. It develops their physical powers and personal skill in the use of arms dismounted as well as mounted. The school utilizes for this purpose, a number of installations and pieces of terrain which, depending upon priority established by necessity and available resources, are being perfected each year. The terrain in the vicinity of Terrefort is one that is particularly utilized now for dismounted instruction and it will soon be in condition to be used for mounted work.

From now on, instruction on the subject of automobiles is to be one of the branches of technical military instruction. It is quite special and the work which it entails is heavy enough to have made necessary the creation of a particular service or department. The tactical employment of armored car units and motorized units is taught by the Departments

of General and Military Instruction; while the technical instruction on the subject of motors and of armored vehicles is conducted by the Armored Car Instruction Center. All student classes receive this instruction.

On account of the lessons we learned from the war, and in accordance with our military system of providing reserves for the army, a special category of students has come to Saumur since the war. These are the student officers of the reserve. They come from two different sources. The greater part of them, graduates of certain large national schools, are accepted on presentation of two diplomas, one for scholarship, and the other for having certain military preparation. The remainder of this category is made up of young men who have already served six months in the army and have passed a satisfactory entrance examination to the Cavalry School. Each year, about two hundred of these young men take, at Saumur, a course which lasts six months and in which each is prepared to hold a commission as platoon commander in the reserve. On being commissioned at the end of this course at the school, each of them completes the last six months of his military service by a tour of duty in a regiment.

Another integral part of the Cavalry School is the Veterinary School whose function is to train the veterinarians of the entire army. Its director is also the chief of the veterinary service of the Cavalry School. In instructing these students, advantage is taken of all the animals in the whole school. There is thus available a field and operating clinic of unusual importance and extreme variety. In a manner similar to that which I have outlined above for cavalry reserve lieutenants, about sixty young men who have graduated from the three great national veterinary schools, pursue here each year a course of five months' duration, after which they are commissioned as second lieutenants in the veterinary reserve.

The school for horseshoers, which is an annex to the Veterinary School, instructs about one hundred and sixty students per year, in two courses of six months each.

Finally, it has been found necessary to give, at Saumur, two annual courses of three months each for regular non-commissioned officers.

Such, in rather broad lines, is the organization of the school that has been developed by General Thureau and his successor.

The institution is, therefore, a military school where all subjects pertaining to general tactics and technique are taught for the improvement of officers and future officers. In this general scheme, the time allotted to equitation certainly is not now as great as it was formerly. But, nevertheless, it should be remarked that it is to the equestrian instruction and the ancient traditions connected therewith, that Saumur owes its prestige before officers, and particularly, before interested civilian horsemen, and the spreading of its brilliant reputation all over the world. One may

say that, especially within the last few years, the influence of Saumur has been considerable, even upon the few who would pretend to ignore it.

At the time when the Royal Cavalry School was reconstituted under the Restoration, the traditions of French equitation had, for the most part, disappeared. During the wars of the Revolution of the Empire, the cavalry had been allowed very little time for such instruction, and there were few instructors. The important thing was to build up again the corps of instructors. In the French equitation of the XVII and XVIII centuries, more attention was paid to form than to principles. The trend in horsemanship was toward certain objectives, the attainment of which gave men of title a certain amount of distinction. These objectives had been fixed by the experience of famous riding teachers and qualified masters, wherefore success in this line signified a certain mastership. But although certain of the most famous riding masters, in particular la Guerniere and d'Auvergne, wrote books on equitation, it was especially by means of the oral tradition, by lessons, that the art was handed down.

One of the most celebrated equitation schools was that of the King's equerry, the school at Versailles. This was revived at the time of the Restoration and two very noted teachers of the school, the two d'Abzac brothers, were in charge of it in turn.

The Versailles school reacted on Saumur not only by the traditions that it brought back into vogue but, especially, by the work of a man of great reputation who, after having been a student under the d'Abzacs, became the écuyer-en-chef of the Cavalry School at Saumur—Count d'Aure. He was an innovator in that he modernized the old school and adapted it to the new requirements of military riding. We are indebted to him for the equestrian doctrine that is, at present, the basis of mounted instruction in the French Army. One of his pupils acquired a reputation equal to his own. This man played a particularly important role at Saumur due to the fact that he was, first, a student officer at the school, then an écuyer or instructor in the department of horsemanship, later écuyer en chef (director), and finally commanded the school as a general. I refer to General L'Hotte.

The horsemanship instruction given at the school has a double objective: first, to make, as nearly as possible, a perfect rider who is at home on a horse out of doors, and can train his horses skillfully; and second, to prepare the officers as instructors, qualified to such a degree that they may choose from their own knowledge the necessary means that should be applied in instructing troops.

This instruction has been cut to the absolute minimum; to reduce still further the time allotted to horsemanship would be a serious mistake. Each reserve cavalry officer and each reserve veterinary officer rides a trained horse every day. Each regular officer in the classes rides a trained horse and a remount. The time spent in riding the trained horses,

which time is utilized to the maximum, is designed to make the officers strong, skillful riders, and to show them proper instructional methods. The time spent on the remounts is supposed to teach the students how to train horses, how to direct such training, and to provide a means of advancing to a certain degree the training of the animals assigned to them.

It should be noted that this method of instruction provides the school with a means of replacing, each year, the unsound or unsuitable animals by others that are properly disciplined and trained.

The remounts are kept in training for one or more years, according to the difficulties encountered. They are not put into the groups of so called trained horses until it is certain that all serious resistances and faults have been eliminated. This method has made it possible to avoid almost completely, the serious accidents that were formerly of frequent occurrence.

Our greatest military horseman, General L'Hotte, has writen the following: "In equitation, a person should know a very great deal to be qualified to teach even the elements of the subject." Actually these words are not applicable solely to equitation; they apply equally well to all instruction.

In proportion as the time allotted for training is reduced, the faster must that training be speeded up, the higher must be the qualifications and attainments of the instructor, and the more capable must the individual trainers be.

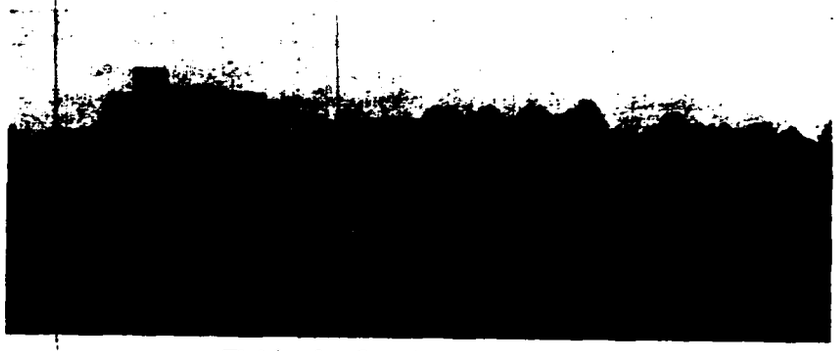
Officers must be thorough horsemen to be able to get the maximum efficiency out of horses, with a minimum of loss. This is true not only during instruction but under actual service conditions as well. The maintenance, conservation and proper handling of horses are some of the essentials that affect tactical employment of cavalry.

In order to be as real and thorough a horseman as is necessary, a man must of course have, primarily, the desire to be such; and he must have, as well, a liking for equitation and the will to improve himself.

Officers who have become good horsemen have, by this very fact, established for themselves, before their troops, a prestige which is an undeniable element of authority.

The practice of bold riding contributes to the moral equipment of officers when it is prompted by a voluntary desire that is backed up by self-confidence and the knowledge of what one is capable of doing. Such is the equitation practiced by intelligent, well trained riders. Scatterbrains and rough riders do not have this conception of bold riding.

From another point of view, it is absolutely necessary for officers to follow a kind of riding that is not purely empirical. They should be familiar with a higher equitation, one that will improve them while applying its principles, one that will continue to foster in them, as they grow older, the desire to continue to ride a horse.



Finish of a Steeple Chase at Verrie

In a word, by giving officers and future officers the benefit of a very thorough instruction in horsemanship, we take care of the present and prepare for the future; we actually give them an important part of their professional equipment; and at the same time we require them to keep fit and to perfect themselves. In addition, they are given a source of sane and worthwhile diversion. They are thus protected from the idleness and monotony that are often to be found in small garrisons.

Too many people judge the horsemanship instruction given at the Cavalry School by witnessing only the instructor's school rides. In order to keep these instructors qualified to the highest degree for their work, they are required to specialize during their tour at the school. They constitute a sort of academy that is necessary for the preservation and perfecting of the methods which give our equitation its value.

It goes without saying that, no matter what one's nationality may be, in order to ride well, one must obtain from the horse a submission that is characterized by the same effects in every country in the world. There are many schools, but there is only one kind of equitation, and that is the good kind. The apparent form of this equitation may, moreover, appear to vary. It is admitted that the variety of our breeds, the amount of blood in some of our horses which is occasionally too much in proportion to their conformation, and the necessity to use as riding animals those horses that are not suitable, have compelled us to abandon in our equitation a certain formalism that is in vogue in other countries. *Our method tends more toward utilizing the horse's natural forces to the* fullest extent rather than the idea of constraining him. This gives an equitation that is smooth and unrestricted. The beautiful seat of the French horseman, so elegant, easy and natural, is used as a model. It is not a matter of wonder that the accomplished horsemen of other countries try to copy that refinement in applying the aids, a refinement which gives the touch of distinction to the "Reprises des Ecuyers", or instructors' school rides, at Saumur. We call this the "secret of the aids".

Finish of a Steeple Chase for Officers

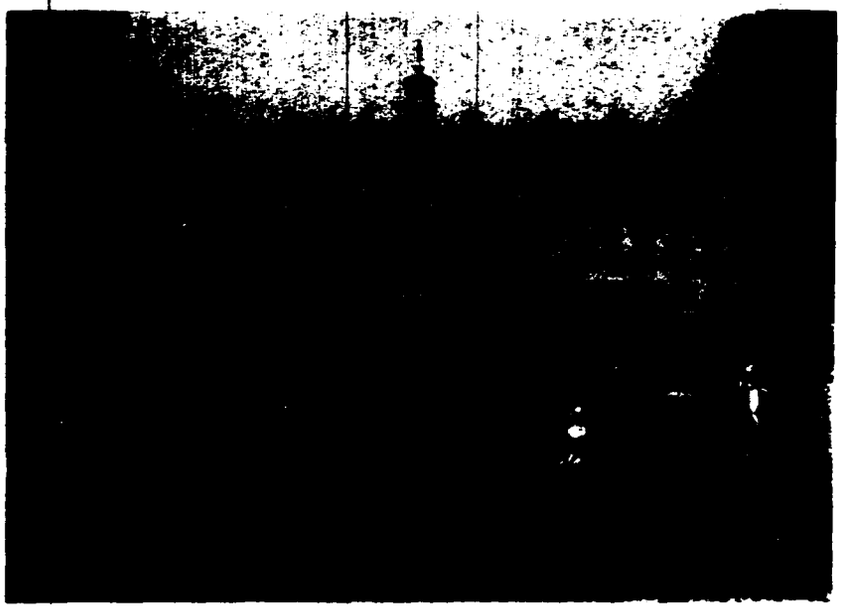
This view shows a portion of the terrain at Verrie where steeple chase and cross country events are held and where most of the outdoor jumping is done in the spring. Over 300 excellent jumps of all kinds are to be found here.

The number of horses in the school varies from twelve hundred to thirteen hundred, of which seven hundred are allotted to the horsemanship department for all work of instruction. From this number, each student is assigned one remount. In addition to riding the remount every day, each student rides, on alternate days, a jumper or a schooled horse. In using the latter, the rider is supposed to acquire a correct seat and a finesse in employment of the aids. It should be remembered that we have not yet succeeded in again producing the same quality of schooled horses that we had before the war. The reason for this is that our riders have not yet recovered the same ability. Moreover, it should be understood that particularly well trained horses should be available for this instruction. This is necessary because the schooled horses are ridden by everybody and are compelled to undergo the different reactions of all the various riders.

There is available also for the students a group of special horses. They may be used by those who have the desire and ability to train animals properly for, and to participate in, race meets and horse shows.

The department of horsemanship is provided with five riding halls. Four of these are of the same dimensions, about 295 by 98 feet. The fifth one is about 148 by 49 feet. This department uses also a piece of terrain called Bray, which is quite near the school, and finally, the famous big steeple chase course at Verrie, which is about five miles from the school.

The courses for the greater part of the students are of ten months duration, from October 1st to July 30th. During the last two weeks in July, a number of outdoor contests and sporting events are held. The "Carrousel", an equestrian exhibition that is presented on the field of that name, closes the school year. In 1918, this exhibition was given for the one hundreth time. This spectacle, which is presented according to a



The Carrousel

program that has suffered practically no change, attracts thousands of visitors to Saumur.

Thus, a very colorful and brilliant affair brings to a close the students' year of hard work. This work is a severe test for the troop officers who are supposed to find, each day, during the rare minutes that are not occupied with the many and varied kinds of exercises, the necessary time for serious personal work. This is why we say that the course is, for them, a physical and moral test. Those who come through it creditably are truly officers on whom one may count in any circumstance. They are energetic, intelligent, resolute and can think for themselves. These are indispensable qualities for a cavalry officer.

Les Haras

The Horse Breeding System and Its Administration in France

LE VICOMTE DE TONNAC-VILLENEUVE, *Director and Inspector General.*

Historical Outline

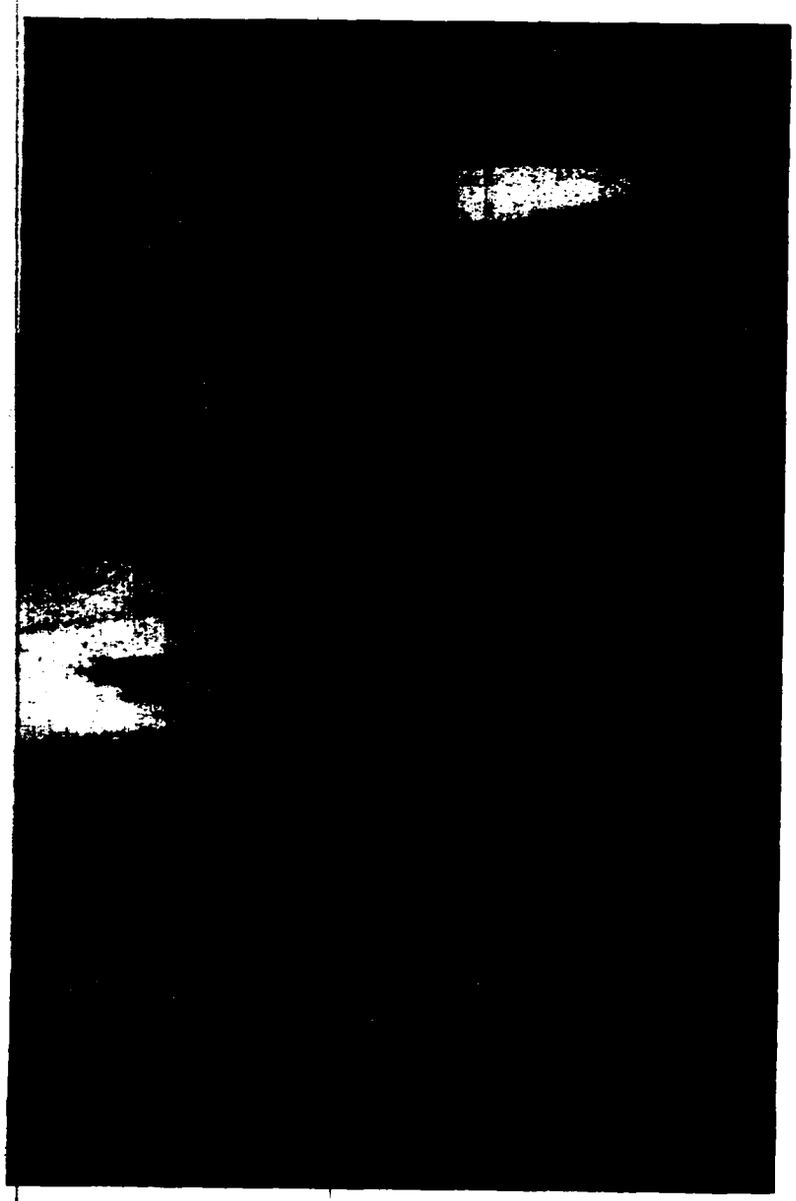
FRENCH soil has always produced noteworthy horses. Under Henry IV and Louis XIII breeding prospered greatly, but Richelieu's reforms gave it a fatal blow which soon caused horse supply to fall below actual needs.

In order to correct this state of things, a government breeding administration was inaugurated by royal decree on October 17, 1665. This breeding system originated by Colbert, and revived by Napoleon I in 1806, has always inspired the successive reorganizations which have been necessitated by the course of events and by economic reasons. It was in line with the formula, "The State itself should do those things which private individuals will not or can not do."

The wars during the reign of Louis XIV exhausted the horse population to such an extent that France again had to import horses. It is estimated that, in ten years, one hundred million francs were spent in importing horses to supply the needs of the army. As time went on, new measures were taken. A law, enacted in 1717, directed the government breeding administration to assign directors to provinces, and enunciated clearly the role of the State in connection with horse production. This system, which was in force up to the time of the Revolution, restored to France her former prosperity in horse production.

In spite of the resistance of several deputies, in 1790 the breeding administration was ordered suppressed because of its prohibitive cost. It actually passed out of existence in 1791 by decree of the National Assembly. This measure caused such a rapid decline in horse production that the requisitions of 1793 and 1794 used up not only the colts but also all the stallions and brood mares. In a few years all evidence of the former careful work had disappeared. However, the error soon became apparent. A little later, a law provided for the re-establishment of seven depots for stallions. A report, presented to the Council of Five Hundred, prepared the way for the decree of 1806. As a result of the latter, the administration was reorganized with thirty breeding depots and six administrative centers; and at the same time, the Central Committee, which was to become later the Superior Council, was founded.

From time to time, the complaints of those opposed to the state breeding system became so loud that it was necessary to assemble these people and look into their grievances. Each time, after careful study, it



Le Vicomte de Tonnac-Villeneuve
Director and Inspector General of Les Haras.

was decided to maintain or augment that which existed. However, certain changes were made, the principal one relating to the number of establishments. In 1850, these attacks became stronger and two schools of thought developed. One side, convinced that breeding is the business of the farmer and that private industry, free from all administrative control, is better able than the state to find the right way of doing things, demanded the suppression of the state organization and, still more, the payment of certain sums of money in the form of bounties for breeding and training. The other side, profiting by past experience, considered horse production to be a thing much too costly, too hard to handle, and too delicate to be carried on by private enterprise. The breeding depots were retained, and 600,000 francs were added to the budget in order to satisfy the partisans of the former plan.

In 1863, the plan of transfer of stallions was tried. This gave such insignificant results that the idea was abandoned after a trial of one year. Immediately following the war of 1870, a reorganization became imperative. The law of May 29, 1874, provided for twenty-two breeding depots, specified the administrative personnel, and re-established the Superior Council and Breeding Administration School. The total number of stallions (for national service) was brought up to 2,500; and the number at the Pompadour Breeding Station was fixed at 60. The full effect of this law began to be felt about 1881; and the Pompadour Station was functioning at top efficiency by 1877.

Since that time, laws passed in 1892 and 1900 increased the number of stallions, respectively, to 3,000 and 3,450. Under this regime, horse breeding enjoyed an era of great prosperity. The development of breeding and the quality of the animals produced were plainly evident at the Exposition in 1900 and at the Producers' Central Stock Show in 1905.

During the last war, all of our different breeds of horses were put to the severest kind of test. Their value has been so highly appreciated that most of the allied countries have asked us to export our horses, either for reproduction purposes or for regular work and service animals.

However, immediately after the war, the budget was loaded down with heavy burdens, and economies had to be practiced in all departments. A law passed in December, 1921, reduced the total number of stallions for national service to 3,300; and another law of April, 1926, imposed a new reduction of 50 animals, while one depot was done away with.

This historical outline shows that the periods of animal prosperity have corresponded exactly with the different reorganizations of the breeding service. When, on the other hand, measures were passed to suppress or reduce the effectiveness of the service, the quantity and quality of animals fell off so rapidly that it was necessary to re-establish whatever had been abolished.

Policy of the Administration

The goal at which the administration has always aimed since its creation has been the conservation and improvement of French horse breeds. It attempts to guide the breeders in producing, in each region, a horse best fitted for the needs of national defense, agriculture and commerce, always taking into account the local geological, climatic and economic conditions. To this end, the administration:

1. Puts at the disposal of breeders, particularly the small farmers and the other less fortunate ones, those stallions of the type found in the particular local breeding establishment.

2. Brings to the attention of breeders, through the efforts of breeding administration officials, those privately owned stallions which are considered the most suitable to improve the breed.

3. Places great stress on using the best brood mares, and assures the renewal of good breeding stock by procuring, by state subsidy, the best fillies.

4. Encourages breeding in every way as, for example, by sponsoring horse shows and races, by helping to establish committees of horse and mule breeders, and by registering approved stallions, brood mares and military remounts.

Does all this mean that the administration exercises a sort of monopoly in horse production? Certainly not. In fact, one may read in the annual report which the Director of the Administration forwards to the Minister of Agriculture that, in 1925, there were only 3,216 stallions belonging to the state. On the other hand, the following figures give the classification, by number, of privately owned stallions: 2.121 "approved", 553 "authorized", and 2,709 "accepted".

There is, therefore, in no sense a state monopoly. Instead, there is a cooperative action between the state and private owners. Briefly, the role of the state administration is as follows: It buys a superior stallion of a certain breed for which a large enough price is paid to reimburse the producer, breeder and dealer, who often can sell only one out of several stallions produced. His model stallion is then placed in that region where his service will be most valuable in improving the breed. He is thus put in service for a purpose that is essentially democratic, at a very low fee that is within reach of the humblest farmer. The raising of fillies is encouraged by the administration in the same manner as are mares—by holding competitive exhibitions in the localities where the animals are bred, and even in those places where there is normally little interest in horse raising.

The expenses connected with breeding, which are initially borne by the farmer, are eventually assumed in great part by the state, which, by its sacrifice, thus creates a source of wealth for the community. This is

Allegro II

Pure bred Anglo-Arab, bay, 15-3". Foaled 1926 in the Hautes-Pyrenees district. Winner of the first prize for pure bred Anglo-Arab stallions, three years and above, at the 1929 Concours Central d'Animaux Reproducteurs, Paris.

an agricultural wealth, since we have the finest draft breeds in the world; it is a wealth for national defense which, in 1914, enabled us to find at hand, in our own country, thousands of remarkable horses of quality and endurance, suitable for all sorts of purposes; and, finally, this is a source of wealth for export purposes, because our breeds have such a reputation that missions from many foreign countries come every year to France to buy sires of blooded stock as well as draft animals that have been improved by our breeding system. Thus do they all pay homage to our administration. Their purchases are usually made at the time of our large annual stock shows, of which the one held at Paris (le Concours Central) is the finest. This show, which was revived in 1924, has included each year nearly one thousand horses, brought together from all parts of France. This exhibition, unique as to kind, gives a general idea of the present breeding situation in France.

Our breed of the English thoroughbred is not always represented at the Paris show, but it is nevertheless to be found in France. It has everywhere given us such wonderful proof of remarkable vitality and high quality that we now vie, on even terms, with the British.

Our racing trotters of today are fast enough to beat the best of foreign racers. Besides this, the fact that they perform under saddle gives

them an undeniable superiority. At the same time, this proves their quality as weight bearers—a thing that is unknown in other countries.

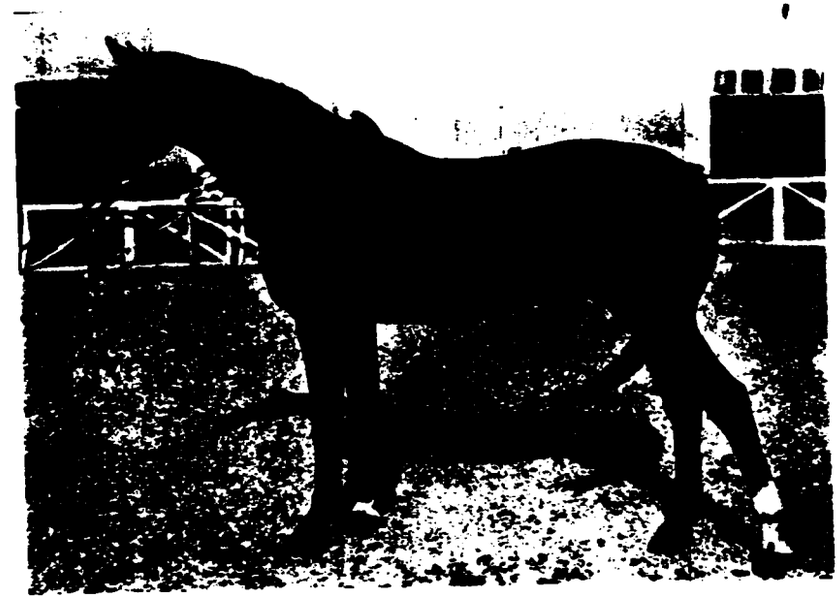
The sires described as "saddle types", whether they be of our marvelous Anglo-Arab type or of our breeds of purer strain, have once more demonstrated the fact that we may find right here at home, developed to a marked degree, either heavy-weight hunters that are as good as any of the Irish type, or animals of light weight that are as well bred as the best of Oriental horses. These two extremes, and the intermediate types as well, are becoming more and more plentiful with us. In whatever region we may choose to look, we may now find an increasingly large number of horses of all types that are suitable for their intended uses; and they are well developed, balanced and capable of bearing a saddle in its proper place.

All this is to the honor of our breeding regions, such as: Avranchin, Hague, Contentine, the plains of Caen, Merlerault, the Auge Valley, the Brittany Mountains, Vendée, Bocage, Charentes, Médoc, Bidache, the Tarbes plain, the Gramat plateau, Limousin, Charollais, Dombes, and still others whose breeding guarantee to our cavalry a superior type of horse.

The half-bred sires of the "Attelage" or harness type used to be quite in evidence in our shows. Nowadays the tendency is more and more toward the "Cob", which type is suitable for both commercial and artillery purposes. However, the blood strains of this type vary quite widely with the various included breeds of which each bears its own peculiar stamp. They are all suitable for draft purposes. Their medium proportions fit them particularly for military draft. They are sturdy and full of energy. Some have a superior blood strain that tends to compensate for small size, such as the Anglo-Norman and his derivatives; others approach the draft size, at the same time maintaining lightness of action as, for example, the Breton "Postier".

Our draft horse is thriving. On account of his daily use, and due to the fact that he is salable at any age, he is an economic feature that always pays his own way. He is part of a precious military reserve on which we may draw freely in an hour of need. In this respect he has proven his worth. He has shown himself to be, in his own way, a troop horse. He did his full duty in this respect at the front in the Great War. He is found in several very celebrated breeds in different parts of France as, for example, in the following regions: Perche, Maine, Bretagne, Boulonnais, Ardennes, Lorraine, Nivernais, Auxios, Franche Comté, etc.

