

STATION RMD—U. S. S. ROCHESTER

Although a sense of modesty has hitherto prevented us from signing in, we grow a little weary of listening, hence the static.

We now lie tied up to the dock at Balboa. As we have just finished battle practice and Admiral's inspection, we have more time for sports and recreation. At this particular writing, we have more time for athletics than usual. We sorely regret the transfer of Second Lieutenant W.R. Hughes to aviation duty at Quantico. He was an exceptionally good coach and team-mate in a great number of sports, especially football and baseball. As transfers in the service cannot be helped and as his transfer is to a branch of the service where his talent for sports can be used to a better advantage in playing the big game of flying, we will have to carry on without him. His successor, Second Lieutenant K. B. Chappell, shows great promise of filling his place.

We have been cruising about quite a bit lately so in order to give every one a chance at baseball, we have had to omit intership ball and combine the various teams into one ship's team. Our detachment has contributed so far the batteries, Sergeant M. S. Shaffer and Private "Buck" Waldron. Another member of this team is Sergeant R. L. Young, a famous Quantico and Parris Island slugger of a few years past who is batting up in three hundred. Private S. J. Rickker is playing errorless ball at short-stop.

To date, out of three games played, we have won two and lost the other to the U. S. S. "Henderson." Our next scheduled game is with the Balboa All Stars, which team holds the championship of the Canal Zone.

We have also entered the aquatic meet at the Army and Navy Y. M. C. A. at Balboa, the winners of which will be the champions of the Canal Zone. Among the contestants in this meet are some of the most famous swimmers of the service; but as we have equalled their entry records, we are looking forward to coming out with flying colors.

Before we sign off, we should like to announce over the "Mike" the loss of our "Mike." Sergeant Mike, as he is affectionately known aboard ship, is a little black dog who has had a remarkable career. He is the hero of Captain John W. Thomason, Jr.'s "Conquest of Mike," a story that has become very popular in the service and brought fame to our beloved mascot, humble little dog though he is. Mike is a dog of unusual intelligence and a wonder at performing tricks. Sergeant Mike disappeared while on authorized liberty with the baseball party, and was reported A. O. L. the following morning.

As Sergeant Mike is quite a "Liberty Hound," we believe he visited the U. S. S. "Henderson" and sailed with her for the Orient the following morning. If any Marine in the draft aboard the "Henderson" knows of his whereabouts, we would appreciate his informing us of this fact, as all members of this detachment miss him exceedingly.

Station RMD signing off. We hope to be on the air again.

—W.E.M.-R.F.H.

HEADQUARTERS U. S. MARINE CORPS

Washington, 29 June, 1926.

Circular Letter No. 26

From—The Major General Commandant.

To—All Officers.

Subject—Economy in expenditures for maintenance of Marine Corps during the fiscal year 1927.

1. On July 1, 1926, appropriations to maintain the Corps for the fiscal year 1927 will become available for expenditure. The amount granted by the Congress under "General Expenses, Marine Corps," is \$8,090,000. This sum is nearly \$300,000 less than was provided for the current fiscal year (1926). With the increased cost of all supplies and services, the necessity for further economy in expenditures is obvious, as a deficiency will under no circumstances be created.

2. Expenditures must be brought down, and kept down. It should be a matter of principle with officers to economize to the utmost in public expenditures; to safeguard in every possible manner the financial interests of the Government, and to avoid scrupulously the submission of requests for funds or supplies for purposes, plans and objects that have not full justification from the standpoint of essentiality.

3. The addresses made by the President of the United States and Director of the Bureau of the Budget at the 11th regular meeting of the Business Organization of the Government held in Washington on June 21, 1926, on the subject of constructive economy in governmental expenditures, which were broadcast by radio and published in the press throughout the country, should serve as an inspiration and guide for all officers concerned in the financial affairs of the Corps.

4. The appropriations for the Quartermaster's Department are handled as a single fund, and if there be extravagance or undue expenditures, the amount required for rations, clothing, recruiting, etc., for 18,000 men will be insufficient for the purpose intended, and it will become necessary to reduce the number of enlisted men below the strength mentioned, the actual number being determined by the funds available for their maintenance. I ask your whole-hearted cooperation in preventing the necessity of reducing the number of enlisted men.

JOHN A. LEJEUNE.

BROWN BUGUIS

By a Plane Observer

In this, the first appearance of the "Brown Buguis" in The Leatherneck, the observer will make an explanation of the name selected for his column. All of you readers who have served in Haiti are familiar with the word "bugui" (pronounced bugeye). If not mistaken, the observer translates it to apply to anything that we are slow in finding a name for. It is the synonym for "gadget," "whatis," "thingabob," and many other idioms of the language that are employed by everybody in their everyday speech when we see a thing that is new or which we have no name for. We ejaculate, "Let's see the 'bugui'." Here at the field (Brown Field, First Aviation Group, Quantico, Va.) we venture that half the nomenclature of airplane motors, machine guns, and other technical apparatus is "bugui" to many in their reference to it. Hence, we wish to caption our column "Brown Buguis," as the observations taken and transcribed for the readers of The Leatherneck will be something, anything, or perhaps nothing—in the minds of the readers—about the doings of the First Aviation Group.

In reading a recent issue of the Camden, New Jersey Courier, we observed an article in a black-faced typed box that told of two Marines having a forced landing in a widow's onion patch near Riverside,

New Jersey. The pilot, Corporal John H. Price, and his mechanic, Corporal Leon Bryant, of the First Aviation Group. The men were on their return flight from the Miller Field Air Races at New York when their radiator over-heated causing a forced landing in the lady's onion patch. The story related that the fire department of Riverside had to be called out to rope off the curious sight-seers from the stranded plane.

Now, the results of our observations are these: The "Jenny" plane which Price was flying is one of the oldest type planes in aviation and is no more a novelty to even a back-woodsman of the darkest valley of Kentucky. Secondly, who can weather the odiferous stench that arises from freshly crushed onions? It settles, it seems to the two intrepid fliers. To the plane observer it is truly a "bugui."

"By their neckerchiefs ye shall know them." As the knights of old in their jousts wore the most gaudy plumes on their helmets and wore their lady's favor on their sleeve, so it is with the pilots and the crews of the First Aviation Group's two pursuit flights, "C" and "D." The flaming red neckerchief worn by pilot and passenger alike when the flights go on cross-country designates "D" flight, while the fliers of "C" flight wear a most flashy yellow. The origin of this set custom is of interest to the observer.