

FRANC BUYS MOST AMID SNOWY PEAKS ON EDGE OF SPAIN Pyrenees Leave Areas Now Greeting 7,000 Yanks at a Time

WARM SEA BATHING SOON American Permissionnaires' Chance to Visit Lourdes Grotto and Marshal Foch's Birthplace

For the particular use of the men in the embarkation centers, whether about Le Mans or Bordeaux, the duty status (class A) leaves areas of the Pyrenees mountains, accommodating between 6,000 and 7,000 men at a time, and now running full blast.

Between the four leave areas—Biarritz, Eaux-Bonnes, Cauterets and Luchon—there is really very little difference, save that Biarritz is right on the sea and that the others are purely mountain resorts, and that of the four Eaux-Bonnes is the smallest.

With the possible exception of Biarritz, which is more or less favored by officers on leave, a man's saluting arm never grows weary during his seven days' respite.

Where Francs Go Furthest That means, literally, that rank cuts no ice at all in these trips. The permissionnaires' O.D. is monarch of all he surveys, and the simple and genuine people of the region, having seen hardly any Americans before, treat him as a monarch, even though he wears no stripes and diamond on his right arm to prove it.

With the possible exception of one or two rhapsodic café proprietors, notably in Cauterets, they do not, however, charge him monarch's prices, used as Pyrenees innkeepers and storekeepers are to entertaining royalty. In short, it can safely be said that in no other corner of France will a buck private's pay, minus insurance and allotments, buy more solid creature comfort in the course of a week of leisure.

For solid creature comfort—excepting, of course, the unrivaled scenery of the snow-capped mountains and the quiet charm of the sheep dotted lowlands—is the one thing which the Pyrenees region is uncommonly long. There never were such eats before on land or sea or in the sky, and plenty of them.

For breakfast, for example, are required at all hotels housing men on leave under Government contract. But the rich soups—the daubly, may, reverently prepared meats and vegetables, and those arranged in a dainty and artistic manner—exceed the stipulation of any contract, Governmental or otherwise.

Perhaps they are so delicious for the simple reason that the Pyreneans do know how to cook any thing; which is reason enough, and no questions asked. Perhaps the biting salt air of Biarritz and the clean, cool breezes of the mountains, or other three resorts has something to do with it.

In Un-Americanized France Yet the country bounded on the north by the railroad between Bordeaux and Toulouse and on the south by the Spanish frontier does not rely solely on its scenery and cuisine to attract the tourist on his pass. Its great charm is that it and its inhabitants are so new, so quaint, so strange to the Americans who know only France of the Parisian type, the big cities and the towns along the Tours-Chaumont line, or the base ports.

It is French, to be sure, but not wholly so, wherever there are visible traces of the Spanish influence, relics of the days when the frontier towns changed hands again and again. Going further back, the visitor finds that, underlying both the French and Spanish layers, there is the original Basque; and the Basques are no more strictly French than are the inhabitants of Brittany or of Alsace. They are a race unto themselves.

There could be no more restful, no more un-Frenchlike corner of France for the two-or-three-striper, tied up on the American lines, than the Pyrenees. For a week or a month or two months to spare before his final ticketing and bathing before sailing. Since trips to other countries than France, save in special cases and under special conditions, are not easy to come by for the majority, the Pyrenees trip is undoubtedly the next best thing.

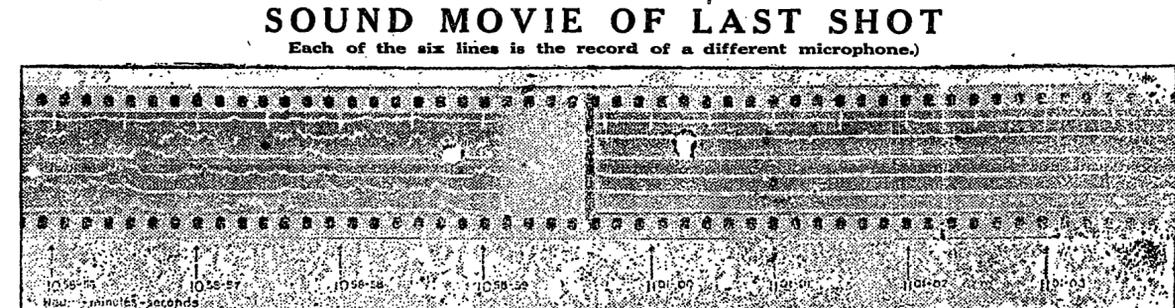
In effect, it really is a trip to another country, whether or not the permissionnaire does succeed in eluding the guards and actually setting foot in Spain. Just to say that he's been there is a triumph, and by the way, is officially discouraged, but it is violating no secret to say that many a man has "got lost in the mountains" and stepped over a boundary, or, retaining enough sense of general direction to get back to his hotel in time for his ineffable dinner.

Free View of Spain To the man who keeps within the letter of the law, the sight of Spain is perfectly possible, whether from the French end of the mountains or from the Spanish side of Biarritz, or from the mountains in the vicinity of Cauterets and Luchon. In many of the border towns, such as St. Jean-Pied-de-Port and in the "Spanish towns" of Luchon, he might, in fact, as well be in Spain as on the French side of the boundary.