All of these draft breeds, improved to the point of being able to reproduce themselves by simple selection, are uniformly suitable for heavy draft. The distinctive characteristics are carefully preserved in each breed and, consequently, the purity of strain assures to each breed



Egbert

Half-bred Anglo-Arab, foaled in 1926 in the Hautes-Pyrenees district. Stands 16-0". First prize winner in class for qualified half-bred Anglo-Arab stallions at the Paris Show (1929).

a constancy of heredity. In addition, the exceptional gaits, which are the real trademark of French draft horses, are always faithfully transmitted.

At present, all of our breeds are being more and more concentrated in their original or native heaths, in which atmosphere their natural breed qualities are guarded and further developed. The breeding administration, faithful to its mission, maintains or modifies these qualities according to the variable demands of consumption, no matter whether this develops from wartime needs or the work of peace.

Organization and Functioning of the Administration

The following brief outline shows the different organs and means at the disposal of the administration for encouraging and directing national horse production.

Management. The breeding administration is one of the bureaus under the Minister of Agriculture. At its head there is an Inspector General who has the function of director. It is divided into three sub-bureaus, two of which have administrative functions and the third, technical.

Role of the Administration. This is governed by the organic law of May 29, 1874. Briefly, its business is to assure and encourage horse production in every way. For this purpose it maintains so called "National" stallions in twenty-two depots, each depot being in a region that comprises a certain number of departments (geographic). At the head of each depot there is a director who has the following assistants under him: an assistant director (accountant), one or more overseers, a veterinarian, a senior non-commissioned officer, several corporals, and grooms.

Recruitment of Personnel. The officers are selected, by competitive means, from graduates of the Institute of Agriculture, which gives a practical course at the Breeding Service School at Le Pin, where one of the principal depots is located. Grooms are recruited by giving preference to former soldiers who have served with mounted regiments and have been recommended by the War Department. If the supply of men from this source is insufficient, then other suitable men are found.

Depots. The twenty-two depots, where the "national" stallions are kept, are at the following places: Angers, Annecy, Aurillac, Besancon, Blois, Cluny, Compiegne, Hennebont, Lamballe, La Roche-sur-Yon, Libourne, Montier-en-Der, Pau, Le Pin, Pompadour, Rodez, Rosieres, Saintes, Saint-Lo, Strasbourg, Tarbes, Villeneuve-sur-Lot.

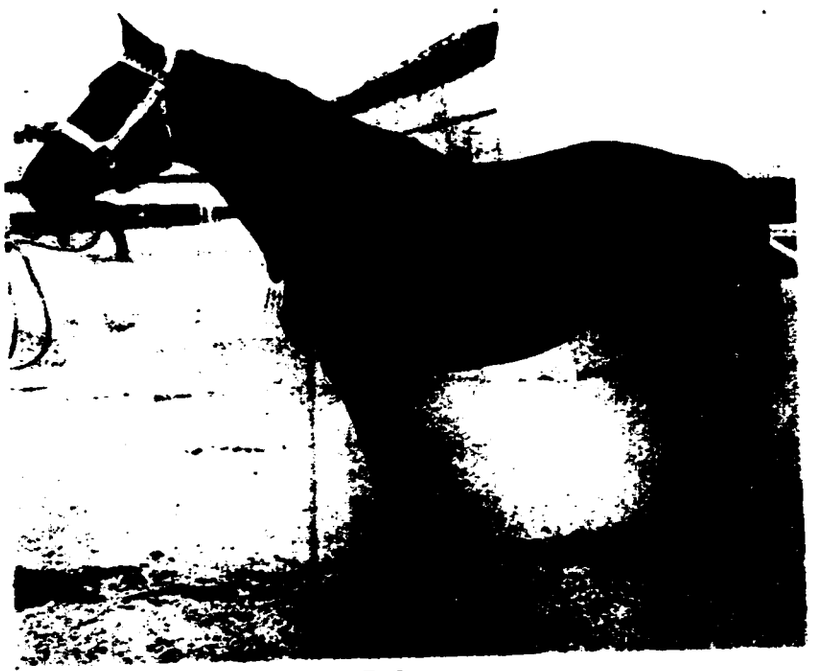
The stallions of a particular depot are kept assembled there for six months out of the year. They are then distributed, in groups of varying numbers, in the different parts of the region. Each one of these groups then constitutes a sort of sub-station to which mares are brought to be covered.

Mares in the Department of Corse are served at the station at Rodez; but the stallions that serve at the Rodez station actually come from the permanent depot of Ajaccio, which is under the command of an officer of the breeding administration.

The depot at Pin and the one at Pompadour serve very extensive areas. Under the director at each of these places, there is an administrator who actually manages the depot.

The depot at Pompadour includes a "jumenterie" (breeding establishment for raising stallions), the sole function of which is the production of Anglo-Arab stallions. The foals thus produced are all given a training similar to that given all stallions intended for public service. The best of them are allotted as permanent effectives in the establishments of the Midi or are kept for service of the "jumenterie" itself. The others are sold at public auction.

Inspection. The twenty-two depots are distributed among six inspection regions (arrondissements d'inspection générale), each region being placed under the authority of an Inspector General of the administration.



Enflamme

Half-bred Norman, foaled in 1926 in the Calvados district. Stands 16-1". First prize winner in class for stallions of this breed at the 1929 Paris Show. The State paid $1600.00 for this animal.

National Stallions. The total number of national stallions in each establishment is composed of animals of a type suitable for the needs of the region. This number depends upon the type and breed. Our different types of pure-bred animals are the following: the thoroughbred (English), the pure-bred Arab, and the pure-bred Anglo-Arab. The different types of half-bred animals include the following: the half-bred Anglo-Arab, the Anglo-Norman, the Vendean, the Charentais, and the Charollais. The draft type includes the following breeds: Ardennais, Auxois, Boulonnais, Comtois, Nivernais, Breton, Percheron, and mules.

"Approved" Stallions. When Inspectors General consider certain privately owned stallions as suitable to improve the breed, such stallions are then awarded certificates of approval. In addition, if the animals fulfill certain conditions, they are awarded bounties which vary with the type.

"Qualified" Stallions. They are those animals considered by the

Inspectors General as being capable of reproduction without exerting a deteriorating effect on the breed. These stallions have an official stabling but receive no bounties.

"Accepted" Stallions. They, while being neither approved nor accepted, are however considered as worthy material for reproduction. They simply receive certificates which permit them to be used for breeding. These certificates are awarded by a commission that is appointed by the Minister of Agriculture.

Financial Aid. The budget of the breeding administration is supported by appropriations made by Parliament, and by taking a certain proportion of funds from Pari-Mutuel earnings at race meetings.

This financial assistance is used for the following purposes:

1. To assist in putting on animal shows in which are featured, particularly, fillies, entire colts, brood mares, and tests for stallions.

2. As subsidies to the different horse and mule breeding societies.

3. As subsidies to racing associations.

Stud Book for Pure-Bred Animals. The Directorship of the administration keeps up to date and publishes the stud book of pure-bred horses foaled in France or imported. This record includes the stallions, brood mares and foals of thoroughbreds, pure-bred Arabs, and pure-bred Anglo-Arabs.

Stud Book Board. This board, after examining proofs, decides all questions affecting the entries in the Stud Book in cases of all animals foaled abroad.

Superior Council. This body, composed of administration representatives from all the breeding regions, gives advice on questions relating to breeding and horse production.

Consulting Committee for Racing. This committee studies questions that pertain to the establishment of racing and the details connected with its conduct.

Joint Breeding and Remount Board. This is composed of breeding administration officers and representatives of the War Department. It considers breeding questions from the point of view of army requirements and national defense.

The following tables, compiled for the years 1903 and 1913 before the war, and for the years 1918, 1925 and 1926 following the war, show the general trend followed by the administration in fixing the proportions of the total number of animals. One notices the increasing importance placed on draft types, which proved themselves to be real cavalry horses in addition to their normal job of pulling heavy loads. It is worth noting that, since 1926, the "Postier," which is coming to resemble more and more the draft type, has been included in that category.

Total Number of Stallions by Type

December 31, 1903.

Pure Bred	English	247	7.69%	18.28%
	Arab	104	3.24%	
	Anglo-Arab	236	7.35%	
Total pure bred		587		
Half Bred (includes 108 "Postiers")		2.109		69.68%
Draft		515		16.04%
Total number of stallions		3.211		

December 31, 1913.

Pure Bred	English	229	6.63%	15.66%
	Arab	101	2.93%	
	Anglo-Arab	211	6.11%	
Total pure bred		541		
Half Bred (includes 504 "Postiers")		2.157		62.45%
Draft		756		21.89%
Total number of stallions		3.454		

December 31, 1918.

Pure Bred	English	168	4.87%	13.37%
	Arab	98	2.84%	
	Anglo-Arab	195	5.66%	
Total pure bred		461		
Half Bred (includes 693 "Postiers")		2,083		60,39%
Draft		905		26.24%
Total number of stallions		3.449		

December 31, 1925

Pure Bred	English	103	3.11%	7.96%
	Arab	60	1.81%	
	Anglo-Arab	101	3.04%	
Total pure bred		264		

Half Bred (includes 455 "Postiers")	1,348	40.65%
Draft	1,704	51.39%
Total number of stallions	3,316	

December 31, 1926

Pure Bred	English	97	2.93%	7.24%
	Arab	55	1.66%	
	Anglo-Arab	88	2.65%	
	Total pure bred	240		
Half Bred		870		26.26%
Draft		2,203		66.50%
Total number of stallions		3,313		

January 1, 1928

Pure Bred	English	94	2.88%	7.17%
	Arab	49	1.50%	
	Anglo-Arab	91	2.79%	
	Total pure bred	234		
Half Bred		825		25.27%
Draft		2,206		67.56%
Total number of stallions		3,265		

Exportations

Since the war the flow of foreign sales has again reached a certain volume, although the number of our horses exported is not as large as might be desired for the purpose of helping to relieve our commercial balance. As a compensation, however, the selections made by the buyers include stallions of high merit from all breeds, for which these foreigners pay top prices. The following gives an idea of the principal purchasers and what they buy:

Pure-bred Arab: Spain, Italy, Brazil.

Pure-bred Anglo-Arab: Spain, Italy, Brazil, Cuba, Madagascar, Switzerland.

Half-bred Anglo-Arab: Spain, Brazil, Madagascar.

Half-bred Anglo-Norman: Spain, Japan, Argentina, Austria, Germany, Poland.

Draft "Postier" (Breton): Spain, Italy, Brazil, Lithuania, Poland, Argentina.

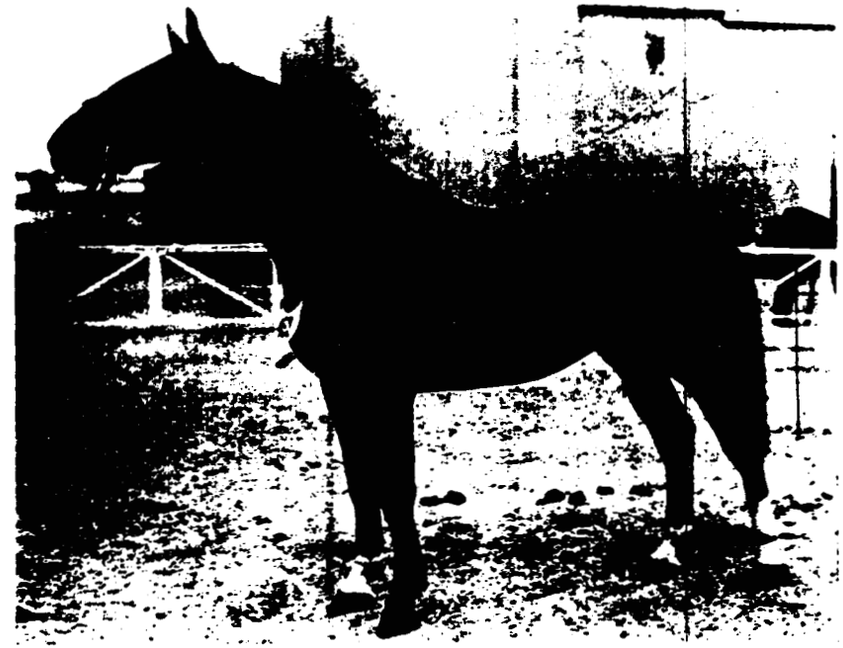
Draft Boulonnais: Spain, Brazil, Argentine, Poland, Russia.

Draft Percheron: Japan, Argentine.

This is proof of the esteem in which our French breeds are held. One may, in this connection, cite a few passages from a letter addressed January 4, 1926, to M. Regismanset, Director of Economics for the Ministry of Colonies, by Señor Gerbex, Secretary General of the Saddle Horse Breeders' Association at Buenos Aires:

"The horse breeding organization that functions in France is a model of its kind and is worthy in every way of being copied. Proof of this excellent system is indicated by the admirable results attained. French horses of all breeds are everywhere considered to be of the highest order." . . .

"The purchases made in France by Señor Martinez de Hoz, President of our Breeders' Association, have arrived at Buenos Aires. This is a group of forty-three sires and dams of French breed, bought for the purpose of producing light artillery horses. These animals have attracted



Enjoleur

Saddle type Vendeen half-bred, foaled in 1926. Stands 15-3". Winner of class for Breton, Vendeen and Charenatais half-bred stallions, of 3 years and above, at the 1929 Paris Show.

Eiffel

Cob type Anglo-Norman, foaled in 1926 in the Manche district. Stands 15-3". Winner of class for half-bred Norman stallions at the 1929 Paris Show.

a great deal of attention; they are magnificent. They are Breton Postiers, Norman Cobs and Percheron Postiers. The average price was 20,000 francs."

The Remount Service

Recently, the decree of September 10, 1926, united the military remount service with the breeding administration. Each service knows that the outlook for production of cavalry mounts is difficult and uncertain. Automobile development has had some effect in this matter by causing decreases in the general production of this type of horse.

The best of our saddle horses are sold at top prices to foreigners and are established on the world market, as pleasure mounts, in the place formerly held so firmly by the coach horse. Our trotters, on account of their real quality, which results from a selection through nearly a century, are enjoying great prosperity. But the same conditions do not apply in the case of our cavalry-type horse, who, although he was one of the factors that brought us victory in the war, now brings, as a three-year-old, the same price as a weanling draft colt of a good type. He is a specialist in the French breeding block. There is only one outlet for him now—the remount service. His purchase price should be calculated not only

with reference to his intrinsic value, but it should also take into account the losses that have preceded him and those that will follow him. To continue the encouragement of breeding cavalry types, we must, therefore, pay the same price for a few animals that we used to pay for a larger number.

His breeding is an agricultural business of long duration. It can not prosper without having some sort of future guaranteed. Five years is figured as a minimum time in which to bring him up to a point where he is fit for service. If there is no market for him when he arrives at proper age, he simply takes his place as part of an excess stock that has been built up little by little, and with difficulty. Annual orders should have a permanent character. Planning should cover a number of years ahead. If this were not the case, many discouraged breeders would not hesitate to get rid of their brood mares at low prices, and for ever. We would thenceforth have a steadily decreasing horse reserve, of mediocre quality, and quite incapable of filling even the reduced peace-time orders. There would then be, in time of war, a prime necessity to buy almost entirely abroad, at high prices, assuming at the same time, freedom of the seas and ability on our part to bargain with foreign countries. Very evidently, our national defense would be gravely compromised.

The breeding administration finds itself face to face with this heavy task when it begins to take over its new responsibilities. It should be guided by the following principles and directions:

To buy up saddle horses of the proper kind:

To do everything possible with a view to favoring and developing saddle horse breeding; that is to say, to establish a long-term program, fixing, for five years at least, the number, type, and age of saddle horses to be bought by the remount service;

To demand:

1. Increased rate of replacement.
2. More purchases of 3 year olds—this to be effected progressively.
3. Increase in budget prices, each new allowance to be applied in purchasing 3 year olds.
4. Maintenance of and, if possible, an increase of the bounty for successful sires—a valuable thing for breeders.

The Anglo-Arab

Note: This is a translation of an extract from an article published by the Anglo-Arab Breeders' Association of Southwest France.—*Editor.*

THE Anglo-Arab is the order of the day. Preeminent as a Cavalry horse and charger, remarkable for cross-country riding, polo, and horse shows, he is, in addition, a perfect hunting animal for those who know him.

The object of this article is to introduce him to those who are not yet acquainted with him or, who do not appreciate his real worth. We will, therefore, rather hastily touch on his origin, his qualities, and his utility and show a few good examples of his breed.

The Anglo-Arab comes from the region of the Pyrenees. Improved by continued association with noble blood, he is the survivor of the local breed which has borne, three different periods of history, the names Iberian, Aquitanian, Navarrine, Bigourdane, and finally, Tarbaise.

The Iberians, who undoubtedly crossed their horses with oriental animals, knew how to produce famous horses. Julius Caesar, in his "Commentaries," praises the Aquitanian horses. During the course of the invasions by the Barbarians and later, by the Moors, the breed received a strong infusion of blood from Africa. After having made a great reputation for itself as the breed "Navarrine," it was nearly wiped out by the wars of the Revolution and of the Empire. Then Napoleon reorganized the government breeding service (*Administration des Haras*) and created two breeding establishments, one at Tarbes and the other at Gélos. Here were first utilized the services of Andalusian stallions, then later, Syrian. The latter seemed to breed perfectly with the local mares. Since 1830, this breed of the Pyrenees, greatly improved and rejuvenated, has become more or less concentrated in the region of the Tarbes plain, and now is known as the Tarbaise breed. But even before this, it had developed quite extensively, in point of numbers, particularly in the region of the Basses-Pyrenees where, moreover, the same methods of improvements were pursued, following the creation of the government breeding station at Gélos.

At this time the wise use of English thoroughbred stallions had just begun, in its turn, to be felt. This influence put the finishing touches on the present Anglo-Arab. Along with this, the Anglo-Arab's oriental strain maintains in him the necessary calmness of disposition and gives him the desirable amount of bone—this latter in spite of the fact that he eats little.

Compared with the half-bred Anglo-Arab about whom we are writing, his brother, the pure-bred Anglo-Arab, is the direct result of crossing the English thoroughbred with the same Syrian breed that helped to produce the half bred.

Demi-Sire
Pure-bred Anglo-Arab, by *Sire A* out of *Demi-Lune III.*

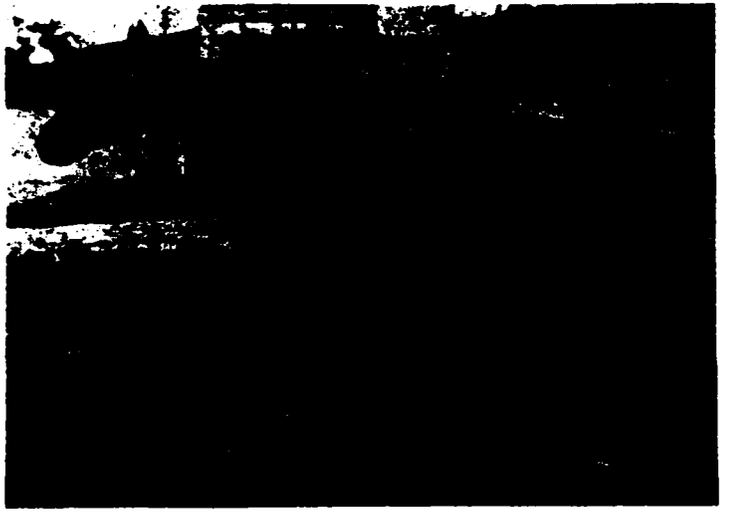
Baiser
Half-bred Anglo-Arab (50%), by *Kerro* out of *Marguerite.*

Aioli
Half-bred Anglo-Arab (50%), by *Diament* out of *Arthemise*.

All of these horses resemble one another, whether they be pure-bred Anglo-Arabs or half bred, whether they have half Arab or only a quarter of Arab blood. The latter percentage is the lowest allowed for qualification in races and horse shows. They all have the same remote origin—and the same general qualities. Their breeding has been selective, so as to produce gallopers. Today the Anglo-Arab is a perfect saddle horse, endowed with wonderful qualities. He is particularly suitable for work over varied terrain for long cross-country rides, for jumping; in fact, for any kind of work requiring balance, blood, endurance, sturdiness, and intelligence.

Some people have objected to the Anglo-Arab, saying that he is too light and can not carry weight. The first objection is not at all justified. The government breeding service (*Administration des Haras*) has striven to obtain more compactness and more sturdiness of frame—in a word, to give mass to the horse. And fortunately it has succeeded in this. Regarding his ability to carry weight, the Anglo-Arab has always been able to do this. His ancestor, the Arab, passed on to him the precious gift; and the last war furnishes all the positive proof of this that one may desire.

What, in general, should be our picture of a good Anglo-Arab? He should be of average size (height varying from 15-0" to 15-2" or 3"), be very well put together, and have a good, sloping shoulder; he should be full of ardor, have a noble air and expression, show refinement and fine-



Sans-Fil
Half-bred Anglo-Arab (25%), by *Virel* out of *Isaura*.

Coquimbo
Pure-bred Anglo-Arab, by *Kerlaz* out of *Coquette*.

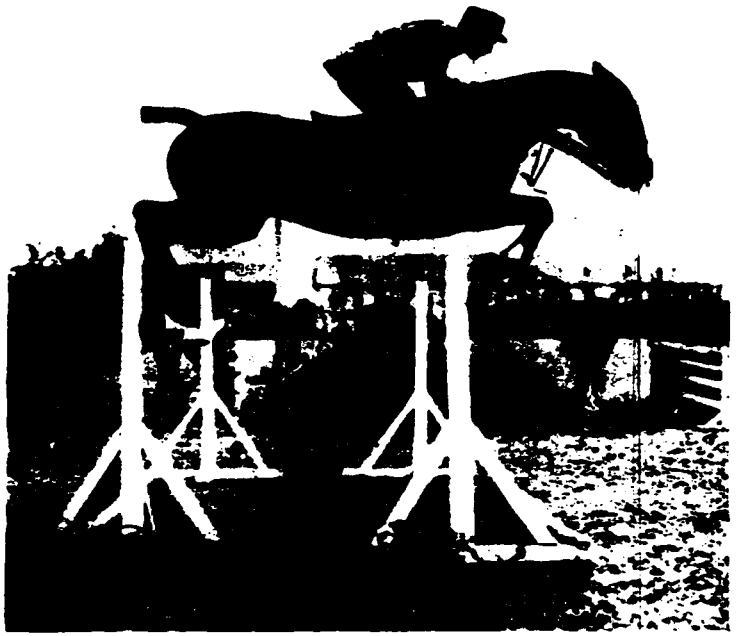
Coquimbo
Winning high jump (7'-1") at Rome.

ness throughout; the legs should be clean, the main and tail silky, and the muscles hard and well defined.

The Anglo-Arab is the ideal cavalry horse and charger. Most light regiments are mounted with this breed, and the Dragoon regiments are demanding him more and more. The war gave him an undying reputation. Even Anglo-Arabs of quite defective types had to be requisitioned. Without training, care, feed, they came through the hard work and marches of campaign in excellent shape, though compelled to bear back-breaking loads, to carry heavy reservists, and to pull guns. On the other hand, regiments that were furnished horses of heavier and larger type, when submitted to the same hard tests, saw their animals lose flesh. In addition to this, the Anglo-Arab's kind disposition, susceptibility to training, and adaptability make him invaluable for this use.

He is particularly qualified for long rides, at speed, over varied terrain. All sportsmen are reminded of the performance of the horse *Roméo* in Italy, that of *Vulcain* who placed second in the Brussels-Ostend international ride, and that of *Quoya*, foaled in 1916, who won, in the United States in October, 1923, the 300-mile endurance ride in forty-five hours, under a weight of 225 pounds. In outdoor championship competitions of every kind, these horses are always winners.

And where is there to be found a more delightful hack than the



Papillon
Half-bred Anglo-Arab.
This horse, ridden by Lieutenant Bertran de Balanda, also represented France in the "Prix des Nations" at the Olympic Games at Amsterdam in 1928.

Anglo-Arab? His natural balance and fine disposition permit him to be easily, thoroughly and brilliantly trained in a short time. The results of schooling competitions are ample proof of this.

The Anglo-Arab jumps naturally and with his shoulders. It is quite astonishing to see these horses, of any conformation, perform as well as the most celebrated Irish types. Here, again, natural balance counts. The list of horse show winners speaks for itself. *Double R, Valléda, Paulin, Mandarin*, etc., have put our colors to the fore in all the great international competitions. Later still, at Nice and at Rome, *Coquimbo* and *Papillon*, ridden respectively by Lieutenants de Briolle and Bertran de Balanda, covered themselves with glory. Special mention should be made of *Coquimbo*, a former stallion in the government breeding service. He had particularly good success in 1927 at Nice and Rome. At the latter place he won the high jump at 7'-1" and also won the "*Coupe du Roi d'Italie.*"

Although they are not found in great numbers in the inter-regional steeplechase events, Anglo-Arabs nevertheless top the winners, as for example: *Le Nabab, Rustang, Turbulent, Canette*, etc., and still later, *Artilleur, Adulte, Princier*, and *Vas-y-donc*. In military cross-country and

Rustang
Half-bred Anglo-Arab, by *Marsh-Prime (TB)* out of *Blondinette*.

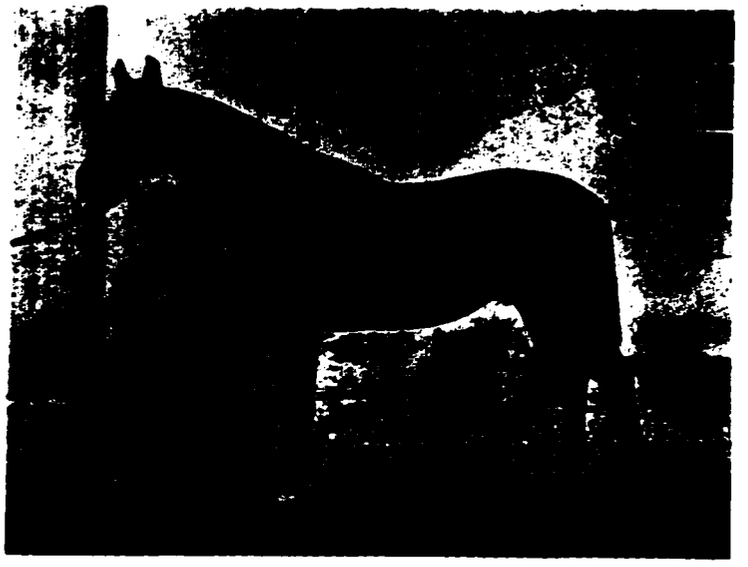
Le Nabab
Pure-bred Anglo-Arab, by *L'Oiseau-Lyre (TB)* out of *Naamadar*.

