

thousand miles, or more than four times around the earth at the equator. During the exercises only one serious accident occurred, the crash in which Captain Hamilton and Sergeant Martin lost their lives. During the entire maneuvers there was not a single case of engine failure or a defect discovered in a plane.

Much of the credit for this remarkable performance is due to Captain Walter E. McCaughtry, engineer officer of the detachment. For three months prior to the maneuvers, Captain McCaughtry and his force of engineers at Quantico were busy overhauling planes and putting motors and equipment in first-class condition. During the active days of the maneuvers the engineering force were at work night and day and their performance with the traveling machine shop and engineering facilities at their disposal is considered remarkable.

Another special feature was the work of the radio telephone and telegraph force of the aviation detachment. Under charge of Captain Francis E. Pierce and Marine Gunner Charles H. Burton, General Butler's headquarters was kept in constant touch by radio with Marine Headquarters in Washington and with all sections of his field force. Reports of the exercises were broadcasted, and at times entertainment programs were picked up by radiophone for the benefit of the men. The observation balloons were in charge of Marine Gunner William P. Crawford, who was largely responsible for the excellence of the execution of the plan of shooting down the condemned balloon in midair. Captain Robert E. Williams acted as executive officer, Lieutenant Harold C. Major was special Aviation Aide on General Butler's staff, and Marine Gunner Rudolf Jensen was in charge of the aviation truck and tractor train, which he brought through without a breakdown.

The pilots are loud in their praise of Major Roy S. Geiger, commanding officer of the detachment. Major Geiger is himself one of the most expert Marine Corps flyers and has the reputation of never asking another flyer to do what he is not willing to do himself. On the night of the heavy storm at Gettysburg it was necessary to send a plane to Quantico for supplies urgently needed. Major Geiger and his officers feared that, owing to the storm, the plane might not be able to get through. Accordingly he said: "This is a dangerous trip and I do not know if it can be made safely. The only way to find out is to try, so I will make it myself." Although it was necessary to pass through three separate thunderstorms, the trip was speedily and safely made.

On the trip the aviation force again demonstrated their great value as an adjunct to an army. Dispatches were borne, passengers carried, spare parts for automobiles and other badly needed and delicate merchandise were transported with speed and safety, which could be obtained in no other manner. In all, it is estimated that more than a ton of freight was carried between Quantico and Force Headquarters and passengers of note, chief among them Colonel Theodore Roosevelt, Acting Secretary of the Navy, were ferried to and from the scene of the maneuvers. The active flyers who took part in the exercises are as follows: Major Roy S. Geiger, Captain Louis M. Bourne, Jr., Captain James E. Davis, Captain James T. Moore, Captain Francis P. Mulcahy, First Lieutenant Harold

D. Campbell, First Lieutenant Walter G. Farrell, First Lieutenant Basil G. Bradley, First Lieutenant William J. Wallace, Second Lieutenant Goodyear W. Kirkman, Second Lieutenant Leo Sullivan, Second Lieutenant Hayne D. Boyden, First Lieutenant John B. Bates, Second Lieutenant James K. Noble, Second Lieutenant Earl F. Ward, Second Lieutenant Wallace D. Culbertson, Second Lieutenant Benjamin Reisweber.

NOTICE FOR GEOGRAPHY STUDENTS

All the students of Geography in the Marine Corps Institute have spent considerable time in locating Mt. Ross, in Canada, on the map. It is not printed, and the following is an extract of a letter received from the International Correspondence Schools concerning the location of Mt. Ross:

"In the textbook in Geography used in the preparation of the Question Paper on this subject, Mt. Ross is shown on the map as being near the point where the Columbia River curves around the Selkirk range; that is, near the point where the Columbia River begins to flow south. If you will look on the map in the textbook you have, you will undoubtedly be able to determine just where this point is. Mt. Ross is apparently almost directly west of Mt. Hooker, but it is on the British Columbia side of the boundary line.

"In the later textbooks Mt. Ross is not mentioned, so that it is possible that it is given in the earlier maps through a misprint. We have been unable to find it in any other map in our possession. The student is asked to locate this mountain through an error. In determining the student's percentage, we do not detract because of this omission."

PRINCIPAL, SCHOOL OF ENGLISH.

HEADQUARTERS U. S. MARINE CORPS,
WASHINGTON, July 5, 1922.

From: The Major General Commandant.

To: All Officers.

Subject: Extension of enlistment.

Reference: (a) Paragraph 10 Marine Corps Orders.
(b) MGC circular letter, 1990-35, 2-2-22.

1. The last part of reference (b) restricting extensions for one year and reading as follows:

"* * * However, unless specially authorized by the Major General Commandant, extensions for one year will be accepted only in the case of—

"(a) A man on foreign or sea service, for the purpose of continuing thereon after expiration of term of enlistment.

"(b) A man on shore duty within the continental limits of the United States who has applied for sea or foreign service for the purpose of extending his enlistment period sufficiently to meet requirements for transfer for such service.

"(c) A man on recruiting duty, or on duty at Headquarters Marine Corps or at detached staff offices or depots."

is hereby suspended until February 1, 1923.

JOHN A. LEJEUNE.