

"The Charleston Trio" followed, with music by Endress and Kneezel, and dancing by Reynolds.

The next act was "Physical Drill under Arms," by Gunnery Sergeant Kirksten of the 301st Company, Boston. Kirksten has been a Marine for twenty-eight and one-half years and is still able to make a rifle talk.

Then came a pie eating contest, participated in by one man from each company. It was a handicap in that each man was required to remain on his knees and had his hands tied behind his back. This was won by Private Tryon of the 302nd Company.

The final event was "The Awkward Squad," by members of the 306th Company of Detroit.

M. M. McKinney of the 302nd Company of Rochester was the chairman in charge; and First Sergeant Gillis of the 306th Company of Detroit was the announcer.

MARINES HONOR HERO OF REVOLUTION

Honoring the memory of a gallant Marine officer of Revolutionary times, U. S. Marines on duty at the Sesqui-Centennial Exposition here, will name the ground where their tents are pitched Camp Samuel Nicholas.

Major Nicholas was the senior Marine officer of the American Revolution. He received the first commission issued by the Continental Naval Service, and organized the first two battalions of Marines in Philadelphia in 1775.

As a captain he led the Marines on their first expedition to New Providence in the Bahamas in 1776, where his men captured ammunition and stores. As a major he served under Washington in the battles of Trenton and Princeton.

The old Tun Tavern, where the gallant captain mustered the first revolutionary Marines, has been reproduced for the exposition, and is the center of historical interest at Camp Samuel Nicholas.

SEVENTH REGIMENT RESERVE

Through the kindness of Rear Admiral L. M. Josephthal, commanding New York Naval Militia, the headquarters of the Seventh Regiment, Marine Corps Reserve, has been located in Room 2205, Municipal Building, New York City, by Major H. W. Stone, ordered to duty as commanding officer of the regiment. First Lieutenant Thomas J. Kilcourse has been designated as the regimental adjutant. Sergeant J. B. McKim is in charge of Regimental files and records.

The office is located conveniently with reference to both subway lines, surface cars, the Hudson tubes, and elevated lines.

Reserve and regular officers are invited to visit or communicate with regimental headquarters while in New York.

A smoker was given by the regimental field and staff for the Marine Corps Reserve officers of Greater New York at the Officers Club, Navy Yard, New York, Thursday evening, July 1.

Marine Reserve companies on the receiving ship "Illinois" and at the Second Battalion Armory in Brooklyn will be recruited to full strength as rapidly as possible.

HEADQUARTERS U. S. MARINE CORPS

Washington, 30 June, 1926.

From—The Major General Commandant.

To—All Officers.

Subject—Reservists.

Reference—(a) Art. 13-2, Marine Corps Manual.

(b) Art. 13-54(3), Marine Corps Manual.

(c) Naval Reserve Act Approved 2-28-26.

1. References (a) and (c) provide that the Marine Corps Reserve is composed of male citizens of the United States. Accordingly, men are not eligible for enlistment, appointment, transfer or assignment in or to the Reserve who are not citizens. Aliens who have declared their intention to become citizens but who have not completed naturalization are not eligible.

2. Reference (b) makes exception in the cases of men not citizens who were serving in the Marine Corps on July 1, 1925 and who on that date had completed not less than eight (8) years Naval service for transfer to Class II, Fleet Marine Corps Reserve.

JOHN A. LEJEUNE.

U. S. M. C. FLYER MAKES RECORD

Details of one of the most remarkable and picturesque airplane flights in service records are contained in the verbal report submitted to Marine Corps Headquarters by Major E. H. Brainard following his return on June 13 to Washington.

Leaving the capital on May 25 in a DH plane equipped with Loening wings and a standard Liberty engine, Major Brainard made without mishap a 7,000-mile flight in 75 hours of actual flying time. Leaving Seattle on June 10 at 12:30, he flew to Boise City, 500 miles, where he spent the night. From there he covered on Friday the 850 miles to North Platte and on Saturday negotiated the 1,000 miles to Dayton, Ohio. On Sunday morning he flew to Washington, a distance of 400 miles, making the trip in three and one-half hours.

Part of the flight from Seattle to Boise City was made over mountain ranges, where possibly no other plane has flown before he picked up the route of the mail planes. A maximum altitude of 13,000 feet was necessary at one point and at another the flyer found it impossible to cross the Cascades during a rainstorm, so adopted the expedient of following the railroad cut through the Cascade Pass, a route so narrow that, once entered, had to be followed through, as it was impossible to turn back.

The trip was made for the purpose of inspecting aviation activities of the Marine Corps and aviation plants in the west where planes are being constructed for the Navy and Marine Corps.

WINS ELLIOT TROPHY

Defeating all other teams on the East Coast, Quantico's rifle team easily won this prized shooting trophy. Sergeant Cagle was the high point man on the winning team. He made a total score of 387, being but two down on the first six ranges.

The Quantico team is composed of 1st Lieutenant Hunt, Sergeant Cagle, Sergeant Morris, Corporal Wagner and Private Moss, supernumerary.

DOCUMENTS PRESERVED

Headquarters has just installed counter-height fireproof steel cases to house the muster rolls as far back as 1902. Requisition has already been made for additional cases to care for the older volumes, dating back to 1798. These books are in excellent shape, and clearly legible, and as old records are invaluable. With the completion of the Archives Building recently authorized by Congress these old volumes will find a fitting repository, together with other documents and records of the Marine Corps in its early days.

RESERVE HQTRS IN CHICAGO

Headquarters of the 9th Regiment, U. S. Marine Corps Reserve has been established in offices located at 1405 Howard St., Chicago, Ill. The office building is located on the corner of Sheridan Road and Howard St., telephone: Briargate 5140.

Major R. E. Messersmith has, by orders from the Major General Commandant, assumed command of the Regiment, with Captain L. B. Reagan as adjutant.

Officers and men of the Reserve and Regular Service are cordially invited to call at any time when in Chicago.

FOKKER'S STATEMENT

"I would rather have a man who has had experience in Marine aviation than any other mechanic."

This was the statement of A. H. G. Fokker, the celebrated airplane inventor and builder and the builder of the Josephine Ford, the plane that Commander Byrd flew over the North Pole.

The statement was made at the Sesqui-Centennial Exposition at Philadelphia just after an aerial review in which the Army, Navy, and Marine Corps entered planes.

"The general police of the Marine Corps planes and the never failing motors tells the story that behind those ships on the ground are efficient mechanics; and the outside appearance of the planes proves that there is pride in the hearts of the men who form the Marine crews," continued the great Dutch inventor.

Lieut. Alton N. Parker, Marine Corps Reserve officer, was an alternate pilot on Byrd's polar flight and at present has a position with Fokker as test pilot and demonstrator of the famed Fokker three-engined monoplane. He made the first trip over Philadelphia-Washington Mail route July sixth.

While at Philadelphia on the Fourth of July several of the Marine airplane mechanicians were assured by Fokker of obtaining positions with his firm.