Nibeh
Pure-bred Arab stallion, foaled in the Orient. Stands at Tarbes.

steeplechase events, we find such Anglo-Arabs as *Popaul* beating English thoroughbreds in open classes, and *Me Voici* winning second place in a large field at Auteuil. The events that were run, in January, 1927, at Pau, over particularly difficult courses, showed, in a more pronounced manner than has been seen elsewhere, the cleverness and endurance of Anglo-Arabs. One of them, *Pascal*, a half bred, by *Le Sensible*, foaled in the region of the Gers, won three consecutive events in a brilliant manner.

Finally, in polo, the last of the sports for which they are used, Anglo-Arabs have become so highly thought of on account of their handiness, speed, and adaptability to the game, that the demand for them is increasing all the time. In 1926, in a tournament between French and Spanish teams at Biarritz, the Argentine horses of the Spaniards were simply left behind by the French Anglo-Arabs. The manner in which the latter behaved made a great impression on the Spanish King. Certain strings of ponies are building up wonderful records for themselves, among others, that of M. Mirat at Pau.

And now, let us mention one more use for which the Anglo-Arab has earned a well merited reputation. He is preeminent as a breeder. He attracts much attention in other countries where the native breeds are not endowed with his remarkable qualities and ability, and where climatic and breeding conditions are such that the thoroughbred can not well be



Cyrus
Half-bred Anglo-Arab.

used for this purpose. He has, of course, the incomparable blood of the Arab. Added to this, when bred to the proper mares, his size (which is greater than that of the Arab) has the effect of producing sturdiness. His "breedy" colts are therefore well equipped for any use to which a saddle horse may be put. One may see many remarkable specimens at the stallion show which is held at Toulouse, in October, each year. Foreign buyers are coming there more and more. With the assistance offered by the government breeding service, which is responsible for bringing these stallions together, selections are easily made by these buyers.

Polo in the French Army

By Captain Wallon

Instructor, Department of Horsemanship, The Cavalry School

POLO was not generally played in the French Army before the World War. Those officers who played at all did so unofficially. This was possible because some of the garrisons, not only in France but in the colonies as well, happened to be near private polo clubs, giving some officers an incentive to play.

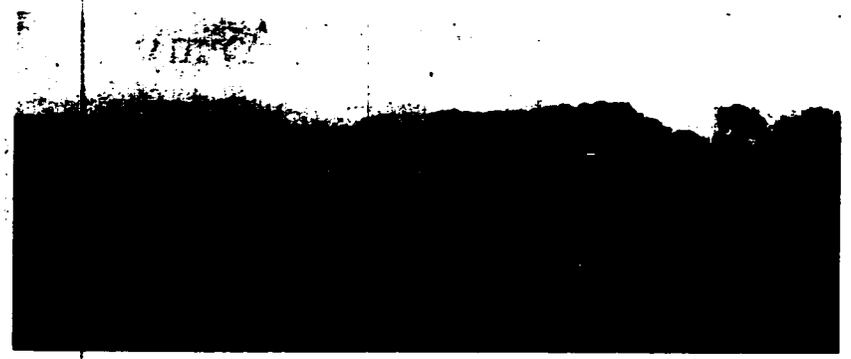
Soon after the war the high command considered that polo would furnish officers an added interest in their work, assist in maintaining interest in the horse, and possibly improve horsemanship from a military point of view. The French War Department regulations governing polo, which were published in 1923, announced the following: "Polo assists in training a person to make quick decisions, develops the offensive spirit and requires one to manage his horse skillfully and accurately at the most rapid gaits. This sport demands from a player a highly developed sense of discipline and coordination of effort. It should be considered as the highest development of mounted team work."

Thus polo acquired a foothold in the army. However, it should be understood that the game was not taken up immediately by very many officers.

From 1919 to 1923 in a few regiments, probably three or four, polo was played by the officers and non-commissioned officers. Several War Department circulars or regulations had, at different times, encouraged the playing of this sport, but the response was not very great.

In 1922, the Cavalry School at Saumur was ordered to take the lead in this movement and to form a team. There were then in the school several French officers who were especially interested and trying to play the game. Also there were several foreign officers, among them a few Americans who very gladly assisted in polo instruction and furthered the movement. In 1923, the school team won the inter-regimental championship of the Army and was therefore not permitted to participate further in such tournaments. Then, in 1925, the school team did very well against a fast and experienced Spanish team from Madrid.

Thus Saumur gave a healthy impetus to the game and found itself leading French military polo. How was this accomplished so quickly? It was due particularly to the energy and personal enthusiasm of our Ecuyer en Chef, who developed very rapidly into an excellent player and a very fine team captain. Next, the American officers who were in the school from 1921 to 1926 and helped to instruct us, themselves made up a strong team that gave us valuable experience and competition.



Polo at Saumur (Bray Field)

Finally, and especially, was this success due to the excellence of our system of equitation which, contrary to the then general impression of many foreign officers (that the riding instructors at Saumur did nothing but the haute école between the walls of a riding hall), is a simple and out of doors type. Briefly stated, we were already accustomed to rational and bold riding, which requires utilization of the qualities that are necessary in all mounted sports.

And what is the status of the game now?

Saumur no longer has a team. It furnished the stimulus and then became the retired victor of the inter-regimental tournaments. It could no longer play the regimental teams because it has superior facilities. In addition, the officers had to give up the game because of the pressure of other duties. The school instructors, now too busy with other work, have few opportunities to practice. As for the student officers, their daily work keeps them occupied from morning till night and allows little time for rest. But the school has produced several good players who have, in turn, instructed others. It pointed the way and aroused interest in the game by showing exactly what a military polo team could accomplish.

In 1922 only four cavalry regiments had teams. At present, 1929, all of our cavalry regiments but four have teams. In the artillery, six regiments have teams. The other regiments are prevented from playing because their horses are of the heavy type.

Before the war, there were only six civilian polo clubs in France. Now, many garrison cities have polo fields on which the military teams may play. Many racing and horse-show associations and the owners of prominent pleasure resorts now own polo fields where military and civilian tournaments are held. In some of our garrisons it is difficult to play polo because of lack of suitable terrain. In such cases the teams are compelled to play the indoor game. In France, indoor polo is played only as a last resort—as is true, no doubt, in the United States. It seems

to us that the indoor game offers only a limited opportunity to put into play the valuable elements of the outdoor game—elements that appeal to us, very much, as cavalrymen. Indoor polo tournaments are held during some of the larger horse shows. However, these tournaments do not seem to arouse the same interest that is always attached to outdoor polo.

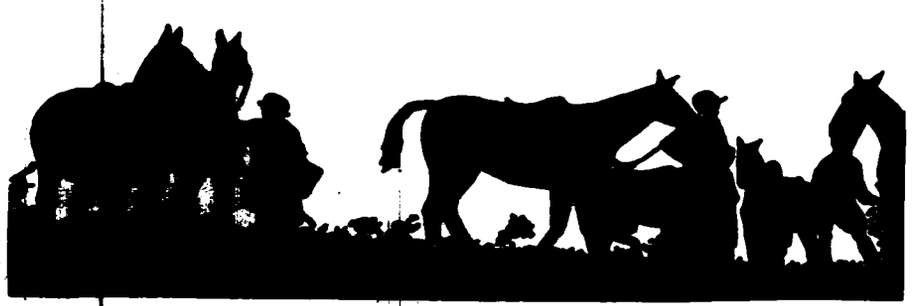
In the army we have equipped about three hundred players who are now following the sport. Included in this number we find several generals and colonels who, in spite of their age, turned out and learned the game. Many of them have become good players. The above number also includes non-commissioned officers. Our regulations authorize them to play under the following conditions: they may play on teams composed entirely of non-commissioned officers, and in tournaments in which all the teams are so composed; or, they may play as members of officers' teams in the proportion of one non-commissioned officer per team.

To supply these three hundred players with ponies, we have to use the horses that are found in the regiments. Some of the regiments have experienced a great deal of difficulty in mounting their teams because their horses are of a breed that is not suitable for the game. The Anglo-Arabs have proven to be excellent polo material, since they are all fast, handy, and do not require a great deal of training. I believe it is fair to class the Anglo-Arab among the best of horses for polo material. The regimental teams that are supplied with Anglo-Arabs are always winning teams, even though the players are large men. In selecting ponies from our half-bred animals, we have to exercise some care. We find some good ponies in the breed; however, most of them are too heavy or are lacking in handiness. As for thoroughbreds, of which we have not a great many in our regiments, it is usually necessary to set these horses aside for the use of young officers who participate in races.

Summing up, we may say that the results achieved in seven years have been quite remarkable. This is due to the fact that higher military authority has backed up the movement. Besides, the National Polo Association has been of great assistance by inviting our military teams to play with its teams. Many of our officers who have played on mixed teams have, by such contacts, gained valuable experience. Some of these contacts have been with players of international reputation. In this manner we are training players who should soon be capable of playing on a French national team. The National Association has also assisted financially, by actual gifts of money, and by much moral support. It continues to direct our tournaments in liaison with the technical section of the office of the Chief of Cavalry, in the same manner as is done for other sports. This liaison is accomplished by a member of the Association Council, who is in constant touch with the military authorities. M. le Comte Jean Pastré and M. Hubert de Monbrison have so far performed

this function in such a highly satisfactory manner that the whole army certainly owes them a debt of gratitude.

We do not pretend to claim worldwide fame for the performances of our teams. However, we feel sure that the average of our players are capable of putting up a good, fast game, and that perhaps a dozen of them might play, with credit, in international tournament. Some proof of the development of our players may be gained by witnessing the inter-regimental finals that are held each year at Vittel in the Vosges, where four or five teams always put up a very good showing.



The Barb*

FIRST LIEUTENANT LICART, *7th Spahis*

THE Barb is not the Arab horse. Many people seem to be confused on this point. I shall endeavor to clear up this misunderstanding in describing this animal.

The Barb is raised in northern Africa in an area extending from the ocean westward as far as Egypt, and from the Mediterranean Sea southward to the Desert. "All hippologists unite in recognizing the fact that the Barb is descended from the ancient Numidian horse, who was so celebrated at the time of the Punic Wars and helped so materially to hold in check, in Africa, the Roman armies during all the time of their domination. But they disagree on the subject of his real origin. Some of them think that he probably comes directly from the Arab; others claim that he is a native of northern Africa. Assuming the latter case—that he is not a direct descendent of the original Arab—his oriental appearance and his remarkable qualities would then have to be due to natural influences of climate, soil, and kind of feed; they would have to be inborn, not acquired, and would have to be transmitted in a constant manner in spite of degenerating causes. But the Barb of our day is very much like the Numidian horse."

Unquestionably, the Barb is descended from the ancient Numidian, but I feel sure that he will never be, in our time, what he once was. In all the available sources of information on the subject of Numidia, we find that these people were extraordinary horsemen. After the founding of Carthage, they furnished the Carthaginians and Romans with mercenary troops of excellent quality. If it is granted that the Numidians had a good reputation as horsemen, then we should admit that they must have had good horses. It is apparent that the Numidians and their horses suffered the same experience—a mixing of breeds, a thing which has not completely submerged the ancient type, but has definitely altered it.

In searching for the Barb's origin, it has been necessary to delve into a bit of ancient history.

Numidia, which was probably the same thing as the present Algeria, passed from Roman dominion to that of the Vandals, was later part of the Greek Empire, and then was conquered by the Arabs. Before the

*NOTE: There is now running in the French *Revue de Cavalerie* a series of articles, by Lieutenant Licart, entitled "Le Cheval Barbe et Son Redressage." The following is a translated extract, taken by this officer from his first two installments which have already appeared in the French Journal. It deals with the Barb as he is found, and as he is ridden by the natives, in Northern Africa. The later installments to be published in the French journal will describe how this horse is reclaimed and retrained. The complete series of articles will appear later in book form, as one volume, edited by Berber-Levrault, Paris.—*Editor.*

The Barb

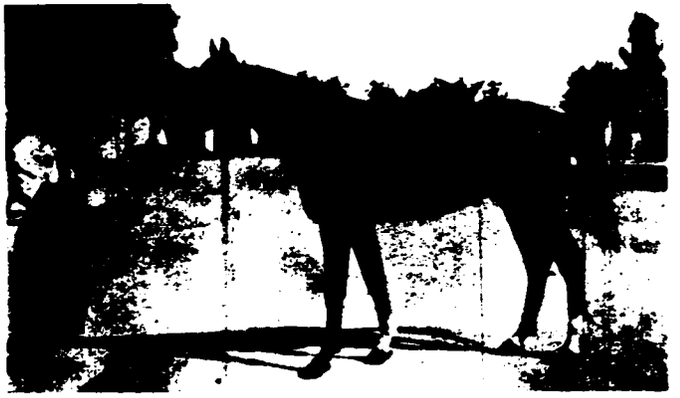
end of the seventh century, the Mussulman became master of northern Africa. Later, in the eleventh century, the Arabs were no longer satisfied with having Egypt, Tripolitan, Tunisia, Algeria and Morocco, and drove the Berberes across the Sahara and Soudan. At this time Numidia ceased having a particular existence, and its history, from then on until the French conquest, was involved with that of the different Mussulman empires which have occupied this part of Africa.

It seems very probable that the Arabs and Turks must have imported their fine horses into this country from Syria and the plains of the Euphrates, and that these animals must have exerted a profound influence on the horse population of the conquered country. At the time of this conquest, the seventh century, we note that "the horse population was extremely small, contrary to the idea that generally prevails. Few of the Arab chiefs had, at that time, more than one horse apiece."

It seems, then, most reasonable to assume that the present Barb is a cross of the Numidian, the Arab and the Syrian horses. According to the stories about the ancient Numidian horse's conformation and handiness, we find that he seems to have had the same wonderful chest and wiry legs that characterize the Arab.

Apparently, then, the Barb actually dates from the first invasion of Africa by the Arabs—about the year 700 A. D.

In bold lines, let us paint the picture of the Barb. As for color, he is most frequently gray, varying from very light to very dark, but it is



The Arab Barb

wrong to think that all, or nearly all, Barbs are a light gray, as is often thought. There are also many bays and chestnuts among them.

In general, the Barb's muscles are very well developed, a consequence of his hot blood in a warm country. This gives him a very robust and vigorous appearance. He is very strong for his size. His height varies between 13 hands—3" and 16 hands. The average height is about 14 hands—3".

A close examination reveals, usually, a long head and a convex face line. Those that have more than the ordinary amount of Arab blood show it rather proudly in the face, and seem to inherit the Arab's fine, good-looking head, his large eyes, wide forehead and bold ears.

The Barb's neck is well muscled, often a little thick, is short to average in length, and always carries a long and flowing mane. The withers are thick, rather muscled at the base, but usually well defined. The back is short, well coupled, wide, strong, and often convex. The croup is wide and powerfully developed. The tail, attached low, is long and flowing. The frame of the horse is substantially put together; but it is of a conformation that does not permit the full, free action that is necessary for speed. The forearm is not very long, the hocks are often coarse, and the shoulder is straight. The coarse hock is, however, "more unsightly than noxious; this is a common condition among horses raised in mountainous countries and with those of great strength" as some one has told us. The joints are wide and strong, the canon is long, and the tendons are clean and well detached.

He has been further described as follows: "His bony framework gives him the best kind of a physical set up and his beautiful muscular system develops rapidly. His main fault is his size; but in this breed, as in others, size corresponds with the quantity and quality of feeds.

A Pure Bred Arab

Horses that live in dry and rocky countries like the Nedj are no taller than 14 hands; while in the rich and fertile plains of Mesopotamia, of the Tigris and Euphrates, the valleys of the Bekaha and the Oronte in Syria, they reach a height of nearly 16 hands."

The Barb is easily distinguished from the Arab in that the former has a more rounded conformation and has not the fine and harmonious proportions of the latter. The Barb's gaits are more restricted than those of the Arab, less rapid and less brilliant, but, on the other hand, the Barb is hardier and has more endurance. He gives the impression of sturdiness and power; the Arab, a sense of harmony and grace combined with strength and vigor. The Barb is remarkably balanced on his lean and sinewy legs. The ratio between the forehand and hind quarter is perfect.

Now let us look at the Arab for a moment. His head is admirable in every way; it is proudly set on and shows animation, intelligence and gentleness; the forehead is wide; the large and well-set eyes are clear and full of expression; the small, bold and well-set-on ears are alert and attentive; the lips are thin and the nostrils are well opened and fine. The neck is well muscled—a condition that sometimes makes for an appearance of shortness—and is very well united with the shoulder.

The Arab has a full breast, long and sloping shoulders, and elbows well set out. The forearm is long, and the canon is short, wide and of good substance. The withers are well defined, a bit muscular, and extend well to the rear. The back is short, the loins are flat and well coupled, the croup is powerfully muscled, and the thigh is well shaped. The nicely set on tail is always carried high. The hock is faultless as to form and is usually finer than in other breeds.

Now let us return to the Barb, who also has many very good qualities. He is the quietest and sturdiest of all oriental horses. He is very

Arab Horse of the Hedjaz

hardy, can withstand a great deal of neglect and privation and all kinds of temperature changes. He is seldom out of condition, less subject to injury than other breeds, is rarely sick, and stands up wonderfully under continued hard work. Vallon justly describes him as the best campaign horse in the world. As proof, he cites this animal's experiences of thirty years in Algeria, three years in Crimea and Italy, the campaigns in Morocco, and the operations in Macedonia and Albania (1914-1918). When one considers that, in the early stages of the World War, the horse consumption averaged about 25,000 head per month* is seems as though we should be able to exploit, with advantage, the little known horse supply in northern Africa.

The natural dexterity and handiness of the Barb are truly remarkable. He crosses the most difficult terrain, the worst kind of steep and rocky slopes, with astonishing calmness and sureness of foot. In crossing such terrain in the mountainous regions of northern Africa, the native gives the Barb his head completely. Taught by experience, he has all confidence in the instinct and natural dexterity of his horse, as is indicated by the old Arabic proverb:

> "When the road is good, control your horse:
> When the road is bad, trust your horse."

Over the steepest kind of rock-strewn trails, the Barb moves along, slowly, calmly, attentively and always comfortably. His sure feet seem

*This was 25,000 per month during the first year and 15,000 per month thereafter.

to cling to the rocks and to support him firmly over the slipperiest flagstones. The first time I rode a Barb over such steep and treacherous trails, I humbly admit that I hugged his mane for dear life as I measured, mentally, the distance to the bottom of the nearby gorges and ravines. Afterwards, I thought to myself with gratitude that no other horse in the world could possibly have gotten himself out of such a fix. Once this confidence in him came to me, I had no further trouble.

The character of the Barb is also interesting. Nearly all of these animals are left entire and, as a result, seem to have more sense than those that have been gelded, thus complying with what seems to be a general rule for all male animals. He understands quickly whatever anyone tries to teach him. I was astonished, from my first contact with him, to find how willing he is to learn and to apply himself. There is no doubt that, being left entire, he is a little less obedient to the aids than is the mare or the gelding, but this difference has been greatly exaggerated.

The Barb is very tractable and easy to ride. As a rule he requires very little disciplining. He is devoid of meanness and becomes attached to his rider, and especially to the man who grooms him if the latter treats him decently. He follows his rider like a faithful dog and comes at the call of the voice. His gentleness and kindness are equaled only by his willingness and self-submission. He is not very sensitive and his forebearance is infinite.

In order to complete the picture of our friend, one should mention his powers. I believe that this animal is too often considered as a sort of hobby horse. He is often thought of as having no real ability and powers, little value, and as being quite uninteresting. This is not so. I can not praise him too highly. It is true that the Barb is not built for speed but, by way of compensation, he is endowed with an extraordinary amount of courage and "staying power". Every cavalryman who has served in Africa has heard of the famous horse races in the Hamyanes region (south of Méchéria). The distances run vary from eighteen to twenty-five miles.

Being quite often a small animal, the Barb might seem to be poorly equipped for jumping. However, as a compensation for his small stature, he is endowed with remarkable energy that actuates a powerful muscular development. I say, without reservation, that very many Barbs have great jumping ability. This ability is little realized and rarely put to advantage. I have been greatly surprised to see these little animals, while frisking about at liberty, jump obstacles of four to four and a half feet in height. Most of these horses certainly are capable of jumping this height. However, if one wishes to make jumpers out of them, a few things should be done first—and these done logically. They need a little special schooling to put them in proper balance, to restore the impulsion

they have lost, to give them confidence in hands that they have probably, in general, learned to fear, and to restore to them some ability to use their heads and necks properly. This last item—use of the "balancer"—seems usually to have been entirely lost. They do not seem to know how, nor do they like, to extend the neck forward. When the above training has been successfully completed then, and only then, should one ask these little animals to jump. A harvest of satisfaction will then be reaped very quickly. One will be astounded at the results attained and the progress made. These powerful and bounding little animals will then vie most successfully with any horses over any course of jumps.

I have seen Barbs, of the ordinary run of the breed, jump obstacles as high as five feet to five feet four inches, and that very handily. I do not say that all Barbs can jump such obstacles. But I do say that, taking size as a measure of comparison, and in proportion, the Barb has greater jumping ability than the majority of French horses found in our regiments; and this, simply on account of the fact that he has more energy and greater muscular development than the other breeds. Very many Barbs of 14 hands—2", once they have received a little training, jump their own height. How many French horses, or any others for that matter, are there with the same ability?

The Horses of North Africa and the Breeding of the Barb

General Daumas, in his very interesting book entitled, "The Horses of the Sahara", describes the breeding of the Barb as it existed in his time, between 1830 and 1860. That period was one of splendor and prosperity for the Mussulman; one that well justified the word of the Prophet: "Our real wealth lies in a noble and courageous breed of horses"; and it was a period in which the precepts of the Mohammedan religion recommended, to all believers, a love of the horse and every attention to his training "in order to give the horse a body of iron and a soul of fire."

In those old days the warlike habits of the Arabs were allowed free rein. Their lives were passed in fighting, either in resisting an invader, or in settling the countless quarrels and rivalries that existed among their own tribes. In these struggles, success depended usually on the quality of the horse. The Arab needed fast and sturdy animals with which to ward off the "razzias", to run to the defense of his herds and flocks, to match the speed of the ravisher, to recapture stolen goods, and even for hunting purposes—the one and only industry of their people. In those days the Arab loved his horse, the real companion of his adventurous life in all its vicissitudes. The horse was cared for, rewarded, loved and well fed because his master often had to call on him, at a moment's notice, to give his last ounce of effort. The Arab's life, his honor, that of his family, and his goods, were usually at the mercy of his

horse's legs and lungs. It is thus easy to see why some affection and care were shown.

Perhaps, also, the foregoing words explain the reasons for the extreme care with which the Arab attended to the breeding of his mares, why he suffered sacrifices in order to give his mares the service of the very best stallions. In a letter to General Daumas, Abd-El-Kader says: "The horse is the most beautiful of all animals, but his spirit and disposition must correspond with his physique. Arabs are so thoroughly convinced of this that, if a horse or a mare has given unquestionable proof of having speed and heart, combined with calmness and gentleness, they will make every imaginable sacrifice to breed them." This was undoubtedly true in the days of the Arab's then adventurous existence, but certainly it is not true today.

Nowadays the raising of well-bred horses has lost, with them, its value on account of changes in mode of living, customs and of necessity; and consequently their horse world has become impoverished. The Arab's former adventurous life has now become a wandering, pastoral existence. Jacquelet says: "The warlike habit of the Bedouins has disappeared and with it has gone the horse raising which was its soul and motive power. In turning the Arab into a peaceful farmer, we have killed in him the sacred love of the horse, and we are now helping him to replace that animal by the mule." The Arab and his charger are becoming more and more a myth.

In the time of Abd-El-Kader, most Arabs had two or three horses. And when the now peaceable Arab was a turbulent warrior, many of the caids or other important chiefs kept as many as fifty or more well cared for horses for the use of partisans who had no mounts.

Today, we find an average of one horse per tent in the tribes that still exist in the extreme south. It is now only the rich and a few of the chiefs who can afford good horses. However, breeding still goes on in some of the tribes in which love of the horse, the old warlike customs, and love of hunting have not disappeared. Among these are the Flittas and Hamyanes tribes, who still ride their horses to hunt hares "to hawk" and gazelles.

In my opinion, the following are the causes for the decline of the Barb in numbers and quality: the increased security of the tribes, the destruction of the Arab feudal system, the lack of necessary supply arrangements to tide these people over years of famine, the advantages of mule raising, and the absence of castration—a condition which permits inferior horses to reproduce.

However, the Barb has not disappeared. The Army remount service in northern Africa is operating very effectively in producing and improving the breed.

In the tribes in which horses are still raised, the training of the colt

begins when he is eighteen months old. At this age he is ridden long distances and the Arab even uses him for work. But usually he is ridden only bareback or with a blanket, and generally without a bit or other means of control than a halter and tie rope. Very small children ride these colts thus, at all gaits, controlling them by the voice and the tie rope, meanwhile tapping them on the head, on one side or the other, with a switch, to cause a turn in the desired direction. This method of control is highly esteemed by the Arabs. It has the advantage of not ruining either the horse or rider, and requires no more tact than is inherent in each one.

When the horse is three years old, a saddle is put on him and a bit is put in his mouth. And what a bit!! I will show it to you presently. The change from halter to bridle is made abruptly, with no attempt to prepare the horse for the bit. The snaffle is practically unknown. Thus, at the expense of the colt, the Arab suddenly begins riding him, with this bit, to hunt hares or gazelles, and with no concern for the animal's predicament. Next, the Arab accustoms him to the acrobatics of the "fantasia". It is now time to decide whether or not the horse is of any value. For this purpose, the Arab submits the horse to a very difficult test. He rides him on a long hunt for wild boar or gazelles, being very particular not to spare the poor mount. The Hamyanes tribe use this means to find out, as they say, "what the horse has in his belly." Horse races of 20 to 25 miles distance are organized and run off at a gallop from start to finish. The colts that complete these stiff tests and show proof of having speed, vitality and the right disposition, are justly considered to be good horses. In fact, one may say that the survivors of such tests, no matter whether they may or may not have had the benefit of previous training, are indeed sturdy and well hardened. The others are sold.

At four years old the horse is again put through the same tests, and I emphasize the fact that the rider has no mercy for him. The training of the animal is then finished. From this time on, for the rest of his life, he has to work very hard and to undergo all sorts of privations.

During all this time, what has he been fed? Most of the time the poor animal has been miserable, having been obliged to "rustle" his own feed from the few tufts of stunted grass found on the extremely dry ground near the tent of his master. The latter perhaps gave him a little barley—when he had any to give. M. Genieis, veterinarian, says: "The feeding of these horses varies with the fortune of the master rather than with the size, age and needs of the animals. Among the wealthier Arabs (*les Arabes de "grande tente"*), who are fast disappearing, the colt is caressed by the women and children and is given dates, meal and *kouskous*. Those who are wealthy enough to possess large herds of camels sometimes give milk from the latter to their horses in place of

Arab Going to Market on His Barb

water. But it would be wrong to believe that such solicitude is general; as stated, it is found only with the wealthy. Usually the horse shares all the misery of his master and receives no more care than the latter gives himself. At six years old the horse has reached his prime; from this age to twelve he leads a very hard and most pitiful existence. At the latter age he is usually no longer serviceable as a mount and, then, ordinarily, is put to other work. 'Six years as a saddle horse, six years in the swamp' is what the natives say; but these six years as a saddle horse at the hands of an Arab represent, for a horse, a long and eventful career."

Usually, in Algeria and Morocco, there is no such thing as training for a horse. The natives of the country use the horse for plowing, as a mount (though always at a walk), or as a pack animal. It is not at all uncommon to see two men riding together on the same horse, seated on a large sack filled with straw, and controlling the animal by means of a very crude type of watering bridle or, by means of the worst kind of jaw breaking mule bit, to which further reference will be made.

The Arab's Horse Equipment

Now that we have become acquainted with the congenial little Barb, let us see what kind of equipment the Arab uses on him—and how he uses it.

The Saddle. The Arab's military saddle is practically the same as his civilian type; and the two are totally different from French and English types. The military saddle consists of two wooden bars joined together at one end by a very high pommel, and at the other end by an equally high cantle. The whole is covered with a kind of parchment. A goat skin then covers this crude tree and completes the thing. The horse's back

is protected from the saddle by several layers of felt padding. A surcingle, which passes under the saddle cover, and a large breast strap hold the saddle in place.

The characteristics of the Arab saddle, from an equestrian point of view, are partially indicated in the following extracts from the Manual for non-commissioned officers in Spahis regiments:

"The stirrup straps are attached very far back in such manner that, if a short stirrup is used (regulation length being 'three times the height of the doubled fist plus three fingers'), the rider's legs must be very much bent at the knee, thus placing the calves and heels in contact with the horse's sides.

Arab Saddle

"The stirrups are of such shape as to be capable of sustaining the entire weight of the rider. The corners of the stirrups may be used for the same purpose as spurs but this practice should be followed only exceptionally on account of its severity.

"The height of the cantle allows the rider, standing in his stirrups, to rest his buttocks against the cantle and to maintain this position at all gaits."

Bits. In this connection I refer only to the curb bit. The Arab does not use a snaffle. His regulation military bit, the one used in native cavalry regiments stationed outside of France, differs quite essentially from the one used in regiments that are stationed in France. A comparison of the two brings out the following characteristics of the Arab bit:

North African Arab Cavalryman

The branches are short and do not extend above their junction with the mouthpiece, as in the French model.

The bit is attached to the cheek straps of the bridle by means of rings which pass through the junctions of the branches with the mouthpiece.

The post is very pronounced.

The curb is a ring whose diameter is about equal to the width of the mouthpiece. The rear part of the curb ring, widened and flattened out, bears on the under surface of the lower jaw exactly as does a curb chain. The forward half of the ring, rounded and of small diameter, passes through a socket which is soldered to the top of the post. This socket serves as a hinge about which the curb ring turns.

The rings to which the reins are fastened are not attached directly to the branches, but by means of short shanks whose forward ends (ball shaped) play freely in sockets at the lower ends of the branches.

In the Arab bit, just as in the French model, each of the branches acts in the manner of a lever of the second order in which the curb, which passes under the lower jaw, represents the point of support; the "load" or "weight" is represented by the resistance of the bars; and the power is applied at the lower end of the branches. But, in the French bit, the upper and lower portions of the branches correspond with the two arms of the lever, each branch forming, itself, a single lever; while in the Arab bit, each branch constitutes only the lower arm of the lever, the upper arm being formed by the post. Following the principle that the severity of bits is measured by the difference in length of the arms of the

lever, it is believed that this Arab bit is not really as severe as is generally thought. Experiments made with Arab and French bits have shown that the one is about as powerful as the other. But, the length of the arms of the lever of a bit does not entirely determine a bit's severity. Other elements which affect this degree of severity in the Arab bit are: the height of the post, which in this case is 2½ inches, as against 1¼ inches in the French bit; and the action of the flattened curb ring on the outside of the lower jaw, which action causes the edges of the curb to cut the skin.

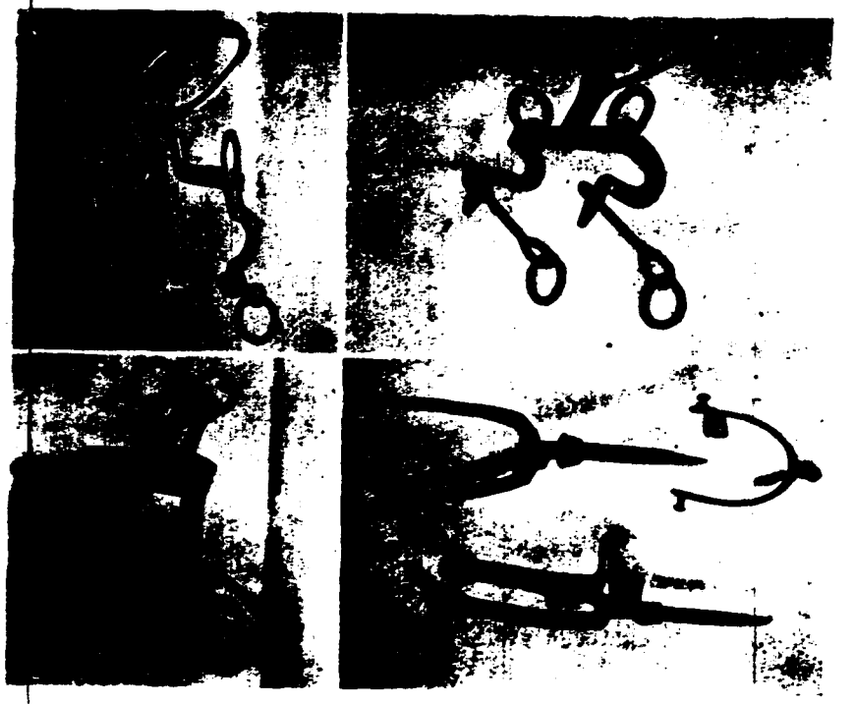
The Arab's civilian bit differs from his military bit as follows: it is more crudely made; its angles are not rounded; its greater part is made up of one stripe of ⅛" forged iron, with holes punched for passage of rings; and the curbing, made of ¼" round bar iron, is not flattened at the jaw bearing surface. Considering only the power of the lever of the bit, it should be less severe than the military type; but it is actually more severe because the sharp-edged post is higher (nearly 2¾"), the curb ring is thin, and particularly because of the contact of the thick, rough-edged mouthpiece on the bars.

The mule bit is a still more infernal invention and may be compared to a lever of the first order. It has more effect on the outside skin surface of the lower jaw than on the bars. It is nothing more than a forged iron ring through which the animal's lower jaw is passed. The forward part of the ring, which rests on the bars, is round in cross section; the rear portion, flattened and with sharp edges, comes into play when the bit is put into action. The diameter of the forward part is about three-eighths of an inch; the flattened rear part is about two inches high. That which makes this bit particularly severe is the cutting action of the knifelike edge, which comes into play on the bottom of the lower jaw when traction is applied to the reins. This bit is truly a jaw breaker of the first degree. Although it is ordinarily used on mules, it is sometimes put on horses, especially pack horses. The Arabs say that, with this bit, a horse can not stumble or fall down.

The reader has probably by now correctly decided that these bits have the effect of making the horse recoil, back and rear. With a view to combatting this state of affairs, the Arab arms himself with very powerful means to induce the utmost impulsion in the horse. We shall soon see whether the means chosen are capable of overcoming the harm caused by the bits.

In order to make the horse move forward, the Arab uses the following: his spurs, the corners of his stirrups, the crashing of his spurs against the stirrups, and the whip that is attached to the end of his reins.

The military spurs of the Arab are the same as the regulation French type. The civilian type spur is, however, quite different, as the photograph shows by comparison. It is true that not all civilians use



Top: Left, Arab Military Bit; Right, Arab Civilian Bit
Bottom: Left, Arab Mule Bit; Right, Civilian and Military Spurs

these spurs, but one sees plenty of them. Fortunately they are being used less and less. They were in common use in former days when the Arab was a real horseman. They are even yet used in certain tribes of the south where often, it appears, the Arab wears only one. And one is enough!

Assuming the Arab's legs to be in the proper "position of the trooper mounted", it is readily seen how dangerous these tools are. It is small wonder that, after executing their "fantasias", the flanks of their horses are ripped and gashed open. Then he may augment spur action by using the corners of his stirrups. This is extremely severe. The crashing of the spurs against the stirrups gives forth a noise that excites the horse far more than can any word of mouth. The fact that the bit and whip are attached to opposite ends of the reins, brings about just one result. When the whip is used, the horse thus receives a blow on the mouth from the severe bit. Naturally, the poor animal is worse than confused. Then follow repetitions of such commands, more and more accentuated, to the accompaniment of a sort of castinet effect of

spurs playing on stirrups and of grotesque gestures by the rider. Imagine the effect of all this on the horse's spirit and disposition.

The Arab as a Horsemaster

"Take care of me as your friend and ride me as your enemy"—An old Arab proverb.

"One kind of oriental delusion," writes M. Ginieis, "represents the Arab as an accomplished horsemaster. Now, the Arab, a skillful but violent rider, upsets all our ideas by his way of judging, caring for and using a horse. In choosing a horse, he seems to give more importance to size than to conformation, to consider the length and slenderness of legs as signs of speed, and to attach no importance to the presence of defects. In the beginning, he gives the animal rational care and loads him down with gaudy equipment; then he soon neglects him completely. The equipment, at first shiny and well arranged, soon becomes and then remains dirty, is thrown around on the ground of the stable, becomes broken and torn, and finally is tied together with strings and rusty wires. The horse, poorly sheltered and badly nourished, lives at the mercy of the elements. His master never speaks to him, never caresses him, beats him with his whip, cuts him with his spurs and stirrups, murders his mouth with a barbarous bit, sets him down brutally on his hocks, rides him to death, continues to use him when the horse is lame, wounded, sick or dying—all without consideration, pity or reason. Aside from his actual riding ability, the Arab seems to know absolutely nothing about a horse."

M. Ginieis tells further that the Arab, when judging a horse, looks at the confomation, the coat, and the cowlicks or hair markings, as follows:

In his conformation study, he looks for four long parts, namely neck, forearm, underline (from the cinch rearward to the last rib), and haunch; four short parts, namely, ears, back, pasterns and tail; and four wide parts, namely, forehead, breast, croup and legs.

The Bedouin judges a horse for conformation in a somewhat similar manner; but his twelve points vary from the foregoing in some respects, and are arranged in groups of threes. His horse should have three long parts, that is, a long neck, withers extending well to the rear to insure balance and stability of the saddle, and a long lower lip which, though ugly in appearance, brings good luck to the owner. Length of withers and lower lip in a horse, according to an old Arabic proverb, assist the master greatly in escaping from his enemies. With such conformation, the horse breathes well, has much bottom, speed, and becomes a precious talisman for the whole family. The second group includes a short back, indicating that the horse is sturdy and a good jumper; short pasterns which, he says, indicate power; and short dock of the tail, which indicates that a horse is "short in the joints" and very fast. "Tail short,

tail of a gazelle; tail long, tail of an ox," runs an old proverb. Next, for wide parts, he must have a wide breast which indicates that he is strong; ample girth measurement, showing good lungs and endurance for racing; and a wide and well-muscled croup. Formerly, the Arab horseman demanded such width in this region that he might "hang a water bottle on the point of the hip, but such projections should not be caused simply by the beast's natural thinness." And lastly, there must be three round parts, namely, the flat of the jaw, the belly, and the hoof. Professional riders desired the horse to have a wide but not concave forehead and large, round and well opened eyes. The forehead should be slightly bulging or convex "like the beak of a bird"—never flat, because the "curve of the nose is found again in the back". Canons should be straight as viewed from the side, and thick when viewed from front or rear; tendons should be well detached; and veins should not stand out visibly—they accumulate water from below and cause wind galls.

Dominated by his fierce egotism and superstitious spirit, the Arab gives to certain details, not only an objective significance, but considers that they exercise a direct influence on his own destiny. For example, the coat and hair markings indicate good or bad omens and, in addition, things characteristic of the horse's value. Bay horses with blazed faces have wonderful endurance. The chestnut is a real horse; he is as fast as the wind—flies like a bird; his value increases with the darkness of the shade. A dark chestnut that toes out slightly deserves "bracelets on his ankles like a girl". The gray is the flower of horses; whether well or poorly fed, he always keeps on going at the will of his master. A black horse brings misfortune to his owner's house or embarrasses one who rides him.

Peculiarities of coat, and markings on the head, body and legs have their importance; but the cowlicks are the things that exert the really important influence on the horse's future and particularly on the destiny of the owner. A real horseman will always reject a horse with a bad cowlick. I have seen experienced buyers turn down really good horses just for this reason. One day, at the Arab village of Souassis, I asked a professional buyer how he went about judging a horse. He replied: "Conformation may be likened to a vase; the cowlick may be likened to perfume in the vase. A very beautiful horse marked with a bad cowlick—well, I will never buy him."

According to the Bedouins, cowlicks on the poll indicate degree of speed; those on the flank, the value of the horse; those on the belly, how long the horse will live and the wealth of the owner; those around the ears, much good fortune in store for the owner. Others are portents of impending events, such as death in the family, that some one is to be strangled, that a stray bullet will kill the master, that a thief will steal the family treasures, that one's wife is unfaithful, etc., etc., etc.

Although the Arab neglects his horse, breeders profess a knowledge of the principal defects, ailments and sicknesses. A foundered horse is cured by bleeding. Heaves, which is "laminitis of the lungs", is treated by line firing the breast. Glanders needs no special treatment; one simply mixes egg shells with the horse's feed. If this treatment does not stop the nasal discharge, the case is then considered grave, and strong medicine is necessary. The horse is then made to run at speed until he is winded and covered with sweat. He is next led back to the stable and a nose bag half full of cold, sifted cinders is put on him. Colic is apparently very easily provoked by anger and it is treated by subjecting the animal to fumes made by burning dry manure with ignited gun powder. This is considered very effective. Sand colic is treated by line firing the loins or the belly, and by administering cold butter through the nose.

Equitation in the Tribes

Sallust, in his "Life of Jugurtha", tells us that the Numidians rode their horses without saddle or bridle. Their present-day descendants certainly have made a terrible mistake in permitting this style of riding to pass almost completely into the discard! The words "almost completely" are used for, it is true, one sometimes sees an Arab riding a horse or mule in this fashion, seated well to the rear on the point of the croup. I imagine that the Numidians must have ridden in this same manner. As we know, the horse has two axes of movement, one located in the vicinity of the withers and the other at the point of the croup. We make use of the first one only; but the Arab knows how to utilize the second as well.

As we have remarked, the Arab bit is extremely severe and is used in a brutal manner by the ignorant, indifferent and tactless. In this connection, however, there is one thing worth noting. The Arab of the tribes seldom brings his bit into action. He rides with floating reins and uses the bit only as a powerful brake.

The real Arab, the nomad of Arabia, rides habitually without a bit. M. Louis Mercier tells us, in "The Arab's Bridle", the following: "His simple equipment (felt pad or blanket and a kind of mild hackamore) is, in all probability, that which the Bedouin has always used, that is, since about the fourth century A. D. And the origin of his equitation can be logically deduced; it is the same at that used by all primitive people—the simplest means, instinctively employed. No other previous training is necessary for the horses than to accustom them when young (one year for fillies, a year and a half for horses) to the crude watering bridle and a man's weight. As for the rider, he knows how to ride only at a walk."

The Arab nomads of the Arabian-Syrian desert (the Amarats, Anezes, and Sbahs) control their horses by means of a halter and camel's hair

rope. On the saddle is carried a bit which they use only during combat or the "fantasias". And these horses never carry their heads "in the rider's lap" fearing the hand; their head and neck carriage is perfectly natural at all gaits.

But let's get back to Africa. The Arab of the tribes uses his horse in going to market or a neighboring village. For this purpose he rides at a walk, with long reins, demands nothing of his horse, gives no discomfort to the animal from the bit, and very rarely trots. He gallops when hunting, and there again he rides with floating reins, using the bit only to "put on the brakes."

At the beginning of his career, before his hocks have been murdered, the horse, fearing the terrible bit, usually obeys the simplest indication. However, later, in combat or while hunting, the Arab and his horse have to pass over very rocky and rough terrain and, very often, the rider is obliged to stop his mount very abruptly. Undoubtedly this fact, the necessity of having to stop their horses so quickly, caused the adoption of the severe bit. But we shall see presently that it is a very grave error to think that a severe bit can make up for lack of training; and a still graver error to think that the severer the bit the easier it is to master a horse.

According to M. Mercier, "The north African Arab knows only the formula 'reins without legs, or legs without reins' which he applies, moreover, with great brutality and always by way of surprise. If by chance he does combine the two aids, it is with the idea of making the horse rear or do something else equally bad for the animal's proper balance. The horse, however, submitted to the caprices of the rider's hand, is, in a small measure, capable of returning the torture in kind. He continually jigs, switches his haunches, throws his head up and down, pops out his shoulder, or gazes at the stars, always trying to escape the dreaded bit."

But it is especially in the "fantasias" and other such forms of horse-killing play that the Arab does his worst with the bit. These so-called "fantasias" are types of mounted sports participated in by the Arabs when they wish to celebrate. The horses are pushed into an extended gallop, are stopped abruptly on their haunches, then are let out again like a whirlwind, the riders meanwhile discharging their rifles or throwing them up in the air and catching them. The effect of such proceedings may be easily imagined. M. Benjamin Gastineau, in his book, "France in Africa", gives some pretty good, though perhaps a bit highly colored, pictures of this. The following is an extract:

"Anyone who has not seen greyhounds give chase to a hare, who has not started a deer from his bed, has no idea of the speed of these little Arab horses as they gather themselves and go, with a furious impetuosity. They literally burn the ground. The competitors dash

A "Fantasia"

forward in a group as far as the middle of the field, then two contestants, better mounted than the rest, leave the group. Soon one of the two, at one leap, clears the remaining distance to the trophy; but he scarcely arrives before his horse sinks and rolls on the ground, all bloody. The Arab has sunk his long spurs in his flanks. . . .

"Then the real fantasia commences; they literally cut loose. A few riders leave the main group and gallop madly across the field, whirling their long rifles over their heads, perhaps tossing and catching them; then they stand up in their stirrups, place the butt of the rifle under the arm and fire at a target. All this is executed with remarkable precision and is kept up for five or ten minutes, the riders seeming to be not at all bothered by the furious gait of the horses. And all this is done to the accompaniment of strange, shrill yells. Then other groups of four, eight or ten follow in turn, each group going through the same weird movements. Finally, the tribe as a whole goes through the affair in a body, repeating it several times. Indeed it is a savage fury. And how easily they do it—as if rushing an enemy! Such a performance works them up to a veritable fever pitch. Then they charge off, in the middle of one of these infernal rounds, with shrill, deafening cries. . . ."

Performances similar to these are given on the occasion of special visits, marriages, etc. At such times, just as in the fantasias, the Arabs are not worried about how badly they abuse their horses; what they are looking for, above all, is to be noticed and admired. They excite their horses into a passion with a bang on their mouths. With blood thus drawn, the animals leap and really appear savage. All this is done to the tune of much noise and crashing of spurs; and it is all for the purpose of being noticed, of being regarded as extraordinary riders and to attract the attention of the women who, to urge them on still more, emit guttural "you-yous."

I remarked not very far back that the horse, during the first few times he is ridden, usually obeys a slight indication of the bit. This is

true only so long as nothing is done to destroy the animal's impulsion. It is entirely different a little later, when abuse and the bit's severity have done their work—a consequence not long in coming. Of course, this is not true in those rare cases of horses that have particularly good conformation and are ridden with some tact and consideration. Unfortunately, the latter is not the usual case. Ordinarily, the bit causes the horse to lose, very quickly, all confidence in his rider's hands. The horse, pushed forward without support, feels lost. The only support given him is a sudden bang on the mouth that puts him on his haunches. He quickly loses all impulsion and will not obey the legs.

When this point is reached, the Arab then brings his spurs into play, as previously described. The use of these spurs has just one inevitable result—more fequent and stronger application of the bit to check the result of the spur action. Such a vicious cycle of events does not go on very long before the horse refuses to respond to strong leg action. He has lost his heart and his will to obey—precious qualities that should make any animal respond ordinarily to the slightest demands. He is now, in reality, cold to the legs.

Thus we see the result of using a too severe bit, and of employing too violent means to secure forward movement. The natural effect of the bit is to throw additional weight on the hind quarters. This causes pain; and the more the pain in this region, the more the horse fears the bit, which is the real cause. One can never succeed in restoring a horse's balance by using severe bits, because the horse will run away in an effort to free himself from the pain in his hind quarters, which pain is caused indirectly by the severe bit. We may well admit what some said before Baucher, that "the spur is a razor in the hands of a monkey". Baucher said, "the only effect of the spur is to increase the animal's resistances; unwise use of spurs leads to the gravest consequences."

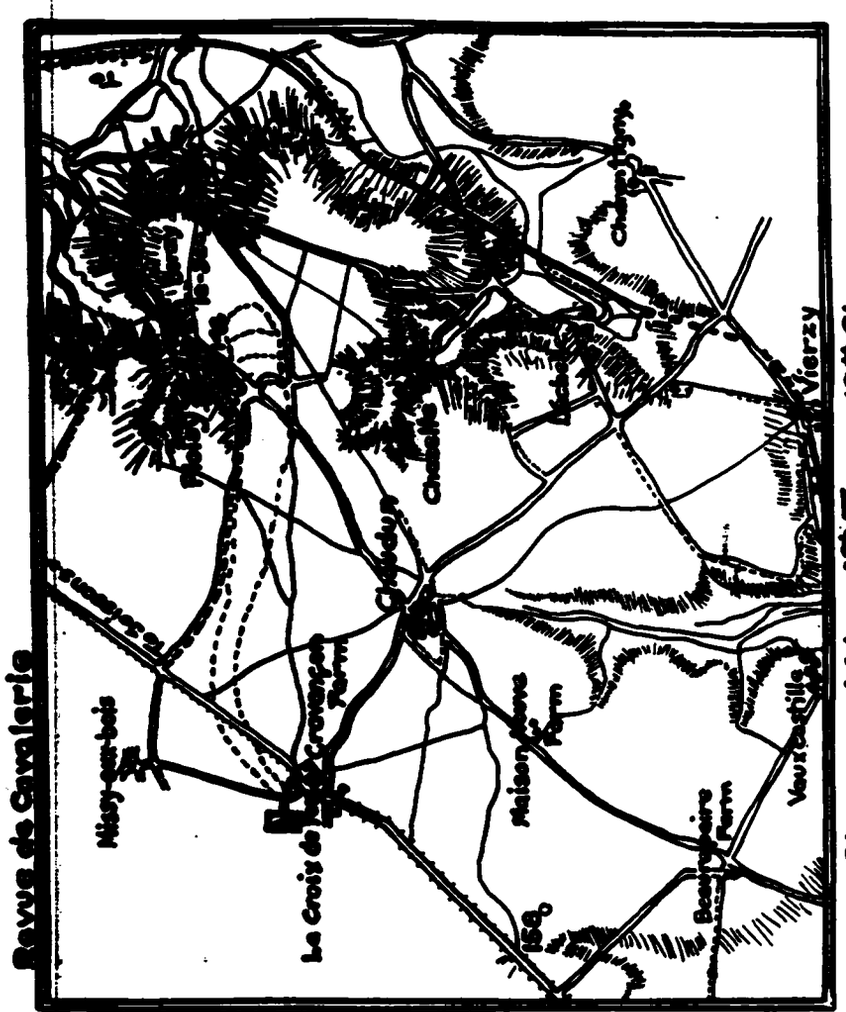
With this combination, powerful means of inducing forward movement counteracted by the severe bit, the horse is now found to be not only "behind the hands," but also "behind the legs." The condition of the hocks becomes more and more painful; the harm done only gets worse. Baucher says: "When such things happen, there seems to be no remedy; the rider soon becomes disgusted with the impotency of his efforts, throws the responsibility for his own ignorance upon his horse, and calls the animal a jade when, with a little show of discretion and knowledge, he should be able to make his mount willing and comfortable at all gaits."

The so-called instinctive equitation employed by the Arabs was perhaps enough in the time of General Daumas, when horses were raised with a little bit of care. Perhaps they were then able to endure better and more cheerfully the hard hands and the wicked spurs. But I doubt it. "This daily contact of the Arab with his horse," writes General Daumas, "is responsible for the docility of all Arab horses." This much-vaunted

docility, this docility of poor beasts that were tortured by infernal tools of their riders, was nothing but dull resignation to heart-breaking brutality. There is no doubt of this in my mind.

The present north African Arabs do not know what equitation is, as we think of it; they have not even the remotest idea of its elementary principles. Certainly, they never assimilated any horse lore from their conquerors. They do not know that, once a horse is mounted, his own natural gaits and balance are materially affected by the rider's weight. This rupture of the horse's natural equilibrium, as we know, necessitates a training to regain a state of balance. "Training a horse," writes Gustave Le Bon, "makes him last longer because it reduces the total of his spent effort." . . . "If the Arabs knew how to place the horse's head, and if they would not abuse him with the bit, one might say that their equitation is perfect."

I find this last statement a bit broad and dependent on the word "if." "If they knew how to place the horse's head! If they would not abuse him with the bit!" Truly, they would have to know something about the purpose for which the bit is intended. And I would add: If they trained their horses; if they all had the hands and tact of good riders they would permit them to handle their bits properly; if they had the least bit of horse-sense; and if they loved horses, then, perhaps, their equitation might appear perfect. These words remind me of a well-known saying: "With plenty of ifs one might put Paris in a bottle."



Charge of the 4th Troop, 10th Chasseurs.

The 4th Squadron, 10th Chasseurs, May 30th, 1918*

THE squadron† passed the night south of Chaudun, in the fields around Maison-Neuve farm. It was a cool spring night, a night disturbed by the frightful artillery fire which, for three days, made heaven and earth tremble and bore terror even into Paris. For Captain d'Avout and his officers, it was a night of sleeplessness and waiting. Would they be called on at dawn to add their feeble bit to the pathetic effort with which France was trying to dam up the German onslaught? Since May 27th, the Germans had broken through the front from Anizy-le-Château to Berry-au-Bac. Thirty divisions had snowed under the weak French and English units; they had taken the Chemin des Dames, then Fismes, Crouy, Fère-en-Tardenois, Soissons; they had almost reached the Marne.

The 74th Division, to which the 4th Squadron, 10th Chasseurs, belonged as divisional cavalry, had been relieved on May 17th from the Godat sector and was to have been transported toward the north. However, as soon as it was alerted, it had been thrown into the furnace on the line: Fort-de-Condé—Margival. For three days it had fought under the most terrible conditions—smothered by artillery fire, poorly organized for defense, without trenches, in the middle of a sector with which it was not familiar. On the evening of the 29th, its two infantry regiments could account for no more than a thousand combatants; and as for its three battalions of chasseurs à pied, barely five hundred rifles could be put on the line.

Up to this time, the squadron had not functioned as a unit. But this does not mean that it had been doing nothing. From the moment when the division was thrown into the line, the squadron had continually furnished detachments to the infantry—liaison groups and patrols. Also, Lieutenant Cacciaguerra and his platoon, with all the automatic arms, had been placed at the disposal of the 299th Infantry. No news was received from him for forty-eight hours. The rest of the troop considered him annihilated or taken prisoner. He did not rejoin until the evening of the 29th, after a costly experience. From the 26th on he was able to unsaddle his horses for a few hours only. Men and animals were worn out with fatigue. But what did that matter! Everyone had but one desire, and

*A translation from the May-June number of the French *Revue de Cavalerie*.

†NOTE:—The French Squadron corresponds to our Troop.—*Editor*.

that was to bring every ounce of effort to bear, to get back into the fight in order to help save the horribly wounded country.

Daylight came, accompanied by increased artillery fire. The men, stiffened by the cold, moved about and stamped their feet while the officers, assembled in a shivering group, regarded sorrowfully the vast plateau covered with splendid grain crops. A light fog was in the air, ascending the ravines. Was all this wealth of fine farm crops to suffer the same tragic fate as had that magnificent region where, for three days, man's fury had wrought fire, disorder and death? In the distance, toward the northeast, wherever one's gaze rested, heavy clouds of smoke arose, twisted, disappeared and reformed. The slaughter continued.

Suddenly a motor-cyclist appeared, bouncing along the badly cut up lane leading to Cravancon farm, where the division commander, General Lardemelle, had his command post for the time being. Everybody in the squadron stood motionless, pricked up their ears and stopped breathing. Yes, it was an order. Captain d'Avout read the crumpled message in a low voice: "Upon receipt of this order, your squadron will move to Hill 158 (three kilometers south of Cravancon farm), on the Villers-Cotterets road, and will await new instructions there."

That was all. The squadron mounted up and, at a walk, reached the prescribed place where it dismounted. The waiting commenced again. On the road, the dull and monotonous to-and-fro movement of messengers, wounded men and caissons continued—the tragic topsy-turvy of battle—accompanied by the rolling of guns. And suddenly, about six o'clock, an automobile from division headquarters appeared. It stopped at the head of the squadron and Captain Fleury, of the division staff, got out and proceeded rapidly toward Captain d'Avount, who came forward to meet him. On seeing the newcomer a bit pale in the face, no one doubted that something was about to happen. But where, and how? It was just the torturing mystery of battle. The two officers shook hands. In a rather hollow tone the staff officer said:

"The General has sent me to explain the situation and give you his orders. The 299th Infantry has just received a serious attack on the ridge south of Berzy-le-Sec. It had to fall back with enormous losses. The enemy is about to launch a new attack. The 299th must be disengaged at once and be permitted to reorganize and dig in a bit. The General directs that your squadron make a mounted attack against the enemy right flank and drive him into the ravine." After a moment's hesitation, he added two words that fell like the blow of an axe—"At once."

Captain d'Avout tried in vain to get more definite information regarding the enemy position and that of his own infantry. How was it to be done? In the chaos that had followed on the heels of this hopeless fight, the situation was changing every minute. An hour ago the 299th had disposed itself so as to bar access to the plateau but the Germans, during the night, had brought up a fresh division which, after a short and violent artillery preparation, seized the heights. The 299th was obliged to give ground with great losses. For the moment it seemed that the line was somewhere between Ploisy and the head of the Chazelle ravine. It was impossible to determine it more exactly. Captain d'Avout did not insist. He simply remarked: "All right, we'll do our best."

The Captain was a rather substantial type of officer, of good judgment and cool disposition. He had commanded a squadron for five years. His four years of the war had given him the faculty of sizing up his task with a cool head. And now he was supposed, with what means he had, to make a mounted attack against victorious infantry—a thing reputed to be perfect folly. But it was not to be discussed, it was to be executed, the historic role of the cavalryman. Essling, Waterloo, Reichshoffen—a thousand examples perpetuated the wonderful traditions of the arm.

He returned slowly to his group of platoon commanders and said in a low voice: "We are going to charge."

Charge! Only those who have had war experience and that, mounted, can grasp the significance of that word in its senses of exaltation and horror. This was no longer simply a question of one patrol meeting another one and throwing itself at its adversary with drawn sabre or lance, as many cavalrymen did with enthusiasm in 1914; it was now a matter of breaking from cover, with troops deployed, throwing one's self at a desperate gallop on an invisible line where thousands of rifles, machine-guns and cannon were ready to cut down without mercy, everything that appeared in sight. It was to be a charge, but a hopeless one, a sacrifice to save comrades who were at the end of their rope. So be it!

The four platoon commanders stiffened and, without a word, exchanged glances that seemed to say: "We are ready." There were present the senior Lieutenant Richert, an old officer who was commissioned from the ranks, a model of bravery and devotion; Lieutenant Cacciaguerra who, two evenings before, had accomplished prodigious results in helping the infantry; Letellier de Brothonne, and Sergeant Jaspard. The captain knew that he could count on them. And likewise he knew that he could depend on his men, half of whom were reservists, recruited from Paris; they had always behaved well under fire. There were a few "squealers," but they were always under the control of their platoon commanders and always came through in a pinch.

The command to mount was given and the squadron moved out in column of fours on the road. Captain d'Avout climbed up on a small embankment and inspected his men for the last time. Not a word was spoken, but everyone knew that something extraordinary was going to be demanded of them. At this time the atmosphere over the battlefield seemed charged with imperceptible waves of something that exercised a peculiar influence on nerves that were already strained. The men of

this squadron experienced this same thing. Grave, earnest, they seemed to try, by their expressions of eyes and faces, to convey to their officers the words: "We are yours, we will go to the very limit with you."

And now, forward! The squadron moved along the road at a fast trot to Cravancon farm, passed beyond it a kilometer, and went straight across a field towards the right. It had arrived in the midst of the combat zone. The captain put the squadron in line of platoon columns. At this point it was necessary to locate the line held by the 299th Infantry in order to try to clear out the place in front of that regiment. Luckily, the slight rolling of the terrain and the tall, standing rye concealed the march of the squadron. And, strange to say, in this particular little corner of the battlefield, a deadly silence took the place of the former tumult. Not a bit of artillery fire was heard, only an occasional rifle shot here and there. It seemed as though the thousands of men who were assembled for massacre in this particular corner of France were straining their ears, trying to catch the noise made by the squadron as it passed through the bending grain with, occasionally, a rattle of steel, a clatter of arms or of hoofs. But, actually, there was nothing there to be deceived about. On the one side were the attackers who were sifting forward, grouping themselves for a fresh blow; and on the other side were the used-up French troops, hugging the ground, awaiting the attack.

Captain d'Avout galloped forward to his little advance guard of one squad which, a hundred meters ahead, was covering the march. He stopped for an instant, standing in his stirrups, and tried to see something—to take in the situation. Useless. There was nothing to be seen, only an immense field undulating and green and, a little farther on, towards Berzy, a little pach of woods that crowned the ravine; and still farther on, towards the northeast, black clouds of smoke were rising—farms or villages that were burning.

Charge? . . . Where? . . . What?

Suddenly a mounted soldier appeared at a gallop, waving his arms wildly. It was an artillery non-commissioned officer. He stopped his horse abruptly and roughly, "Look out, Captain! You are right in the field of fire of the artillery of the Moroccan Division! The Major sent me to tell you that if you continue in that direction, he will not be responsible for anything that may happen when he opens fire!"

Good! The Moroccan Division had probably been sent in to bolster up the left of the 74th. Therefore, the squadron was too far to the north. The Captain veered to the right.

Here, hidden in the grain, was a little group from the 7th Moroccan Infantry. The sergeant, when questioned, seemed to have no information whatever. Oh! An officer! It was a lieutenant from the same regiment whose platoon was hidden along a fold in the ground. "The 299th? I haven't seen anything of it. We have just come into the line. I understand the enemy is over there, in the direction of Berzy; but since we have been here everything has been quiet. Look a little farther toward the right, Captain, and you will find the company commander. Perhaps he ought. . . ." But the Captain was on his way.

It was impossible to continue the march in this blind fashion. Captain d'Avout halted the squadron in a slight depression of the plateau, where it was concelaed from enemy view. He turned the troop over to Richert, the senior lieutenant. Every one was to remain mounted, ready for anything, and at the first signal, forward! Then he moved off at a fast trot, followed only by his first sergeant.

Other Moroccan infantrymen became visible, crouched in little groups in the depressions of the ground. Their captain stood up. "Yes, the 299th is over there, some distance to our right. An hour ago they suffered a terrible attack. Heavy losses. You are going in the right direction. You will find elements of that regiment a few hundred meters from here."

Captain d'Avout moved off at a gallop. He was fast losing patience. How the minutes were trickling by since he received the division commander's order to charge—an order that was supposed to be executed immediately!

There, finally, some familiar faces! In the nearest hollow of the Chazelle ravine, some machine guns were "putt-putt-putting." Right nearby, the aid station of the 299th was installed, and there was the surgeon, Major Ayrolles, a friend.

"Doctor! The Colonel? Quick! Where is the Colonel?" Then just a quick hand shake. "The Colonel? You'll find him somewhere along the outpost line. Wait. Dismount. I'll have some one take you to him."

At one jump the Captain was on the ground and was immediately jogging along through the rye behind the liaison agent. Huddled in little groups, the infantrymen of the 299th, with faces that were grimy, unshaven and wan, and with their uniforms in rags, hugged the ground. These men appeared to be absolutely used up, to have demanded from their muscles, hearts and minds all that a human being could possibly stand. They had undergone for several days and nights, without sleep, the worst kinds of physical and mental torture. Here and there a scout observed raised his head and turned his reddened eyes toward the east, from which direction the attack might break forth at any moment.

At last! There was Colonel Vidal, and his headquarters detachment. His face bore all the traces of the horrible days through which he had passed, but it showed also, as always, the energy, calmness, and steadfastness that d'Avout was well used to seeing. He did not betray the anguish that certainly was torturing him, because he knew only too well what the next few minutes had in store for him and for the few

hundred men left in his command. Colonel Vidal was surprised to see the commanding officer of the divisional cavalry in such a place, but his reception was full of cordiality. He stepped forward and stuck out his hand with a most agreeable smile.

"My friend, what in the devil has brought you here? This is hardly the place for cavalrymen."

Captain d'Avout, in a few quick words, explained what he had been ordered to do and requested more definite information on the situation. With difficulty, Colonel Vidal kept his face from showing his feelings. He immediately led the captain up on a little knoll from which could be seen the whole stretch of the plateau.

"We were attacked at about four o'clock this morning," he said. "There are in front of me detachments of the enemy that are deployed on both sides of that lone tree which you see there, a few hundred meters away. But I know that more German troops have arrived at Berzy and are assembling all along the crest. The attack is going to be resumed, and then——."

A toss of his head indicated all the bitterness that was sealed up in his mind, then he continued in a very low voice:

"Just think! My men have fought incessantly since the 27th, outnumbered ten to one. Not a minute of rest—and no rations. I have lost two-thirds of my effectives. If we fall back Chaudun will be lost and the Villers-Cotterets forest road open——"

But he straightened up. Since the General had sent the troop to help him out, it had to be a case of attempting the impossible to reestablish things. Charge the flank of the German line? Impossible even to dream of that. Such action would mean rushing straight into the field of fire of the neighboring artillery, which could, at any moment, render the greatest assistance. There was only one thing to do—make a frontal attack—and that under the worst possible conditions! But what was the difference. There still remained one chance of salvation. It would be necessary to exploit the affair, no matter what the cost might be.

The Colonel approved d'Avout's plan and promised to support him, saying: "You have nothing to fear on your right flank; the machine-gun fire of the 299th will cover the slopes of the Chazelle ravine. I give you my word as Colonel of this regiment that, as soon as your cavalrymen depart from my line, every man in my outfit will be on his way with the bayonet and will follow you. It makes no difference how tired my Savoyards are, I trust them as I do myself. They will not let you go into that trap alone."

They shook hands with a real grip, as if sealing some sort of pact, and the Captain returned to his horse. He directed his first sergeant to go at a gallop and find the squadron, to tell Lieutenant Richert to

bring it up rapidly in line of platoons, echelonned to the right, with fifty meters distance and interval between platoons. As each platoon arrived it would be thrown into the attack. The first sergeant left at an extended gallop.

During this short breathing space the squadron had not moved. This halt had been the critical moment, the moment of waiting before the attack, when nerves nearly snapped and minds were tortured and, in some cases, faint hearts grew fainter. The officers had not opened their mouths. They looked their men over, observed their expressions and wondered whether any of them would drop out on some pretext or other. Would the squadron mount up again soon? No one had the slightest idea.

A group of enemy planes passed over at low altitude, observed the formation of the squadron and turned loose on it a poorly directed machine gun fire. The men crouched and contented themselves with cursing through their teeth.

At last, there was the first sergeant! Something was in the air, anyway. Every man's spirits rose. No holding back now—no regrets—just a great desire for action took hold of each one.

The squadron, now in the prescribed formation, and guided by the first sergeant, trotted toward the little patch of woods where the Captain was waiting. On the way, several horses tripped over telephone wires that had been stretched by the artillery. These had to be disentangled, a few men had to be left behind. A rotten start, this! But, with an unusual display of energy, these men mounted up again and regained their places. The Captain, with saber already drawn, stopped the squadron for a brief word.

"Pack animals, and the men not armed with the sabre, fall out."

This was quickly executed. However, in Brothonne's platoon, the hospital corps man, who was unarmed, refused to remain behind:

"Sir, Lieutenant, please let me go along with the rest of the squadron." And Brothonne shut his eyes.

By now, the squadron was reduced to eighty men. What was to be expected of a handful like this, thrown against victorious advancing infantry? But that was not the question now.

"Draw! Sabre!"

The eighty blades flashed out like so much lightning. Eighty pairs of lungs breathed rapidly. God go with you! as the sailors say.

"Richert, as foragers at two meters! On that German infantry! Direction of attack, to the right of that lone tree in front of you! Gallop!"

Lieutenant Richert saluted the Colonel and the staff of the 299th. The infantrymen, pale with emotion, returned his salutes. It seemed to them that this charge was going to be a race to death, and it was all for them, to save them, that these braves were going to attempt the impossible.

The platoon deployed as on manoeuvres, crossed the line of the 299th, whose men were all standing up now, following wtih horrified eyes the heroic gallop. They were gone!

Immediately the German machine guns opened up. Luckily, they were firing low, mowing down the rye. Only two horses fell. It was indeed a charge! Then the German artillery awoke. Shrapnel fire, sweeping, cracked and snapped in the iar.

"Cacciaguerra! Move out!

The second platoon dashed forward, then the third. Captain d'Avout took part in front of the last platoon, that of Sergeant Jaspard.

"Follow me"!

In moving out, d'Avout lowered his sabre before Colonel Vidal, as the others had done. The Colonel called out to him in a strained voice: "In the name of the 299th, I thank you. Cavalrymen, we are following you!"

The charge swept across the plateau at an extended gallop. Crouched over the necks of their horses, the chasseurs repeated the piercing yell of their officers: "Charge! Charge!"

Machine guns were firing from every direction, those of the German front line, and those of the 299th, which, from the right, were supporting the attack. A few more horses and men fell. Behind the cavalrymen, Colonel Vidal had gotten the men of his regiment in motion. They were following up with the bayonet. The Colonel's command, "Forward! Forward!" was plainly heard.

The Germans had no time in which to realize what was happening. Surprised by the suddenness of the attack, and having been unable to make any estimate as to the number of the attackers, the German officers had no chance to give a single order. The Chasseurs swept over the first line and met no resistance. The German infantry were stretched out on the ground or squatting under their packs. The squadron passed over them like so much water.

Now its course was in the direction of the steep banks of the ravine through which ran the Vierzy-Soissons railroad. It had swept the plateau, in an echelonned line, on a front of 300 meters. Up to this time, losses were slight. From his post with the rear platoon which he had led, the captain had seen, at the most, about a dozen horses go down in spite of the intense machine-gun fire and the shrapnel barrage turned loose by the German artillery. But what would happen when the platoons reached the second line, that invisible line which should have had time to take in the situation?

The Chasseurs, intoxicated by the charge, were thinking little about that. They had only one thought—to reach the enemy and sabre him Suddenly, in front of the first platoon, right near the edge of the ravine, a platoon of German infantry arose from the rye. An officer gave the

command to fire. Rifles cracked, bullets whistled. Lieutenant Richert's horse went down. An anxious moment! The platoon wavered for a second, but the thing was over in an instant. Richert got up immediately and yelled: "Forward! Forward!" And the platoon passed on, continuing the charge, while its platoon commander mounted up, his horse having regained his feet, slightly wounded.

Then a strange thing happened. From all parts of the rim of the ravine, German soldiers appeared—not for the purpose of firing—they were in flight. Some of them plunged headlong down the ravine, rifles slung over their shoulders; others threw away their helmets and rifles and were running as fast as their legs could carry them. But it was impossible to follow them down the pitch to the railroad.

At the command of Captain d'Avout, the squadron rallied facin north and continued the gallop in that direction. On this part of the plateau there were still a few sections of Germans who prolonged the line over which the squadron had just passed. Frightened by the sudden arrival of the squadron in their rear, and by the sight of the Moroccan infantry that had advanced to support the attack of the 299th, these men threw down their arms and held up their hands. The Moroccans had only to gather them in.

In a few minutes the charge had covered a distance of two kilometers. It had swept the plateau first from west to east, then from south to north. In their turn, the faithful infantrymen of the 299th had pushed forward with the bayonet. Nothing remained but to send to the rear the men from the 7th Grenadiers over whom the charge had passed. They had surrendered with absolutely no signs of resistance. There were now no more armed Germans remaining on the plateau. The 299th occupied the slopes of the ravine. It had retaken the position from which it had been driven early in the morning. The enemy had done his bit for the day.

D'Avout's squadron returned to the little woods from which it had launched the charge. Noses were counted. Forty horses and their riders were missing, and a dozen horses wounded. It was a gloomy moment. How many of those absentees would never come back? No time should be lost in finding out. One by one these absentees rejoined the squadron, several of them carrying on their shoulders the equipment of their dead horses—proof of the admirable morale in this fine squadron. One man was wounded; not one was killed.

* * *

After such an example as this, how can it be said that cavalry will never charge infantry? Without doubt, such cases as this will be rare. The commander must seize the precise moment when such intervention is necessary or possible. The enemy must be totally surprised. Such a

charge must be pushed home vigorously and without hesitation; the troops must have a high morale; and the commander must have a sure eye and plenty of backbone.

Above all, the effect produced on the enemy should be not unlike a thunderbolt. Such a result seems to have been obtained by d'Avout's squadron in dropping suddenly on this victorious enemy infantry. The German communiqué that appeared two days later mentioned "some charges made by the French cavalry on the Chaudun plateau." This French cavalry was composed of eighty Chasseurs! And they were real ones!

In a very few minutes they not only routed infantry that had been advancing successfully for three days, but also, simply by their attitude, they made several reserve companies turn tail.

Never has there been a charge executed under such dangerous conditions, more fruitful in results, and made with so few losses. It will always remain a monument of eternal honor to the Captain who led it and to the officers, non-commissioned officers and privates who executed it.

TOPICS OF THE DAY

APPRECIATION

It is with a deep feeling of appreciation that THE CAVALRY JOURNAL wishes to express its thanks to the authors of the excellent articles on French Cavalry subjects published in this issue. At a considerable expenditure of time and effort they have presented for readers of The JOURNAL matters of great mutual interest to members of the two Cavalry services. To General Brecard and General La Fonte especial thanks are due for their interest and assistance to Major R. W. Strong, Cavalry, who undertook a heavy task in arranging and translating the material.

European Tour of the Army Horse Show Team, 1929

By Captain W. B. Bradford, *Cavalry*

DURING the closing days of last winter, invitations were received in Washington from Poland, Germany and Ireland for the visit of an American Equestrian team, to participate in international contests to be held in those countries during the summer. A board of General Officers convened by the Chief of Staff selected Major Harry D. Chamberlin, 9th Cavalry, as team captain; Captain W. B. Bradford, 9th Cavalry; Lieutenant Earl F. Thomson, 9th Cavalry; and Lieutenant E. Y. Argo, Field Artillery, were chosen as team members.

Training

Lieutenant Argo was ordered to Fort Riley and joined the team, which was already assembled at that point. The remaining weeks of winter were devoted to conditioning horses. As much attention as possible was devoted to schooling and indoor jumping. The winter was unusually severe, and it was almost the first of April before out of door jumping could be begun. By this time, the various types of ditch, bank and water jumps that were expected to be encountered had been constructed on the Riley reservation, and training over these began as soon as the weather permitted. On April 15th, after less than two weeks of this work, the team shipped to Brooklyn to take part in the Brooklyn Horse Show. On May 1st, horses were embarked on the S. S. Dresden, and sailed on May 2nd. The team consisted of the officers previously mentioned, Corporal Charles R. King, Privates 1st Class George Blanks and Charles Boatner, and Private Robert Hays, all of the 9th Cavalry.

The horses were *Dick Waring* and *Tan Bark*, ridden by Major Chamberlin, *Buckaroo, Proctor* and *Jack Snipe*, ridden by Captain Bradford, *Garcon* and *Huron Girl* ridden by Lieutenant Thomson and *Miss America* and *Saint Paul*, ridden by Lieutenant Argo. These last two horses were at times ridden by Lieutenant Thomson, as Argo was injured on two different occasions and unable to ride.

The Posen Show

After fifteen days of land and sea travel, Posen, on the western frontier of Poland, was reached. Two days later, competitions began. Seven nations were represented: Poland, Italy, Hungary, Roumania, Czechoslovakia, certain German individuals, and America. This was a difficult experience for our horses, as it was their introduction to conditions existing in the Continent shows. It was excellent training for both horses and riders, and though the team suffered many falls and other mishaps resulting from the strangeness of obstacles and conditions, results were nevertheless satisfactory and American horses proved their courage and ability.

Outstanding performances were first made in the *Epreuve de Puissance*. With only three horses entered, all went well and were well placed in the ribbons in a field of more than ninety. Here, as well as subsequently, was demonstrated that our greatest chance of success was in those classes in which the obstacles were greatest and most difficult. The jumping ability of the best American horses was certainly above the average of those with which they were competing.

The second noteworthy performance was in a class for teams of three. The American team, consisting of *Dick Waring, Huron Girl* and *Buckaroo*, was first.

Warsaw

Warsaw began very promptly after the end of the Posen show. This was an older and better established *Concours*. The arena was as large or larger than a full sized polo field, and was made very beautiful by the several large trees that grew within it, and by the great forest by which it was surrounded. The footing was excellent, consisting of a mixture of turf and sandy loam. The competing nations were France, Poland, Italy, Roumania, Czechoslovakia, Hungary and America. Entries averaged about 120 to a class, one class a day.

Our horses and riders were more familiar with the obstacles and conditions here, and performances were satisfactory and smooth. The team was handicapped by the temporary loss of *Dick Waring, Proctor* and *Buckaroo*, all of whom were lame during the greater part of the show, from injuries received from falls or other accidents. Here again the American horses excelled in the *Epreuve de Puissance*. *Jack Snipe* and *Dick Waring* both tied for first place. After several jump-offs, during which the obstacles were spread and raised to 1 meter 80 (about six feet), Roumania won, America was second with *Jack Snipe*, and *Dick Waring* placed.

In the team class, which was conducted in a pouring rain, we were not so fortunate. *Dick Waring* went lame at the last moment and performed poorly; *Jack Snipe* fell (there were fourteen falls among twenty-four riders); *Huron Girl* performed well; *Tan Bark* was penalized on a technicality and performed fairly. It was America's worst day of the week, and though not last, the team was nevertheless not included in the ribbons.

Huron Girl performed exceptionally well during the week, and on more than one occasion was tied with five or six other horses for first place. In the jump-offs, she was unable to capture the blue, but was usually well up in the ribbons, close on the heels of the winner.

Our poor performance in the team class was later compensated for to a certain degree by *Proctor* in the King of Roumania's Cup, for the best individual of any nation. Over the special course, which had to be jumped three times, *Proctor* won a clear cut victory and carried away the cup. Second to *Proctor* was the splendid Roumanian mare that had previously won the *Epreuve de Puissance* both at Posen and Warsaw. A total of 25 ribbons were won by the team in Poland.

Cologne

In Cologne, the *concours* began immediately after Warsaw. There were representatives from Holland, Sweden, Poland, Austria, Italy, Germany and America, though in most instances these representatives were riding as individuals, and not as teams. The average number of entries was 120 in each class. As was the case in all the *concours* attended, the entries were so numerous, and the courses so long that only one class per day was held.

The American horses seemed to reach their peak at this time. In the classes entered, the *Barrierenspringen Preis* was won by *Buckaroo*, with *Dick Waring* second. This class required four jump-offs, and was decided on a purely performance basis. In the final trial, the two largest jumps were at a height of six feet two. Both *Dick* and *Buck* had clean performances, the only two over this last course. In four other classes, our horses were second, beaten always by time score only, as ties in Germany were usually decided by giving the class to the horse with the fastest time. In the sixth class America was fourth.

Miss America performed especially well in Cologne. She was usually tied for first place, and nearly always in the ribbons. One of the greatest classes of the show was the *Grosser Preis von Köln*, in which were more than 120 entries. The blue was finally won by a German horse, ridden by that good horseman and sportsman, Lieutenant von Barnekow, a member of last year's German team in New York. This was a simple

performance class. *Miss America* forced the jump-off four times before finally admitting defeat.

Hamburg

Hamburg followed close on the heels of Cologne. Many of the Cologne entries were present, and in the four international classes the competition was very keen. Here *Miss America* and *Huron Girl* performed especially well. *Dick Waring* was lame and our other horses were a little stale. They all performed creditably and were well represented in the ribbons, but lacked much of the brilliancy that had been shown at Cologne. A feature of the Hamburg show was the Jumping Derby. In the ten years during which this Derby has been held, there has never

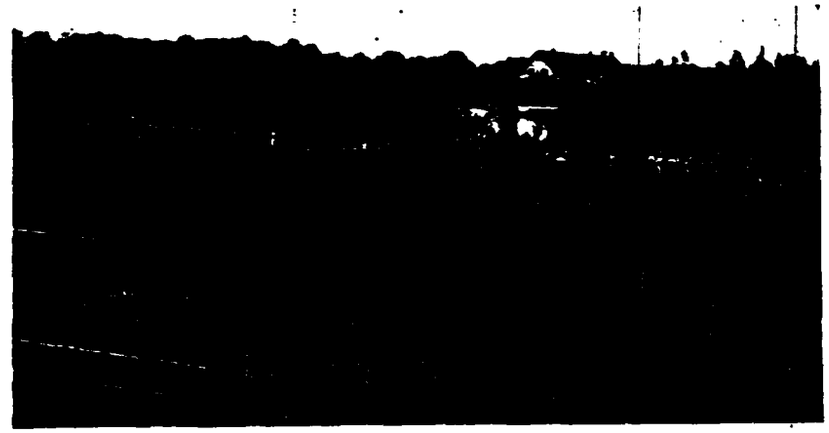
***Dick Waring* in Barrierenspringen Prix at Cologne**

been a performance without one or more knockdowns. This year was no exception to the rule. The winning horse had a score of seven, and of the ninety entries, there were forty who fell.

For the time being, this was the end of a strenuous campaign. Horses and men were shipped to Hanover and a period of rest was begun, followed later by gradual reconditioning. During this time the officers were for a short while the guests of the German Army on a very delightful and interesting tour through the greater part of Germany.

Dublin

On July 20th, the team shipped to Dublin, arriving five days later. A week of rest ensued. Then the great Dublin Show. The Dublin Show is great, not because of the military jumping, nor the size of the obstacles (they are actually less difficult than those on the continent) nor



A Bank at Hamburg

Fifteen foot drop with four foot six fence two strides beyond.

the immense crowds that attend; these are all a part, naturally. But at Dublin, the horse is supreme. There one lives, thinks and talks horse, and at the show are more horses, and better horses than will be found at any other spot at one time, anywhere in the world.

The military jumping is, of course, a special feature, and is very popular with the public. On the last day of the military competitions, there was a crowd in excess of forty thousand sitting in the grandstand, or standing about the huge arena. During the five days of the show, over 100,000 people attended. Seven nations were represented by teams: the English, Irish, Swedish, Swiss, Belgian, French and American. In the three international classes in which we were represented, the team class was won by the French, with America fourth; one of the individual classes was won by America, and the other and last by Switzerland. Our star performer was *Dick Waring*. He fenced beautifully, and won the first individual class quite clearly, thus being excluded from the second day. He also was on the American team during the team class, and performed exceptionally well. *Huron Girl* was well liked by the judges, performed well, and was always scored very high on style.

Several days after the Dublin Show, the team sailed for America. On August 26th it landed in New York, unloaded during the day, shipped that night to Syracuse, and the following morning began competing at the New York State Fair. The horses went well, winning the hunter championship, the jumper championship and all but two of the open jumping classes. On the last night of this show, we shipped to New York City for temporary station at Governor's Island, where horses and men will be rested, reconditioned and prepared for the international shows to be held in Boston and New York during the coming fall.

Buckaroo, Captain Bradford up, wins the Barrierenspringen Prix at Cologne. *Dick Waring*, Major Chamberlin up, second; Lieutenant Andres, Germany, third; *Miss America*, Lieutenant Argo up, fourth.

General Comments

During a series of contests of this kind one is impressed with certain features that seem outstanding. Some that were noted by the American team are recounted in the following pages.

Competition was most severe. During the trip, the team competed against Poland, Italy, Roumania, Czechoslovakia, Hungary, Austria, Germany, Sweden, France, Belgium, England, Switzerland, Holland and Ireland. In each contest, there were usually seven nations represented, and from ninety to one hundred and twenty entries. In Poland the competition was more severe and the obstacles more difficult than in the Olympic Games of either 1924 or 1928. Italy was represented by seven officers and twenty horses; Poland by from fifty to sixty excellent riders and mounts; Roumania by twelve; France by fourteen; America by nine. But the great problem of the American team was to have even five or six mounts ready to go at the start of a class. In the beginning, our horses received injuries from jumping, or other causes that were unavoidable. *Dick Waring*, probably the greatest jumper of the team, was seldom able to enter the ring in either Poland or Germany. His trouble was nothing more than a bruised heel, received from overreaching while jumping, but sufficient to prevent his use. *Proctor* was disabled during most of the Warsaw *Concours*, having gotten astride a kicking bar in a strange stable. (Our horses are all accustomed to box stalls.) *Miss America* suffered at times from an old injury in the fore leg. *Buckaroo* twisted a pastern one day while jumping and was of no use for some time. *Garcon* proved to be a poor choice. He was never lame, but was an unwilling and stubborn mount, and was of absolutely no use to the team.

In both Poland and Germany, there is a handicapping system intended to gradually eliminate the old established horses from the game, and introduce new blood.

In each class, the course of jumps is entirely different from preceding or succeeding classes.

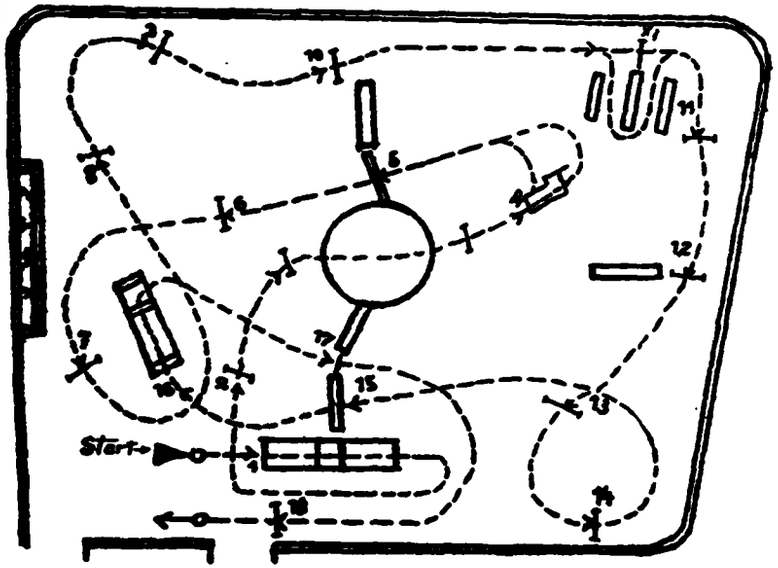
Classes are conducted either on a speed basis, the fastest horse among those having perfect scores winning, or a minimum speed is prescribed. In the latter case, the speeds run from 300 meters a minute, for the classes in which the jumps are especially large and difficult, to 440 meters a minute for those in which there is less difficulty to be encountered. In such cases, the winner is usually decided by the jump off, both jumps and speed being increased.

The courses varied in length from one half mile to one and three-quarters mile; the number of jumps from twelve to twenty-six. Touches were never counted, but the courses were so long and the requirements so well prepared that there were seldom more than five or six horses from among one hundred and twenty entries, that finished with no knock-downs. No two jumps on a course were ever the same, and no two courses ever alike. There were always banks, ditches and water to be jumped, and in one case, even a small pond into which the horse was required to spring from over the top of a fence. The obstacles seldom had wings, and the height varied from 1 meter 20 (four feet) to 1 meter 85 (six feet two inches). The breadth varied from upright obstacles to others with a spread of fourteen feet. The jumping arenas were always outside and in some cases approximated cross country conditions. The areas equalled or were larger than full sized polo fields. Except in the *Epreuves de Puissance*, galloping horses were always required. The American horses were well liked, and were the equals of any with which they competed. For general use, the well bred middle weight American hunter is the ideal type.

There are usually national and international classes. Horses that compete in the national classes are barred from the international classes, and vice versa. In Poland, there were always 150 excellent military entries in the national classes, and from forty to sixty exceptional additional mounts and riders reserved for the international classes.

In some instances, for the team events (*Coup des Nations*), nations were allowed to jump four horses. Only the best three scores were counted. This seemed very fair. In other instances, the course was jumped twice.

In Ireland, judging is not only one performance, but style of going as well. Particularly were entries judged on the style in which they jumped the double and single banks, and to a lesser degree the ditches and water. In all except the International Team Class, entries were paired. They entered the ring and jumped the course at the same time,



A Typical Course in Poland

Eighteen jumps. Speed 400 meters per minute; height one and one third meters, spread four and one half meters; each jump different. A severe memory test as time required taking the gallop and maintaining it throughout the course.

though each followed his own individual course, and no attempt was made to remain abreast. In the team class, the jumping was entirely individual.

The weakest point in the American armor was the training over water. Banks were easily mastered, so that when the famous double bank of Dublin was reached, it seemed a fairly simple matter. The great majority of the horses were equally adept over water obstacles, after the first few days in Poland. But there were at least two who were never quite certain when these jumps were encountered.

In many cases, there were weight requirements, which seemed a very fair proposition. In some instances, particularly at Hamburg, American horses who had won international classes in America, Canada or Europe were handicapped. But this applied equally to horses of other nations, and was fair and accepted by all. Handicapping was done by both increasing the number of obstacles to be jumped, and by increasing the elevation and spread.

In Poland, the handicapping system was in accordance with the total cash prizes won. There were divisions for horses having won 500 zlotys, 1000 zlotys and so on. This system was excellent, in that it was practically impossible for a horse to be an outstanding winner for any great length of time. His handicap soon became so great that he was forced

to give way to a younger and less experienced and handicapped competitor. This system was excellent, and should be studied with care, by the horse show authorities of America, as it tends to eliminate much of the artificiality of the show ring, and promotes good sportsmanship and the breeding of the horse.

American and European shows can not be compared. The great outdoor arenas of Europe, where the courses are ever changing, where entries are counted by the hundreds, and where the course requires a steady gallop of from two to seven minutes, have little in common with our usual show, the small ring, two jumps to a side, twice around type, that is so typical. The American hunter trials, that are becoming increasingly popular, are more nearly analogous. And it is even more certain that the American horse who has had his only training over local show jumps, with their easy approaches, and big wings on each side, can not be said to be prepared for the more difficult and complicated courses that are found in Europe. The American team this year was given a special course of training at the Cavalry School at Fort Riley, Kansas. It had also profited from the experience gained in the last Olympic Games, and from the special training undergone prior to that particular time. Otherwise the reports of the European tour of the past summer would have been of an extremely different nature.

It is needless to say that the team was accorded a very hospitable and sincere reception in all the countries visited. Many of these nations will be guests of America during the coming fall, and it is sincerely hoped that they may be made to feel the depth of American appreciation by the reception, which in turn, is accorded them.

CAVALRY ACTIVITIES

First Cavalry Notes

ON June 19 and 20 the annual tactical inspection of the regiment was made by the division commander, Brig. Gen. George V. H. Moseley, accompanied by Brig. Gen. LeRoy Eltinge, brigade commander.

On June 3 the regiment commenced its range practice by squadron. By late August the work had been completed excepting a small amount of mounted pistol and saber exercise. The range having been vacated by the squadrons, machine gun firing was started on August 21 to be continued approximately one month.

The regiment is scheduled to leave Marfa for Fort Bliss on October 2 to participate in the 1929 maneuvers of the 1st Cavalry Division.

Relinquishing command of the First Cavalry after a tour of three years, Colonel C. S. Babcock left the post on August 5 for Kansas City and was succeeded on August 10 by Colonel J. S. Fair.

Second Cavalry Notes

ON June 10, 1929, a 2d Cavalry polo team, consisting of Captain Burgess, Captain Buckley, Lieutenant Donaldson, Lieutenant Ladue and Lieutenant Ruffner, went to Denver for a series of games with the Denver Polo Club. During the stay at Denver, and through the courtesy of the commanding officer, Fitzsimons Hospital, the members of the team stopped at the Fitzsimons Hospital Officers' Club. The many other courtesies and hospitalities extended to the team by the commanding officer, Fitzsimons Hospital, and by the Denver Polo Club made the visit to Denver a very pleasant experience.

On July 1st, Lieutenant Ruffner returned to Fort Riley and Lieutenant Dewey joined the team, which then proceeded to Colorado Springs to take part in the Broadmoor Tournament. At Colorado Springs the team had the good fortune to win both the six-goal and the eight-goal tournament. It lost the high-goal tournament in a hard fought game to a fourteen-goal team, consisting of Mr. Paul Miehelet, Mr. Jack Vickers, Colonel Neill and Mr. Arthur Perkins. The treatment accorded the team at Colorado Springs was in line with the high standard of sportsmanship for which the Broadmoor Tournaments are famed.

The team feels especially indebted to Mr. Arthur Perkins and Colonel Neill for the generous and courteous manner in which all details were handled.

On July 2, F Troop, with E Troop's Rough Riders and the Band, attached, entrained for Clay Center to participate in the North Central Kansas Patriot Celebration, sponsored by the Dexter Post No. 1 of the American Legion. The Detachment returned to the Post the night of July 6th.

On June 15th, the 1st Squadron did some jumping and cross-country riding for Pathe News.

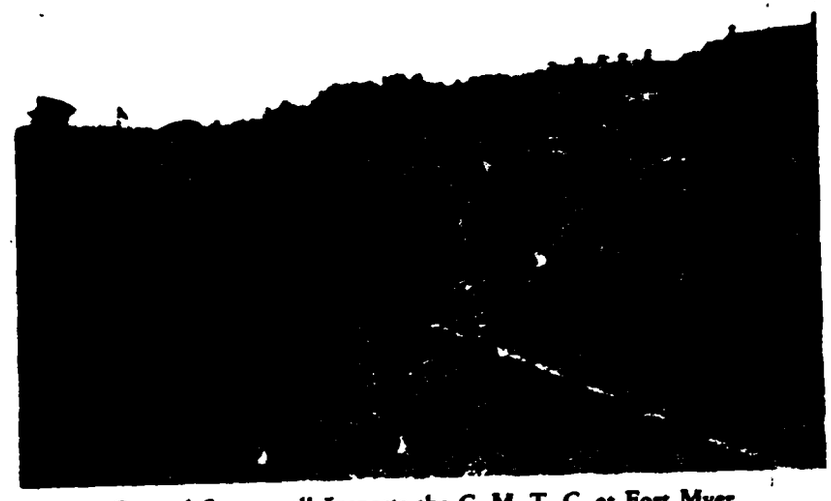
Troop A and the Band participated in the Cattlemen's Picnic at Kingman, Kansas, on July 31st, August 1st and 2d. The troop hiked to Abilene, where the horses and equipment were entrained, the men traveling by bus from Abilene to Kingman. The return trip was made using the same means of transportation.

Third Cavalry Notes

THE Third Cavalry (less 1st Squadron) has just completed a most strenuous summer of training with the civilian components, commencing with the R. O. T. C. and concluding with a brigade of the 62d Cavalry Division.

The R. O. T. C. students from the Virginia Military Institute trained at Fort Myer from June 15th to July 26th, ending the camp by an exhibition witnessed by representatives from the Chief of Cavalry's office.

This year in addition to the Cavalry C. M. T. C. from the 3d Corps Area the regiment trained a detachment from the 2d Corps Area which made the 1929 camp the largest ever held at Fort Myer.



General Summerall Inspects the C. M. T. C. at Fort Myer

During the C. M. T. C., the regiment was also engaged in the training of two regiments of the 62d Cavalry Division, the 305th and 30th Cavalry, which regiments later assisted in the training of the C. M. T. C.

At a most impressive and picturesque ceremony the oath of allegiance to the United States was administered to the C. M. T. C. students by the Judge Advocate General, Major General E. A. Kreger. After this ceremony all troops of the garrison were addressed by the Secretary of War. A number of high ranking officers were present on the reviewing stand with Secretary Good.

Following the C. M. T. C., the 306th, 307th Cavalry and the 402d Engineers spent a two weeks' period of training at Fort Myer. The last four days of camp were spent at Fort Humphreys where an extensive maneuver was conducted for units to include the regiment as a part of a cavalry brigade. The return march to Fort Myer was conducted as a rear guard and pursuit exercise, the 307th Cavalry forming the rear guard of the brigade and the 306th Cavalry conducting the direct pursuit.

At Fort Humphreys a cross country pistol and sabre course, approximately two miles in length, was laid out. The direction was marked by white flags, the approach to a pistol target by a red flag, and a sabre dummy by a khaki flag. Seven pistol and ten sabre target were arranged at irregular intervals on the course. Each competitor was furnished seven rounds of pistol ammunition. The course was ridden at the trot; the contestants starting at intervals of one minute. As they approached the khaki or red flags the appropriate weapon was drawn, an increased gait taken up and the attack launched. The last number of each group wore a white shirt. After he passed the target, a record was made of all hits on the target and of all penetrations of the dummy. These scores were consolidated and the results published to the brigade.

Fourth Cavalry Notes

During the past three months, the troops of the 4th Cavalry have been busy with target practice. As the season draws to a close, the prospects for a high percentage qualified in all arms are bright. The Machine Gun Troop has finished range firing with 94.6% qualified.

Troop "F", the "Black Horse Troop", and the 4th Cavalry Band, marched to Belle Fourche, S. D., July 1st for the Black Hills Round-up. Here they staged a musical drill each afternoon of the exposition, which was heartily received by the spectators. These organizations also performed at the Rapid City Indian Council in July, and the Deadwood "Days of 76", and Rapid City Alfalfa Palace Fair in August and September.

On June 21st, 22nd and 29th, the 4th Cavalry staged a Horse Show and Gymkana at the Fair Grounds in Sturgis. The show consisted of a number of Jumping and Novelty events. Some sixty head of thoroughbred stock were shown in Stallion, Brood Mare, Riding Horse and Colt Classes. This show was an entire success, and will probably be an annual event in the Black Hills.

On July 20th to 23rd, the Black Hills and South Dakota State Polo Tournaments were held at Fort Meade. Teams from Minneapolis, Minnesota, Pierre, S. D., Hot Springs, S. D., the 4th F. A. at Fort Robinson, Neb., and the 4th Cavalry competed. Pierre won the Black Hills Tournament and Minneapolis the consolation. The 4th Cavalry defeated the 4th F. A. at Fort Meade early in July and again on the latter's ponies at Fort Robinson in August. The Academic Blue Team from the Cavalry School came to Fort Meade for two games with the 4th Cavalry in July. In the first game, the 4th Cavalry was successful and won by one goal. In the second game, the Cavalry School Team reversed the result and won by one goal.

The Corps Area Commanders Tactical Inspection of the 4th Cavalry was held on June 13th, 1929, by Lt. Colonel George M. Russell, Cavalry, Assistant Chief of Staff G-3, 7th Corps Area.

Troop E, 4th Cavalry commanded by Captain James I. Gibbon, 4th Cavalry, has been designated to take the test for the Goodrich Trophy this year.

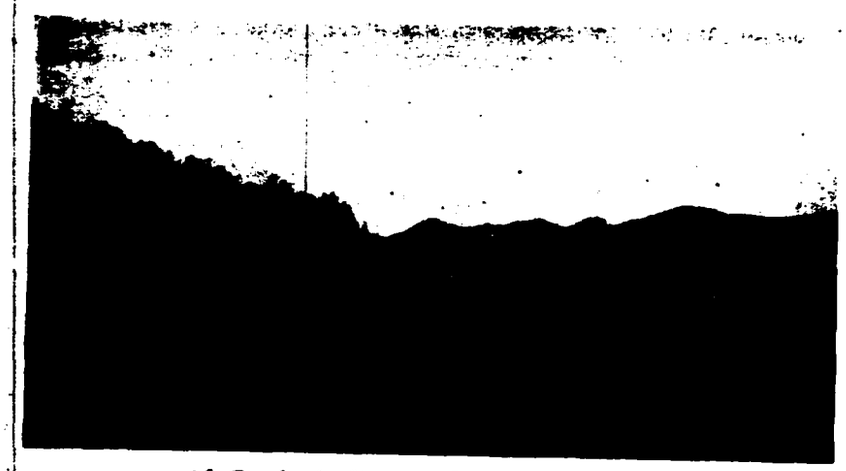
General Herbert B. Crosby, Chief of Cavalry, inspected the 4th Cavalry on June 13th and 14th. He was accompanied by Colonel Edgar A. Sirmyer, 14th Cavalry.

The following officers have recently been assigned to the 4th Cavalry: Captain Leo L. Gocker, 2nd Lieut. Hugh L. Stevenson and 2nd Lieut. Joseph A. Raock. The latter two graduated from the Military Academy last June. Captain Gocker has been on duty at the Infantry School, Fort Benning, Georgia.

During the month of July, twenty-three Reserve Officers of the 324th Cavalry, 66th Cavalry Division, 9th Corps Area, received fourteen days active duty training with the 4th Cavalry at Fort Meade, South Dakota. This is the second year that officers of the 324th Cavalry have received training with the 4th Cavalry and they all expressed a desire to continue their annual training with the 4th Cavalry at Fort Meade.

The Troop Officers of the 324th Cavalry were attached to troops of the 4th Cavalry, the major to Squadron Headquarters and the Regimental Commander to Regimental Headquarters and all performed duties in accordance with their attachments.

On July 9, 10 and 11, practical instruction was received in drill, grooming, equitation, range firing with rifle and pistol and the pistol and saber course in the afternoons, conferences were held on target practice, employment of cavalry, security, administration, organization, weapons, other arms, Air Corps and Artillery. July 12th to 19th was devoted to an eight day's regimental practice march through the scenic Black Hills.



4th Cavalry in Camp at Custer, South Dakota

July 12th the regiment marched from Fort Meade to Brandhurst's Ranch, a distance of 22 miles. This march was through heavily timbered hills, impassible for wheel transportation, so the field train traveled on main highways via Deadwood. Critique in camp on march discipline.

July 13th the march was to Pactola, a distance of twenty-three miles. Scouting and patroling were carried on with a critique in camp.

July 14th, the march was to Hill City, which is one of the oldest settlements in the Black Hills. Instruction was given in advance guard and outposts, followed by a critique.

July 15th, the regiment marched to Custer, which is one of the oldest and best known towns in the Black Hills. It was on the site of Custer that gold was discovered first in the Black Hills. This day's march disclosed the grandest scenery of the Black Hills. A halt was made at Sylvan Lake, which is 6,400 feet above sea level and which is but a few miles from Harney Peak, 7,640 feet high, the highest point between the Rocky Mountains and the Atlantic coast. The famous Needles also were in close view from this point. Due to the steep ascent and switch-back road, it was impossible to carry on any instruction this day except march discipline. Distance marched seventeen miles.

July 17th the march to Deerfield was through a beautiful country, less mountainous than the march from Hill City to Custer. Instruction was given in Flank Guard and Communication. Distance marched, twenty miles.

July 18th the march was to Bulldog Spur, where camp was pitched on the side of a hill at the foot of which was a beautiful trout stream, which afforded diversion and many fine specimens of the finny tribe. This camp was but a few miles from Lead, which is a town of about 4,000 people and which is in part, undermined by the Homestake Mine, the largest gold mine in the world. Distance marched, twenty-four miles.

Fifth Cavalry Notes

DURING the summer months the Regiment completed its small arms target practice with highly gratifying results, its percentage being higher than that of last year when it stood second among the Cavalry Regiments. The Machine Gun Troop qualified 100 per cent with 36 Experts.

In addition to the regular training, the R. O. T. C. Cavalry Unit of the Texas A. & M. College trained at Fort Clark from June 5th to July 16th. There also were forty-five Cavalry Reserve Officers, members of the 311th and 312th Cavalry here for training from July 14th to 27th. These two camps added to the social activity of the Post.

The Post had the pleasure of entertaining both the Corps Area Commander, Major General Lassiter, and the former Division Commander, Brigadier General Mosely, during the latter part of June.

A very successful baseball season is coming to a close with an exciting fight for first place in the Post League between Headquarters Troop and Troop A.

The Regimental Team also had a very successful season having made several trips, the outstanding ones being to Menard, Texas, during the Menard Live Stock Association Horse Show and Race Meet where a three day series was played and won, and to Rosita, Coahuila, Mexico, where the strong Mexican Club beat us in an exciting game by the score of 2—1.

The Horse Show stable has been organized and the training is progressing very satisfactorily under Captain J. H. Irving. The Team is being prepared for the Cavalry Division Horse Show at Fort Bliss in November and it is expected that before the show several new jumpers will be developed.

Polo is also under way the teams having been strengthened by the recent arrival of Major Clark P. Chandler and Major Wilfrid M. Blunt, the latter bringing with him a string of several ponies. Two practice matches are being played each week.

The first tournament play will be at Fort Bliss in November after the Annual Division Division Horse Show.

Sixth Cavalry on the March

THE 6th Cavalry (less Troop B), starting September 10th, marched from Fort Oglethorpe to Camp Jackson, S. C., to participate in the combined maneuvers with other troops of the 4th Corps Area. The distance of the march, 394 miles, was covered in seventeen marching days. By its return to Fort Oglethorpe about November 10th, the regiment expects to have covered approximately 1,000 miles.

Seventh Cavalry Notes

THE 7th Cavalry, Lieutenant Colonel Charles McH. Eby commanding, has spent a busy summer. During the month of July the regiment completed record firing with the rifle, machine rifle and machine gun, on the Dona Ana target range. Excellent qualification percentages were made with all three arms, the regiment qualifying 96.06 per cent with the rifle and 100 per cent with both machine rifle and machine gun. Captain Roye P. Gerfen's machine gunners made enviable qualifications, as follows: Experts, 57; first-class gunners, 14; second-class gunners, 4.

August has been devoted to a number of garrison duties, including furnishing instructors and horses for the summer training camps, and completing record practice in mounted pistol and saber.

Troop B, Captain T. E. Voigt commanding, won the Aronson Trophy for the third time by making the highest saber qualification in the regiment. This entitles B Troop to retain the trophy permanently.

Second Lieutenant T. S. Riggs won a trophy for his excellent work with his troop of C. M. T. C. students.

On August 30th, a regimental review was held. Following the review, the Goodrich Trophy was formally presented to Troop A, its winners for 1928.

The regiment is busily engaged in preparing for the fall maneuvers and the Horse Show and Polo Tournament, which follow in the first part of November. The horses seem nearly as enthusiastic as the men, wherefore we expect many blues and much silver.

New arrivals in the 7th, heartily welcomed by the Garry Owens, are Major John J. Bohn, Captain T. B. Apgar, Captain G. A. Moore, First Lieutenant C. V. Bromley and First Lieutenant A. A. Frierson.

Ninth Cavalry Notes

THE Ninth Cavalry Organization Day was celebrated on July 27. The Regiment was host to six hundred guests, which included the Commandant and prominent citizens of Junction City. Immediately before dinner the Regimental Commander, Lieutenant Colonel R. M. Campbell, gave a brief history of the Regiment and presented several cups awarded for the best lawns and gardens in Rileyville (The 9th Cavalry village). Interesting speeches were also made by former officers and enlisted men of the Ninth Cavalry, after which a barbecue dinner was served. During the afternoon a baseball game between the Colored Detachment of Fort Leavenworth and the Ninth Cavalry kept the numerous visitors interested, and a dance given at the Ninth Cavalry Club ended the day's festivities.

During the summer months a majority of the enlisted personnel of the regiment went on furlough, as such privileges are next to impossible during the school year.

Several changes have occurred among the commissioned personnel of the regiment: Colonel W. V. Morris to Governors Island, N. Y., Majors Roffe and Cockrell being transferred to the DOL, with station at Fort Leavenworth, Kansas, Captain H. B. Gibson to A & M College, Texas, and Captain F. W. Koester to the faculty, The Cavalry School. Lieutenant Colonel R. M. Campbell, Major H. J. M. Smith and Captain Orland S. Peabody replaced the above named officers.

The regiment, due to the efforts of Colonel W. V. Morris, now boasts a polo team of its own, and has entered The Cavalry School Junior Tournament which takes place August 25 to September 7.

Tenth Cavalry Notes

SINCE the last issue of THE CAVALRY JOURNAL there have been many changes in the personnel of the regiment. We have lost a total of ten officers, including Lieutenant Colonel Rethorst, Major Hazeltine, Captains Correll, Morrow, Matte, Cullinane, and Lieutenants Trew, Theis, Heacock, and Yeomans. The following officers have been ordered here: Lieutenant Colonel Fisher, Majors Burch and Youngs, and Lieutenants Stockton, Tompkins, Boone, Bornside, and Robbins. Of these, Colonel Fisher, Majors Youngs and Burch, and Lieutenants Boone and Robbins have not yet joined.

During the month of May the various detachments which had been sent out to important points along the border were withdrawn and the garrison was once more at strength. The First Squadron returned from duty at Nogales, about seventy-five miles from Fort Huachuca, on May 15th. A Platoon of Troop E, which had been stationed at Lochiel, across the Huachuca Mountains from the post, arrived here on May 13th. Companies I and K of the 25th Infantry reached the post by motor transportation from Douglas on May 11th.

As soon as the regiment had assembled, the target season was started with preliminary rifle work. Each troop after completing the rifle firing then conducted machine rifle practice, followed by dismounted pistol work and then the sabre and pistol, mounted. The regimental rifle percentage was 93.15, with B Troop leading with 97.84. With the machine rifle, all troops qualified one hundred per cent. F Troop's Machine Rifle Platoon qualified all experts, with an average score per man of 631.5. At present we are engaged in completing our combat practice and collective firing.

July 28th was observed as Regimental Day. The program included appropriate ceremonies in the morning, followed by special dinners at all organizations at noon, a baseball game in the afternoon and a dance at the Buffalo Club in the evening. Because the 28th fell on Sunday, the following day was observed as a holiday. During the morning program

the Shipp Trophy for the most outstanding soldier in the regiment was awarded to Staff Sergeant William H. Williams, Headquarters Troop.

Colonel McCaskey left the post on August 23d, en route to the Army and Navy General Hospital, Hot Springs, Arkansas, for what it is hoped will be a short period of observation and treatment.

The members of the regiment were saddened by the death of Captain Gabriel R. Mead, which occurred on August 27th at Camp Stephen D. Little, Nogales, where Captain Mead had been on duty with the C. M. T. C. During the short time he had been with the regiment he had impressed all of us with his soldierly qualities and his never-failing cheerfulness. The loss of his services and his good-fellowship is severely felt by the officers and men of the regiment.

All our efforts are now being directed toward our participation in the maneuvers. The regiment leaves Fort Huachuca on September 26th and enters the maneuver zone on October 10th at Akela, New Mexico. After the maneuvers we are to enter the horse show and polo tournamnt. We expect to leave Fort Bliss about November 12th and to arrive at Fort Huachuca about November 26th.

Eleventh Cavalry Notes

THE past quarter has been one of intense activity, requiring the maximum effort and coordination on the part of the whole command in order to put across in proper style the various summer training camps. The new accommodations on the post for handling these camps proved to be of great worth and it is believed that the camps were more successful than ever before and more satisfactory both to the civilian components and to the regular troops in charge of the training.

During the early part of August the regiment rendered assistance to the civilian populace of the Peninsula in the staging of the Serra Pilgrimage, an annual pageant of historic interest. This fiesta could hardly have been successful without the assistance and cooperation of the Post. The troops staged an interesting Mojiganga, consisting of musical drills, fancy riding, field events, military races, etc., in addition to a parade through the streets of Monterey. All this activity at the same time that the O. R. C. camp was being conducted was quite a strain on the whole command but the effort was deeply appreciated by the populace and it is believed that the good will and spirit fostered by the military participation was worth the trouble involved.

The latter part of the month, the First Squadron, with one radio section and one platoon of Machine Gun Troop attached, made a ten-days' march to the Big Sur P. O. where camp was made. The march was made for the purpose of providing recreation as well as training for the men after the summer C. M. T. and R. O. T. C. camps and to take shots for the

motion picture, "Troopers Three." While there a number of parties were sent out with loaded pack animals to reconnoiter the mountain trails in the vicinity.

Our polo situation is especially bright. The Del Monte Properties Company has been more accommodating this year than ever before and we are permitted the use of the Del Monte fields regularly for practice. Aside from turning out a crack team, a large number of officers of the regiment are turning out regularly and enjoying the play and a great deal of green material is being developed. Our first team, led by Captain Delmar Wood, recently played without a single setback throughout a series of eight games in San Francisco against various military teams. The team then went to Santa Barbara and continued to be successful against some of the best civilian teams on the West Coast and is now participating in a series of games at Santa Monica. As this goes to press we still have nothing but victories to report.

A project now the subject of much interest and enthusiasm is the filming of a cavalry motion picture, "Troopers Three." The filming of this picture is receiving the hearty support of the Eleventh Cavalry. This support is due to the belief by all authorities concerned that the picture is to be a credit to the Service and that particularly it will demonstrate the importance and capabilities of cavalry. Since the participation of the troops is to be entirely a representation of cavalry life and training it is not expected that our troop training will be interrupted to any serious extent. A real effort is being made by The Tiffany Stahl Productions, in cooperation with the Regimental Commander, to see that this picture depicts military life more accurately than the vast majority of military pictures are prone to do. Mr. Guy Empey, author of "Over the Top," etc., and himself a former Eleventh Cavalryman, is the author of the scenario for "Troopers Three."

Twelfth Cavalry Notes

FOLLOWING the recent Mexican revolution, a change was made in the garrison at Matamoros. The 43d Mexican Cavalry replaced our old friends of the 17th. An exchange of visits of courtesy was made in June; the officers of the 12th Cavalry, led by Lieutenant Colonel Stanley Koch, called on Major General Serrano, Jefe de Plaza, and Colonel (now Brigadier General) Avila, commanding officer of the 43d, and the officers of that regiment; the Mexican officers returning the call on the 2d of July. For both calls the visiting officers were mounted. Brief inspections were made and refreshments served. The accompanying photograph was made at the headquarters of the 43d Cavalry.

In August, another change was made in the Mexican garrison, the 68th Cavalry from Torreon replacing the 43d Cavalry. We regret the

departure of the 43d Cavalry, who had a very good baseball team which played several close games with the Fort Brown team, and who were organizing a polo team for this winter, but arrangements are now being made for an interchange of visits with the new regiment and we expect to meet them on the diamond and polo field before long.

Baseball has flourished this summer with a Post league composed of troop teams, and a Post team, which has played several series with Brownsville teams, the 43d Mexican Cavalry, Fort Ringgold and Fort McIntosh. The team made a barnstorming trip as far as Laredo in August. So far this season the team has won half its games and has played very good ball.

The far-famed Gulf fishing, boating and bathing resort of Point Isabel, twenty-five miles from Fort Brown, is the scene of a week's outing by all troops each summer. Leaving their horses in pasture on the "Island," each troop in turn motored to the beach and camped for a week. Sailboats were hired, fishing tackle unpacked and living in bathing suits the whole time, everyone had a fine period of rest and recreation.

The regiment leaves about September 15th for two weeks in the field, including a march of more than 300 miles over hitherto rather unknown country, from 40 to 100 miles north of the Rio Grande, the cattle country that lies just beyond the "Valley."

Colonel Daniel Van Voorhis is expected to join and assume command about October 1, 1929.

Lieutenant Colonel Stanley Koch, assisted by Major Oliver I. Holman, has commenced the training of a team to represent the regiment at the Fort Bliss Horse Show in November. For the benefit of the Horse Show Team a carnival and dance was given at the Officers' Club August 31st, with over 500 civilian guests from the Valley. An evening Horse Show in the new electric lighted outdoor arena is scheduled for September 8th.

Thirteenth Cavalry Notes

THE annual turnover of the officer personnel of the 13th Cavalry was much greater than usual this year, only nine officers remaining in the regiment out of the twenty-five on duty June 1st. Captains W. R. Irvin and Gene R. Mauger were ordered to the University of Arizona and Captain Ernest A. Williams to the VI Section, The Cavalry School. Our other losses have been officers ordered to the school as students: Major Calvin DeWitt, Jr., and First Lieutenant S. P. Walker to the Advanced Equitation Class; Captain George A. King, who joined the regiment only this summer from National Guard duty at Boise, Idaho, to the Advanced Class; and First Lieutenants Edwin M. Burtness, Lee C. Vance and Lawrence R. Dewey; Second Lieutenants John H. Stadler, Jr., John H. Claybrook, Jr., Paul R. Greenhalgh, Harry D. Eckert, William H. Nutter, Ronald M. Shaw and Mitchell A. Giddens to the Troop Officers' Class. The gains, slightly more numerous than the losses, include Major Edwin N. Hardy, returning from foreign service in the Philippines; Major Norman E. Fiske, who will join this autumn from duty as student at the Italian Cavalry School, Tordi Quinto, Rome; Captain Catesby ap C. Jones, recently on duty at Virginia Military Institute; Captain H. A. Myers, who has just completed the Company Officers' Course at the Infantry School, and First Lieutenant Winfield C. Scott, joining from duty at the Overseas Replacement Depot at Fort McDowell, California. This year's graduating classes at the school have furnished us Captain Earle F. Cress, First Lieutenants William L. Barriger, John C. Hamilton, Hayden A. Sears, Frank H. Bunnell, Edwin C. Greiner, Don E. Carleton, Wendell Blanchard and Augustine D. Dugan, while Second Lieutenants Conrad S. Babcock, Jr., and George V. Ehrhardt have recently been transferred from the 11th Cavalry.

Troop A, Captain Guy D. Thompson, commanding, won the baseball championship of the Inter-regimental League. Following this accomplishment, the troop took two games out of three in a series with Company A, 9th Engineers. This entitled Troop A to play off a series with the 2d Cavalry League for the Post championship. This troop has been selected as the troop of the 13th Cavalry to participate in the Goodrich Trophy Training Test for 1929.

This year the 13th Cavalry was designated by The Commandant, The Cavalry School, as the "parent organization" for the Kansas State Vigilante Shoot. The "Vigilantes" is an association of Kansas bankers for the promotion of rifle and pistol practice. The 13th Cavalry was responsible for the establishment and maintenance of the camp, and also for the operation of the target range. The encampment was held from September 15th to 17th, both dates inclusive. Approximately 400 contestants were present.

During the annual target season just completed the regiment as a whole qualified 94.27 per cent with the rifle, with a total of 419 men completing the course and an average score of 279.07 per man. Fifty-three qualified as expert riflemen, 111 as sharpshooters and 231 as marksmen. The regiment qualified 100 per cent with the machine rifle, the average score per man being 613.85. The Machine Gun Troop qualified 98.49 per cent of 66 men firing, losing one man only. Results by classification: Experts, 20; First-class Gunners, 19, and Second-class Gunners, 26.

A regimental polo team, composed of Captain Febiger, Lieutenants Carleton, Stadler, Burnett and Eckert, visited Denver for a two-week contest with the Denver Polo Club. Out of eight games of eight periods each, the 13th Cavalrymen took seven. On August 25th, the Cavalry School Junior Polo Tournament started, the regiment entering two teams. In the High Goal Bracket, the following officers made up the team: Cap-

tain King, Lieutenants Burnett, Walker, Claybrook. This team won their first two games, but lost the finals to the Bluebirds of the Academic Division, after two extra periods, by a score of seven to six. The Low Goal Bracket team was composed of Lieutenants Vance, Dugan, Ehrhardt, Dewey. This team also won their first two games, but lost the finals to the 2d Cavalry Swans.

Fourteenth Cavalry Notes

COLONEL EDGAR A. SIRMYER, and the members of the Fourteenth Cavalry have put in an intense training period during the past three months. The troops began with a vengeance their preliminary training for the 1929 target season on April 1st, and they were rewarded for their efforts by qualifying one of the highest percentages ever attained by the regiment. The preliminaries were conducted at the post and the troops, under the command of Major John D. Kelly, marched to Camp Dodge, Iowa, on June 1st, returning to the post on July 1st. They then began making plans for the Summer Training Camps.

During the month of July much was accomplished in the way of polo. The 14th Cavalry team under Major Kelly, made a trip to Fort Snelling, Minnesota, where they made their way to the finals of the Twin Cities Tournament being defeated by Pierre, S. D., after a hard battle. The team prior to leaving were hosts to the Fort Leavenworth team for a series of three games. There are at present two teams on the post, made up of Cavalry and Artillery officers, offering games each Tuesday and Sunday to the general public.

On August 1st, everything was in readiness for the processing of the C. M. T. C. candidates. The post riding hall was made into a number of lanes; the candidates passed in as they arrived at the post and were completely equipped and every detail attended to before they walked out. The Camp was commanded during the period August 1st to 14th, by the Officers of the 349th Infantry, with Colonel Charles B. Robbins, former Assistant Secretary of War, at the head of his regiment. At the end of the 349th Infantry training period Colonel Stanley, commanding the 350th Infantry, took over the duties of training the candidates.

The camp consisted of four companies of Infantry, one troop of Cavalry and one Battery of Field Artillery. Major John D. Kelly, 14th Cavalry, supervised the training of the mounted organizations. During the month all sorts of entertainments were held for the candidates, including an interesting boxing and wrestling tournament which attracted a large crowd from Des Moines and vicinity.

The entire camp were guests of the Iowa State Fair Association at the Diamond Jubilee fair; the candidates under Lieutenant Philip Payne, Inf. (DOL) gave a most interesting setting up drill.

The camp was brought to a close on August 29th, when Governor John Hammill, of Iowa, addressed the candidates.

A number of the officers of the regiment entered horses in the Horse Show of the State Fair. Considering the high class field which showed in the different events more than our share of ribbons came back to the regiment.

Headquarters Troop will move into their new barracks about September 10th. The old barracks were destroyed by fire on December 18, 1928. A new moving-picture building has also been built on the post; it is expected that the garrison will have their own talkies now within a few months, which will add to the many amusements already established on the post by Colonel Sirmyer.

Plans are now in process for the fall and winter training schedules. As a part of the training weekly riding hall drills will be held in the riding hall; these drills were exceedingly popular last winter and attracted very large crowds.

Twenty-Sixth Cavalry Target Practice

THE 26th Cavalry, Philippine Scouts, has completed a very successful target season. Pistol and saber practice was held in January between the time of the annual tactical inspection and the annual maneuvers. Rifle, machine rifle and machine gun practices was held after maneuvers. Regimental averages were as follows: pistol, dismounted, 84.55 per cent; saber, 89.69 per cent; pistol, mounted, 95.00 per cent; machine rifle, 100.00 per cent; machine gun, 97.65 per cent; and rifle, 96.00 per cent.

Troop E led the regiment with the pistol, dismounted, by qualifying 97.22 per cent, and also with the saber, in which 98.33 per cent qualified. Troop B had the highest percentage of qualifications with the pistol, mounted, 98.85 per cent. The Headquarters Troop led all the troops with the rifle, qualifying 100 per cent of its men, with an average score of 295.73 per man. Troop B led the rifle troops with 97.96 per cent qualified, and Troop F was second among the rifle troops with 97.89 per cent. Troop F has the largest number of recruits of any troop in the regiment.

Our only native cavalry regiment stands very high in marksmanship; a year ago it led all the cavalry regiments with the rifle. At Stotsenburg there is an excellent rifle range with very normal and uniform conditions as to wind, light, etc. The natives are fond of the rifle and they are excellent "holders"; once they get in the "bull", they stay there.

The Machine Gun Troop qualified nearly all its men with the machine gun, but is still having trouble making many expert machine gunners, this qualification being undoubtedly the hardest one to make with any cavalry weapon. The machine rifle is gaining a place of confidence with

the troops as a single-shot weapon, even when used without sandbags or supports other than the bipod and butt rest. The native troops are not so much at home with the pistol and saber, but, nevertheless, as the records show, are able to make very creditable showings with the new combined pistol and saber course.

Squad and platoon combat problems with the rifle were held with very good results at the end of the regular target season. A platoon of Troop A fired a problem against an enemy platoon represented by kneeling silhouettes. Firing was done only at halts during an advance from about the 500-yard point to within about 300 yards of the targets. Over thirty per cent hits were made, one shot in every three actually causing a casualty and every target being hit at least once at some time during the advance.

Fifty-first Cavalry Brigade Training

THE active duty training period of the Brigade this year was most satisfactory, although the regiments and Brigade Headquarters Troop and Staff trained at different times.

The 101st Cavalry went to Camp the early part of June at Pine Camp, New York, and was immediately followed by the 121st Cavalry. Brigadier General Bryant, his Staff and Headquarters Troop took part in the army maneuvers at Camp Dix during July.

The Army maneuvers proved most interesting and instructive for the Brigade Staff and Headquarters Troop. Although the invasion of the Red Army was only on paper the maneuver developed realistically as well as theoretically. Our brigade mission was to cover the right of the army. During the first day, our brigade was forced to retire under pressure of a division of Red cavalry. We were actually pushed back some twenty miles, setting up approximately seven command posts, to the vicinity of the Delaware River, where we were assisted by naval guns from destroyers. During the night we were reinforced with a battalion of Field Artillery and the morning of the second day the enemy advance was stopped. The following day our brigade drove the Red cavalry across the Rancocas Creek at a deep ford.

The brigade then started pursuit of the Red forces, regaining not only the lost territory but assisting the 27th division on our left in an offensive movement. The problem ended as our brigade executed a turning movement well in advance of the infantry offensive.

First Squadron, 103d Cavalry Notes

"PROMPT and reckless in going into dismounted action" was the comment of an umpire on the work of the squadron in the big maneuver at camp this year. And "Prompt and Reckless" has been selected as the objective of the squadron for the future—"prompt" in the sense of being in the right place at the right time and "reckless" as a combination of dash and daring, which is the true spirit of cavalry.

The winning of the "Best Squadron in the Brigade" streamer and the excellent showing made by the individual troops all helped make this "the best encampment yet held," which was the opinion of Brigadier General Edward C. Shannon, commanding the 52d Cavalry Brigade. As in former years, the work at camp was on a competitive basis and the final results were not disclosed until the last Friday, when the Brigade was formed for the awarding of cups, trophies, and streamers.

The 103d Cavalry, commanded by Colonel Arthur C. Colahan, won the "Best Regiment" streamer. This squadron, commanded by Major Edward Hoopes, received the "Best Squadron" streamer; Brigade Headquarters Troop (1st Troop, P. C. C.), commanded by First Lieutenant Effingham B. Morris, the "Best Unit" streamer. Troop A, 103d Cavalry, commanded by Captain Kirk Swing, brought back the "Best Drilled Troop" streamer and the cup awarded by the 103d Cavalry First Sergeants' Association. Troop B (2d Troop, P. C. C.), commanded by Captain Jeremiah F. Neill, Jr., received the "Best Troop Pistol Mounted" streamer. In addition to this, the Medical Detachment and Band of the 103d annexed streamers.

The most interesting feature of this year's camp was, undoubtedly, the four-day maneuver in which the entire brigade participated. Leaving camp early Monday morning of the second week, a twelve-mile march was made to the junction of the Quittapahitta and Swatara Creeks. Here camp was made in a level meadow bordered by woodland. The next morning the regiments separated and moved into a valley of the Blue Ridge Mountains. The 104th marched through the Manada Gap and camped in a pine grove a few miles beyond, and the 103d made a fifteen-mile march through the Indian Town Gap and encamped near Cold Springs, where a beautiful view down Fishing Creek Valley was obtained. The following morning, the regiments advanced on each other, each with a mission of driving back all opposition. The meeting engagement proved most interesting and developed almost every kind of cavalry action. The first encounter was the driving back of a patrol of the 104th by a mounted charge of part of the advance guard of the 103d. From then on the action was rapid, including dismounted action and several mounted charges. After the engagement the 103d moved back to its old camp and the 104th encamped in an adjoining field. The following morning the brigade broke camp in the dark and made a twenty-five-mile march back to Mt. Gretna. On the way the advance guard, furnished by the 104th, was engaged by infantry, which had been brought out in motor trucks to fight a delaying action. This action, in which airplanes participated,

proved very instructive in showing the mobility of infantry when transported by trucks. A check-up on the return to camp showed that the number of causalties in men and horses was almost negligible, and the instruction gained and interest aroused was a maximum.

Since returning to its "home station" the troops in the squadron have not been idle. The Troop B (2d Troop, P.C.C.) Rifle Team won the Cavalry Cup at the annual tournament at Sea Girt, N. J., a trophy which has been successfully defended by teams of the New Jersey Guard for twenty-three years. The team, consisting of Sergeants J. Rule (team captain), J. M. William, R. V. H. Wood, and J. C. Weeks made a score of 340 points out of a possible 400. The Essex Black Horse Troop of Newark was second, with a score of 333. This match was shot at 200 yards standing and 600 yards prone, ten shots per man at each range.

And now for a busy winter of indoor work.

"A short life in the saddle, Lord.
Not long life by the fire."

Black Horse Troop Organized in Chicago

WITH the regulation ceremony, The Black Horse Troop of Chicago was sworn into service at the Riding Club, Chicago, Thursday evening, April 25th. The official designation of the troop is Headquarters Troop, 106th Cavalry.

The Black Horse Troop is under the immediate command of Capt. Maxwell M. Corpening, former cavalry instructor at the United States Military Academy. John T. Knight, Jr., has been named First Lieutenant, and Munroe McCloskey Second Lieutenant. All three men have resigned from the army and are in business in Chicago.

The personnel of The Chicago Black Horse Troop comprises experienced horsemen, most of whom have had previous military training.

Captain Corpening was born in North Carolina and is now Managing Editor of the Chicago Riding Club. He was graduated from West Point in June, 1918, and was promoted to the grade of Captain within one month. He was detailed back to West Point as instructor in equitation and cavalry tactics, and while there, in 1919, was in command of the official escort troop, a duty similar to the one he undertakes with The Chicago Black Horse Troop. He participated in numerous army horse shows, polo and endurance matches.

Lieutenant Knight was graduated from West point in 1918 and ranked number one in the corps of cadets for military efficiency. He is connected with the Builders' Development Corporation in Chicago. He is a son of Brig. Gen. John T. Knight, U. S. A., formerly stationed in Chicago.

Lieutenant McCloskey was graduated from West Point in 1924 and is a son of Colonel Manus McCloskey of the regular army, now in organized reserve duty here. Lieutenant McCloskey is associated with Clark & Trainor, realtors.

A military committee, consisting of Col. Walter J. Fisher, of the 106th Cavalry (of which The Chicago Black Horse Troop will be a part), Col. J. P. McAdams, of the War Department in Washington, Maj. W. T. Delihant, of the Division Staff, and Captain Corpening selected from the four hundred applicants for positions in the Troop, fifty-three candidates for the initial enlistment. Others will be selected from the large reserve list of applicants until the number in the Troop and Band will reach approximately one hundred. In the selection of the members of the Band, it has been decided to recruit only the best members of high school bands of Chicago. The contract between the State of Illinois and the Chicago Riding Club has been consummated, setting over the use of one-half of the Riding Club and the arena on special nights as an armory for the Troop. Specially designed full dress uniforms for ceremonial occasions are to be provided.

Activities of the 305th Cavalry, Philadelphia, Pa.

IT was with deepest regret that the 305th Cavalry saw its former Executive Officer, Major John M. Thompson, Cavalry D.O.L., leave for his new post at the General Service School, Fort Leavenworth, Kansas. During the four years of his stay, "Tommy" endeared himself not only to the regiment but to the many people with whom he came in contact. Always a hard worker, he was also a hard rider and became a popular figure in the local horse shows and in the fields of the various hunt clubs with which he hunted.

At the end of June a dinner at the "Lilacs" was given in Major Thompson's honor by the officers and men of the regiment. Everyone hates to see him leave and all wished him good luck and a return engagement in Philadelphia.

Major Charles L. Clifford, Cavalry D.O.L., succeeds Major Thompson as Executive. He has just reported for duty and, being a good horseman, should find Philadelphia far from dull.

The regiment has lost a valuable "Second in Command" through the transfer of Lieutenant Colonel William Henry Clifford to the command of the 307th Cavalry at Richmond, Va. Colonel Clifford lives at Chudleigh Oatlands, Va., where he raises horses and mint. He served for many years as an officer of U. S. Marines, and the 307th may well congratulate itself upon its new C. O.

On July 1st the regiment, less the 2d Squadron, reported for duty at

Fort Myer, Va., after a week's refresher course, and thanks to winter spent with book and pencil, the officers were ready to receive the C. M. T. C. candidates.

The work of handling and training the C. M. T. C. is exceedingly interesting and just the type of duty which would fall to the citizen soldiery of the country in the event of war.

Officers at Fort Myer, from Colonel Henry down, did everything in their power to make the tour of duty agreeable and successful. From the moment the C. M. T. C. students arrived they were in the hands of Reserve Officers. Reserve Officers made all assignments to troops, received the candidates and subsequently commanded the three troops in the training squadron, while the men of the Regular Establishment stood aside and acted as advisors only.

As Fort Myer has but a squadron the training program of the 305th Cavalry was so arranged that the squadrons of the regiment came down at different times, while Regimental Headquarters remained during the whole tour of duty. The first squadron, commanded by Major E. F. Rutan, whose promotion has just come through, was on duty from July 1st to 14th. The second squadron, in command of Captain Leslie C. Bell, from July 7th to 22d. The overlap period was used for the Refresher Course of the second squadron.

Six of the officers remained on duty for the whole period of the camp.

To the men who were officers during the war it was a great relief to be given command again. The continuous schools, without an opportunity to actually command troops, were slowly but surely costing the Reserve Corps its best men. The present system, if carried out, will do more to build up esprit than anything that has been done since the war.

It is the opinion not only of Colonel Forbes, who remained with his regiment while it was in camp, but also of all the officers who attended Fort Myer, that this was the most successful tour of duty ever gone through.

The officers of the 305th Cavalry received so many signal courtesies from the officers of the Brave Rifles and their families that a detailed account cannot be given. All will retain a most pleasant recollection of Fort Myer.

With summer vacations a thing of the past, the regiment is preparing for a strenuous winter. The usual riding classes will be held twice a week. There will also be conferences at night every other week and weekly meetings at Wednesday noon at Regimental Headquarters.

Cub hunting has started and the hunting members of the regiment are all looking forward to a good season. Foxes—native red—are reported to be plentiful and in good shape, so sport should be excellent. The following are among the men who hunt regularly:

Colonel William Innes Forbes, Radnor Hunt; Major Horace B. Hare, M.F.H., Radnor Hunt; Major Donald L. McCuen, M.F.H., Sicmeade Hunt; Major Joseph N. Ewing, M.F.H., Eagle Hounds Hunt; Captain Max Livingston, Jr., Whitelands and Radnor Hunt; Captain William S. Brogden, Whitelands Hunt; Captain Andrew W. Porter, Pickering Hunt; First Lieutenant Lucullus N. D. Mitchell, Whitelands Hunt; First Lieutenant William J. Taylor, Jr., Whitelands Hunt; First Lieutenant William W. Frazier, 3d, Whitemarsh Hunt; Second Lieutenant Walter L. Fotterall, Whitelands Hunt, and Second Lieutenant William M. Bray, Pickering Hunt.

306th Cavalry

THE 306th Cavalry engaged in active training August 11th to 24 at Fort Myer, Virginia, under the direction of officers of the 3d Cavalry. Present, 31 officers and 6 enlisted reservists. The regiment trained in conjunction with the 307th Cavalry from Virginia. Similar contact between these two regiments for the last six or seven years has resulted in warm friendships and perfect cooperation.

Horses, arms, equipment, including officers' saddles, and all facilities were supplied by the 3d Cavalry. Colonel Henry personally directed the training, and to his energy, thoroughness and patience and the willing cooperation of the other officers of the 3d Cavalry was largely due the great success of the training period.

The regiment has never had a more interesting, instructive or pleasant period of active duty. It differed from former periods in that it afforded much more practical field work—actual troop leading and command, in which Reserve officers naturally become very "rusty" during long periods of inactivity. Incidentally, this called for more riding than usual—always a most welcome feature.

The schedule was an energetic one and interesting throughout. There was not a dull moment during the entire two weeks. Everything was practical and to the point.

The first week was spent at Fort Myer. Here the work embraced cavalry drill through school of the troop. Reserve officers commanded units of the regular cavalry. By rotation, every officer commanded in succession squads, platoons and troops. Preceding each drill there was a demonstration by a Regular unit. In addition, there was instruction and practice with pistol, mounted and dismounted (instruction and record practice in the latter), the saber, in equitation, animal management, signal communications, saddling and bridling, packing for the field, and in cavalry supply. On Wednesday afternoon there was a tactical ride and on Friday afternoon a field exercise with troops of the 3d Cavalry, Reserve officers in command.

The second week was spent in the field, on the Humphrey Reservation. On the march down, each morning of the stay, and on the march back, a continuing series of tactical problems was carried out. For the week a reduced regiment was made up of the regular troops, with Reserve officers commanding appropriate units, commands rotating so as to give opportunities to command various units. Problems were two-sided, troops using blank ammunition. The situations covered meeting engagements, advance guard, attack of a position, delaying action and establishment of an outpost. It is believed this field work was extremely valuable for Reserve officers, who have little opportunity for actual command of troops. It was certainly highly interesting. Regular officers acted as umpires and instructors.

On Wednesday afternoon all officers engaged in pistol and saber practice, and on Thursday afternoon they ran through an unknown pistol and saber course—one of the most interesting features of the entire period. Each evening Colonel Henry held a critique of the day's exercise. Our officers acclaimed this week the most interesting and instructive of their Reserve careers. Without doubt, they derived great benefit from it.

Weather was perfect during the entire period and the mess was, as usual at Fort Myer, excellent.

307th Cavalry

THE regiment completed a most instructive period of active-duty training at Fort Myer, Virginia, on August 24th, under the supervision of Colonel Guy V. Henry, 3d Cavalry.

The last phase included a march to Fort Humphreys, where tactical rides and terrain exercises as part of a continuous problem were held for three days. The final event in camp was a group problem—the assumption being that each individual was the bearer of important messages in hostile country. Armed with pistol and saber, the riders left the starting point at intervals of 1½ minutes, with ten minutes between groups—negotiated an unknown course marked by flags; a red flag indicated that a pistol traget was in the vicinity; a white flag a saber target. (The targets simulated the presence of the enemy intercepting the messenger.) The rider was required to gallop—locate the target, either fire his pistol or attack with saber, as indicated by the flags, and continue on his course.

The aggregate score of each group was recorded. The last messenger in each group wore a white shirt to indicate to the scorers that it was comparatively safe for them to resume the upright posture for ten minutes, in which time the group totals were recorded.

The 307th carried off the honors in the commissioned groups.

The sporting feature of this problem appealed to all participants and

was indeed a most "appropriate finale" to a cavalryman's active-duty training.

Lieutenant Colonel William H. Clifford, Cav-Res., assumed command of the regiment June 29, 1929. Colonel Clifford served during the Philippine Insurrection, Boxer Rebellion in China and in the World War. The regiment is to be congratulated in having at its head an officer of such broad experience and training.

Major F. K. Chapin, Cavalry (DOL), Unit Instructor, reported for duty July 31.

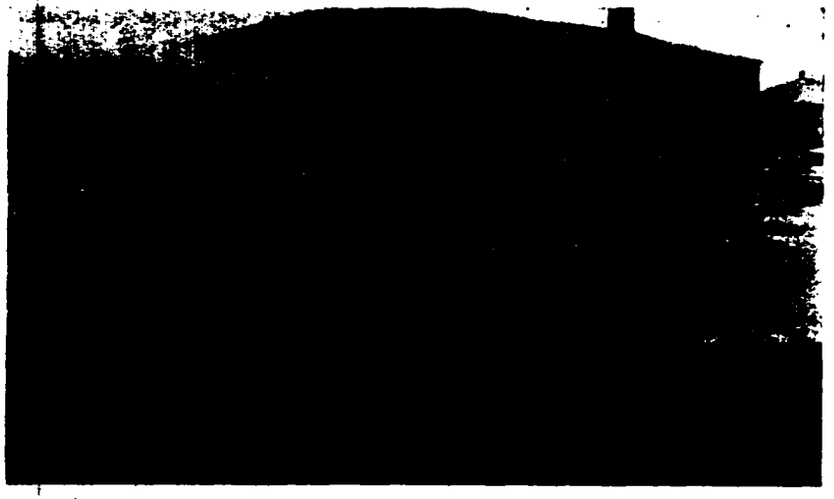
October 1st marks the beginning of the inactive duty training period. It is expected that the majority of the officers will enroll for the correspondence courses. It is especially desired that the officers who will be unable to attend the conference regularly avail themselves of this opportunity to continue their training.

The 862d Field Artillery Goes to Camp

ON Sunday, August 18, the officers of the 862d Field Artillery (a Reserve regiment, part of the 62d Cavalry Division) found their way to the line of tents reserved for their use at Fort Hoyle, Maryland, with a certain feeling of wonder—not because they were inexperienced with military life, for many had seen active service abroad in the World War and here in this country at other posts, but because this was the first meeting in the field of this newly organized regiment. Our regimental commander, Lieutenant Colonel Roger S. B. Hartz, was on hand with his battalion commanders, Major Frank Gosnell, Jr., and Major Earl P. Robinson, to make the necessary introductions and to see that the junior officers were comfortably established in their open-air quarters. It was arranged that we should mess at the Officers' Club during our two weeks' stay on the post, and that evening the dining table was surrounded by the twenty of us—the atmosphere during dinner was cordial and reassuring, and we felt that our first camp was to be a success.

Major John N. Hauser, commanding the 2d Battalion, 6th Field Artillery at Fort Hoyle, was detailed to be our senior instructor; and during the course of our two weeks' training he made generous use of the officers of his battalion and the equipment, men, horses, guns and fire control instruments of his several batteries in order to enable us to familiarize ourselves again with the duties which we would be called upon to perform in the event of a nationel emergency.

The first week was devoted to maneuvers in the field, instruction in the calculation of firing data, service of the piece, and intensive equitation—so intensive, in fact, that the softness of the lounge chairs and couch in the Officers' Club was gratefully and increasingly acknowledged



862d Field Artillery (Horse) in Camp at Fort Hoyle, Md.

by those of us who had not been in the saddle for some time. Two practical problems of conducting a battalion into battle position, with the necessary establishment of all communication lines after proper reconnaissance and issuance of orders, were undertaken on two consecutive mornings of this week by the group of us, led on the first day by Major Robinson, and on the second day by Captain Robert N. Krebs. The criticism of the Regular officers, who inspired these attempts, was varied, but favorable, on the whole. Several evenings of this first week were spent in an administration building which had been turned over to us for the purpose of study; there one might have felt that he was in the august presence of a general staff, so importance and so learned we appeared, chewing our pencils away, our wrinkled brows directed, not at war-time maps, but at the small print of the Army Field Regulations Manual, while a hushed conversation might be carried on by some young second lieutenant with a more experienced superior in an attempt to learn his next day's job more quickly and not keep the fair guest, whom he had invited up for dinner, waiting too long. By the end of the week we had acquired to the best of our ability the rolling, spur-swinging gait of a field artilleryman, so that when most of us departed for home in or around Baltimore over the week-end we felt ourselves really veterans.

Much to our physical relief and also much to our disappointment we found that we should not "to horse" the second week, since all our time was to be devoted to artillery firing practice. Eight rounds of shell and twelve of shrapnel was accorded, by peace-time regulations, to our captains and lieutenants. They performed creditably, much to their amazement and to that of Brigadier General James B. Gowen, the Post com-

mander, who climbed up the observation tower one day to make sure that we were not demolishing entirely the rather hostile group of little fishing boats, which seemed reluctant to give up their sport simply because of a few shells bursting around them in the small coves of the Gunpowder River. Major Hauser's practical and suggestive method of coaching us during this vital part of our training was certainly most helpful, and one to be followed by all military instructors, we united in thinking. The last two afternoons of the week were spent on the pistol range, where Second Lieutenant Albert H. Nosun fairly obliterated that splotch of black, known as a bull's eye. On Wednesday afternoon we took to the Aberdeen Proving Ground, where a fourteen-inch gun refused to fire, while we stood around, poised expectantly and modestly waited until we were inside the huge museum, inspecting tanks, tractors, etc., before it spoke its mind. It might be inserted here that, the previous Wednesday we motored to Edgewood Arsenal, where, among other things, we entered one of the buildings devoted to the manufacture of tear gas, and emerged a sad, spluttering group.

To General Gowen, who commands Fort Hoyle; to Colonel McNair, and to all the officers of the post we here publicly express our appreciation for their extreme hospitality to us and declare that few of us have spent two more enjoyable as well as instructive weeks at any time, anywhere, and that we all hope to be able to return next year with large reinforcements.

BOOK REVIEWS

The Old Army. By General James Parker. 454 pp. Illustrated. Dorrance and Co., Philadelphia, Pa. $4.00.

In recent years the appearance of a considerable number of memoirs of military leaders of this country and England have been noted. Most of them are interesting, a few are of historical value, and all reflect the personalities of their authors. These three characteristics apply to General Parker's Memoirs of "The Old Army".

Joining the Fourth Cavalry at Fort Sill, Indian Territory, in 1876, after his graduation from West Point, General Parker gives a vivid picture of Army life in frontier posts in the southwest during the late Seventies, when hunting parties and the pursuit of outlaws or deserters occupied the time and energy of the garrison between Indian Campaigns. He took a prominent part in the Geronimo Campaign in the southwest in the early Eighties. The extent of the depredations committed by the blood-thirsty Apaches and the difficulties and hardship encountered, while running them down, are well depicted. A number of little-known episodes of the campaign are described. General Parker's answer to the much-discussed question "To whom belongs the credit for the Surrender of Geronimo" is one of these.

After tours of duty at Fort Myer and San Francisco, General Parker, then Captain, was assigned to duty at West Point as Instructor in Cavalry Tactics. Many still recall with much pleasure the characteristic sayings of "Captain Jim".

After a tour in Cuba following the Spanish American War, the author was ordered to the Philippines in 1899. There his service during the Philippine Insurrection was varied and extensive. The personal experiences of General Parker in many campaigns and battles give the reader an excellent idea of the task of the Army in our first experience with "The White Man's Burden". For exceptional bravery at the battle of Vigan, General Parker was awarded the Congressional Medal of Honor.

Following the Philippine Insurrection, General Parker served for a time in the Adjutant General's Department, and also commanded the 11th Cavalry which, under him, was well and favorably known for its efficiency and regimental esprit.

He was later appointed a Brigadier General, and during the World War, was promoted to Major General, National Army.

General Parker evidently believes in calling a spade a spade, and his frankness in discussing what he considers as derelictions on the part of his superiors leaves nothing to be desired. A wealth of anecdote and an easy flowing style add much to the book.

The author's long and distinguished service as a Cavalry officer makes the work of especial interest to readers of The Cavalry Journal.

The West Point Guide Book. 29th Annual Edition. 56 pp. Illustrated. Wm. H. Tripp & Co., West Point, N. Y. $1.00.

The publishers of this guide book have prepared a complete description of West Point. Not only its grounds and buildings, but its customs, history, traditions and life are covered. Ten pages of well executed color plates and 145 half-tones give a comprehensive idea of the setting and activities of the institution. Authentic information is offered in the chapters on History of West Point, Military Training, Academic Work, Chapels, Buildings, etc., Social Activities, Physical Training, Sports and Appointments.

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General Smith, Superintendent of the Academy, in the foreword, says: "Graduates will recognize many scenes that were familiar in their cadet days, but will find that imposing new structures have replaced some of the old buildings. Boys who want to enter West Point may learn something of the strenuous life that awaits them. The information that this booklet presents will add greatly to the pleasure of a visit to West Point; and for the many friends of the Academy who are unable to come here in person, it will serve as a visit by proxy. I commend the West Point Guide Book to anyone who desires information about the present day environment and life of cadets at West Point."

Falsehood in War Time. By ARTHUR PONSONBY, M.P. 192 pp. E. D. Dutton and Co., New York. $2.00.

Reviewed by Major R. C. Cotton, Infantry

A broad stripe of red across the blue cover of this book brings back from the past those lurid lies the propagandists used in making everyone see nothing but the red side of war. Even though "when war is declared, Truth is the first casualty," falsehood and deception have long been, and will ever be, well recognized and accepted weapons in war. Deception is not the tool of the politician and diplomat back of the lines alone. The masterful commander is an adept in tactical deception. The author recognizes these facts in introducing his very unusual and accurate collection of specific war lies. The energy and research of the author and the arrangement of matter have produced a good narrative in very readable form. Not everyone will agree with John Bright's remark that "wars are supported by a class of argument which, after the war is over, the people find were arguments they should never have listened to," for when war comes the whole people, weak and timid souls included, must make war. Experience has shown that the war lie is the most effective means of enthusing the whole populace and is, therefore, no more unmoral than war itself. To make war without deception is to arm the enemy with the truth and this is impossible of acceptance. Consequently, without broad reservations, the thoughtful military reader will deny the main thesis of the author in his conclusion, "that international war is a monster born of hypocrisy, fed on falsehood, fattened on humbug, kept alive by superstition, directed to the death and torture of millions, succeeding in no high purpose, degrading to humanity, endangering civilization and bringing forth in its travail a hideous brood of strife, conflict and war, more war."

Effective and prevalent though falsehood in war may be, it is not the weapon of the protagonist of war alone. The idealists of peace are masters of falsity in diverting and understating the truth in war and peace.

The Organization and Administration of the Union Army, 1861-1865. By FRED. A. SHANNON, Ph.D., Associate Professor of History, Kansas State Agricultural College. In two volumes, 671 pp. A. H. Clark Co., Cleveland, Ohio. $15.00.

Reviewed by Captain L. A. Pulling, Cavalry

Unlike most military books this work of Dr. Shannon's does not deal with strategy or tactics, but it covers the subject of Army organization very thoroughly and exhaustively. General Upton in his classic work "Military Policy of the United States", describes our army organization during the period prior to the Civil War, but stops there. It has remained for the author of this excellent work to give us an insight into conditions affecting the organization of our armies in one of the greatest wars in our history.

The subjects treated in the various chapters, and in the order named are: State Rights Applied to Army. Feeding and Clothing. Munitions. Discipline. Daily Life

of the Soldier. The Collapse of State Recruiting. Concession of the Bourgeosie. The Mercenary Factor. Operation of the Enrollment Act. The Slacker Problem.

It is interesting to note that when war was declared the War Department had the means to equip only 75,000 men, and one is impressed with the utter helplessness of the Department to meet the sudden demands of war expansion. In this conection the reader is given a most excellent description of what the Civil War soldier had to eat and wear, and how he was often shamelessly cheated by dishonest contractors and supply officers.

Speaking of munitions the author says, "While most of the errors of the North can be traced to a lack of nationalism, expressed in the form of state rights fetichism, the mistakes having to do with the arming of the Federal troops were due to sheer stupidity expressed in the failure of the War Department and chief military men to recognize the importance of certain revolutionary inventions in war making machinery." For instance, the ordnance experts refused to adopt a breech-loading rifle during the early years of the War because they maintained that a soldier would fire too fast with a breech loader, and therefore shoot inaccurately and waste ammunition.

Concerning the policy of the North with regard to discipline the author says, "She poured out her wealth and wasted her resources in extravagant and roundabout ways of increasing the size of the army, while neglecting the proper armament and training of the soldiers." The almost total absence of discipline with all its ruinous effects showed the serious need of trained officers, but, strangely enough, as the author points out, this need did not seem to be fully appreciated. Some of the anecdotes which are told in this connection are highly amusing.

The description of the daily life of the soldier is replete with interesting and often very amusing details. The chapter devoted to this subject is almost worth the price of the book, at least to anyone who has had any military service.

Recruiting, and the supply of replacements to the armies in the field, is treated in interesting detail, and the author points out the fact that there was a sharp controversy between General McClellan and Secretary of War Stanton on this important subject. The question at issue was decided in favor of Stanton, and with most unhappy results for the Union Army. The enrollment under the draft, the slacker problem, and the draft riots are described at length, and the serious draft riots in New York City at the time Lee's army advancing into Pennsylvania are vividly portrayed.

It is doubtful whether there is another book in existence that covers the author's subject so completely, and with so fair and unbiased a viewpoint; and it is very readable and interesting throughout. It should prove most valuable as an historical study, and is worthy of a place in any officer's military library.

American Polo. By Newell Bent. 407 pp. Illustrated. The Macmillan. Co., New York. $6.00.

Reviewed by Winifred Cullum

One could have no idea, merely from reading Mr. Bent's modest statement in the Preface, that he wanted but to paint the picture and tell the story of the game today in North and South America,—of the wealth of background and rich fund of personal reminiscence he has put together so skillfully and entertainingly.

There is a romantic streak, however hidden at times, in every true horse lover. Perhaps that is why this book reads like the most entertaining fiction; the kind that enhances one's experience of life. If you love polo you will finish this book regretfully, but also with a great pride that you belong to the select brotherhood of those who also played (and by virtue of that very fact to the ranks of qualified critics).

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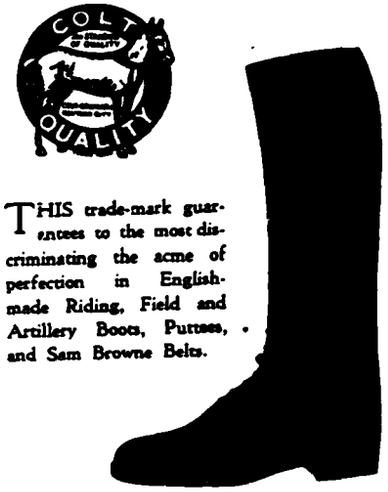

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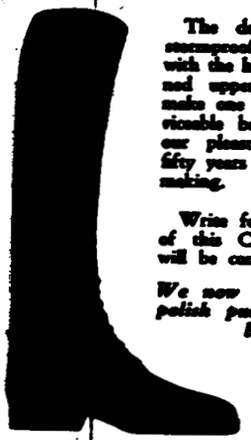

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The first object of a picture is to please. It may do any one of a number of other things unconsciously; teach a fundamental truth of human nature, satisfy one's love of the beautiful, or one's innate sense of proportion. But all else fades into the background beside that sense of pleasure that it must give. When I read these simple words of his conclusion, "The picture is painted and my work is done", I wondered if it did not give the author a thrill to write them because he had done it so well.

Some of the most fascinating material in the book is contained in the Introduction. (This by way of warning you not to skip it!) A history of the game from earliest days in Persia up to the time Europeans began it, first in Calcutta, then Aldershot in 1869, with much information on ancient ways and customs in Persia, Japan, India and China.

The health and thereby the longevity of a nation can very often be measured by its love of outdoor sports. The picture presented of the unexpected growth of popularity of the game in America is a hopeful augury for the future of the country. Because in polo you have, added to the normal excitement of a game, the thrill of well ridden horses whose speed is continually pitted against each other, the public has recently come by the thousands to appreciate the game. Wherever polo is played constantly great crowds soon come to watch and enjoy it. For them there is no book I know of that will make easier reading to give them an added understanding and pleasure. The background of the development of a sport and its great figures are necessary prerequisites to an appreciation of the game as it is today.

Red Cavalry. By I. Babel. 213 pp. Alfred A. Knopf, New York, N. Y. $2.50.

For those who enjoy pictures of fires, disasters, wounded after battle, realistic descriptions of humanity at its worst, *Red Cavalry* will have a great interest. To others it will seem a book that perhaps ought never to have been printed. Yet there is a startling beauty now and then—flashes of description that show you by a stroke of genius the witchery of a moonlight night. He can write amazingly at times. It is from the subject matter itself one turns with a shudder of horror that human beings can become so brutalized by war.

The book gives pictures of what the Red Cavalry did and saw in Poland, true enough, but a picture so confused, told in such disjointed, impressionistic style that it leaves the reader baffled by the overwhelming sordidness of what seems, when seen through this author's eyes, an irredeemable catastrophe.

Even in a revolution we look for a rough sort of justice to be dealth out once in a while; at least an effort, however crude, to make things better in a world that has become so unendurable as to bring about a revolution. But in this book no light shows anywhere, perhaps because it is too soon after the chaos of upheaval. Or has the author kept his eyes too resolutely on the ground to catch any faint glimmering on the horizon of a better scheme of things to be worked out eventually?

The old saying "Where there is no vision the people perish" makes one wonder what is to become of Russia if its writers cannot lift the eyes of the people to the picture of a better Russia; such as Tolstoi suggested, by contrast, in Resurrection. You can read through the two volumes of that with absorbed attention, feeling that the terrible injustices in it will eventually be righted when one man can see and write of them as pitifully as Tolstoi did.

Red Cavalry is undoubtedly authentic. It may be a great book. I don't know, because too often it is utterly repellant, and it is the most depressing book that has yet been written on Russia—and there have been many. Its effect may be salutary in that only to read it is to turn one's mind from revolution to seek some other saner solution to the world's problems.

The Legend of the Hounds. By George Henry Boker. 32 pp. Illustrated by Gordon Ross. Wm. Edwin Rudge, New York. $5.00.

George Henry Boker gained fame as a poet and renown as a huntsman in the latter half of the nineteenth century. In the Lebanon Valley of Pennsylvania he heard the local legend of the debauched owner of a smelter who rewarded his faithful pack of hounds by casting them into the fiery maw of his blast furnace. Flora, the leader of the pack, led the ghostly company back from the furnace to hunt the drink crazed master to his death. The narrative poem built on the old legend ranks high in literary merit, and shows the real fox hunter's love of the hounds. Edward Sculley Bradley, Professor of English in the University of Pennsylvania, in a biography of Boker, says: "Nor has any other modern poet, except Masefield, given us a more convincing and sympathetic picture of an animal than Boker's *Flora*. The same delicate understanding of the animal's nature which immortalizes *Eight Royal* and *Reynard* is found in this much earlier picture."

The present limited edition, with an introduction by Owen Culbertson, and illustrated by original engravings by Gordon Ross, is printed on hand made paper. It is a beautiful contribution to hunting literature, both in content and as an example of artistic book composition.

It Might Have Been Lost. By Thomas Clement Lonergan, formerly Lieutenant Colonel, General Staff, A. E. F. 327 pp. C. P. Putnam's Sons, New York, 1929. $3.50.

Reviewed by Major Robert C. Cotton, Infantry

The author, as a staff officer in the A. E. F. during the formation and fighting of the American First Army and later as the representative of the Historical Section in London, had opportunities to study at first hand the complex and delicate problems involved in the formation and continued existence of the First Army. The author has admirably presented this great accomplishment of General Pershing in a pleasing and lucid style with proper historical mention and reproduction of official documents. He has shown the desire of the British to incorporate American battalions in the needy ranks of the British Expeditionary Force, the keen endeavors of the British General, Wagstaff, to further this desire and the reliance the British placed in the difference in language to wean us away from the French. He shows also that the French made similar, if less keen, endeavors to use American units as replacements. Finally the author crowns General Pershing's fixity of purpose with achievement and consummation—the reduction of the St. Mihiel salient—by the newly-born American Army.

The public can not now procure from the Government Printing Office the War Department account of this critical period in American history—"The Genesis of the American First Army." It is a stirring tale to tell with pride that a virile American commander in a distant theatre of operations held unswervingly to a correct purpose, maintained an American independence of spirit, organization and accomplishment in the face of the greatest difficulties and thus brought about an early Allied victory. The American people today and the generations yet unborn—if they are to run true to form—are entitled to know the facts. It is well that this book has appeared for the sake of truth, else "It Might Have Been Lost."

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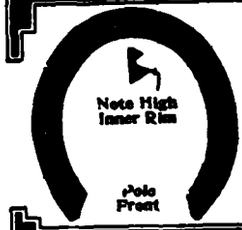

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NEW BOOKS

Announced for Fall

Among the new books announced for publication this fall, the following are of special interest to military readers. Prices are given when announced in advance.

HISTORICAL

JULY, 1914. By Emil Ludwig. G. P. Putnams Sons. $3.50.

THE TRUTH ABOUT GERONIMO. By Britton Davis, Yale Univ. Press. $4.00.

OUR SECRET WAR. True American Spy Stories, 1917-19. By Thomas M. Johnson. Bobbs Merrill. $2.50.

"IT'S A GREAT WAR." By Mary Lee. Houghton Mifflin Co. Joint winner with "God Have Mercy On Us" by Wm. T. Scanlon of the $25,000 Novel Prize offered by the publisher and the American Legion Monthly for the best World War novel. $3.00.

BIOGRAPHICAL

MARSHAL FOCH. By Major General Sir George Grey Ashton, K. C. B. The Macmillan Company.

GOETHALS: Builder of the Panama Canal. By Joseph Bucklin Bishop and Farnham Bishop. Harper & Bros.

MARSE ROBERT: KNIGHT OF THE CONFEDERACY. By James C. Young. Rae D. Henkle Co.

SHERMAN: SOLDIER, REALIST, AMERICAN. By Captain B. G. Liddell-Hart. Dodd, Mead & Co.

WOODFILL OF THE REGULARS. By Lowell Thomas. Doubleday Doran & Co. $2.75.

THE GENERALSHIP OF GENERAL GRANT. By Colonel J. F. C. Fuller. Dodd, Mead & Co.

POETRY AND FICTION

THIS MAN'S ARMY: A WAR IN FIFTY-ODD SONNETS. By John Allan Wyeth. Longmen's Green & Co.

SCHLUMP: THE STORY OF A GERMAN SOLDIER. Anonymous. Harcourt, Brace & Co.

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