Beside the innate "differentness" of the region, there are plenty of pretty things for the O.D. visitor. No matter what area he goes to, he is by no means tied to its immediate surroundings. He can hike to the tops of snowy peaks where "oxen, coats will be worn at all formations" seems as far away as it would be totally inadequate for the low temperature. He can hike, or hike along lazy-looking, warmly-sunmed pasture lands, where his blouse is a burden. Or he can, about a week from now, bark on the sand of the Grande Plage at Biarritz between charges into the surf and crawl-stroke dashes to sea.

Artillerymen, and Cavalrymen whose conversion into machine-gunners and tankers did not spoil their love for horses will find plenty of chances to ride the little rinky mountain steeds, a group of which are always for hire in the towns of Cauterets and Luchon particularly.

Motoring fans whose previous auto transportation in France consisted mainly of standing-up rides in three-ton trucks will find especially appointed cars waiting in line for them at Biarritz, or, if they prefer, from 30 to 40 francs per passenger for all-day trips through the wild and picturesque Pass of the Chevalier Roland, and to the Spanish border, although the very heart of the Basque country. And for those hardened souls who travel on wartime French branch railroad lines hold no terrors, there are a multiplicity of excursions. Easily accessible to all of the leave areas



The small notches seen on the "silent" side of the film were not made by artillery fire, but by some impetuous doughboy who fired his rifle near one of the microphones, which recorded faintly the pressure caused by the report.

HOW BOCHE GUNS WERE SPOTTED BY RANGE FINDERS

Sound Movies Taken by 74th Engineers Got Drop on Huns

FLASH DETECTING AN ART Tell-Tale Smoke Puffs Also Enabled Our Observers to Show Batteries Where to Put 'Em

Now that the secrecy of the fighting days has been lifted, there may be told how the mechanical eyes and ears of the A.E.F.'s Artillery learned by night or day the location of the enemy's guns—how flashes of flame in the darkness or puffs of smoke at midday betrayed to soldier specialists the camouflaged hiding places of German cannons, revealing those hiding places with an accuracy that was a matter of yards. Range finding was developed by the A.E.F. in this war to the accuracy of the physicist working in his laboratory.

Five-gallon gasoline cans, hyperbolae, microphones, electric apparatus and synchronized instruments of various types played an active part in the efforts of the sound and flash ranging sections of the A.E.F. The story of this method of locating enemy batteries in action is a maze of technical and intricate terms which taxes the brains of highly trained specialists, to say nothing of the layman's. However, many incidents of the work of the 74th Engineers, originally the 2nd Battalion of the 29th Engineers, throw a new light on the methods used to give our Artillery the location of hostile batteries.

1,100 MEN OF 82ND OFF TO VISIT ITALY

Twenty-two carloads of Americanized Latin temperament rolled across the border of France into Italy along the coast of the Mediterranean one day last week—22 coaches filled to the doors and windows with 1,100 American soldiers of Italian parentage or descent, all in their way to Naples to start a 14-day sojourn in the land of their relatives before returning to the United States.

The train was from the 82nd Division, which is all set and waiting for the boats in the Bordeaux embarkation area. The special leave train for Italy left Bordeaux at 11:30 a. m. on the 29th of March, and the happenings of that journey will long stand out in the memory of the Leave Area Bureau which conducted the special train and the American crew.

There were several kitchen cars on the train, and even the two-day bumping and sea-sawing of the coaches failed to lower the spirits of the Americans crew. The zone of rains was left behind and the train ran on through the sunlight of the Riviera. Many of the men on the train were born in Italy, and their parents were already aged. They were going back to scenes that had only been faint memories. They were going to see uncles and aunts and cousins who they had not seen for years.

At Naples the permissionnaires left the train and started for the hundreds of towns and to the scattered homes in the mountains and plains where welcomes were waiting for them. They were to have almost two weeks of sight-seeing and tossing the ball before they were all scheduled to reassemble at Naples and board the train that would take them back to Bordeaux.

The Italy special is the first of a number of large scale excursions which the Leave Area Bureau is planning to give for divisions awaiting embarkation. At present 2,700 men are being taken on special trains alone every week from the embarkation area to Biarritz and the Pyrenees.

The period of authorized Class B leaves to Italy has been extended from 14 days to 21 days under G.O. 56, H.Q., and 21 days to include time of travel to and from destination. Leaves to Great Britain, Belgium and points in France (except Paris) are still limited to 14 days, traveling time included.

CELEBRATION OF PASSOVER

Extensive preparations for the celebration of the Passover, which begins April 14, have been completed by the Jewish Welfare Board for men of the Jewish faith throughout the A.E.F., and it is estimated that at least 70,000 will participate in this religious festival.

All soldiers of Jewish faith will be given three-day leaves to allow them to observe the holidays and arrangements have been made for the celebration of the Passover at Châtillon-sur-Seine, Côte d'Or, Luxembourg, Toul, Chaumont-sur-Aire, Gondrecourt, Bar-le-Duc, Coblenz, Germany; St. Nazaire, Camp Caudan, Brest; Brest, Camp Fontenay, Brest; Marseilles, Tours, St. Aignan, Givères, Bourges, Dijon, Le Mans.

LIBRARY BRANCHES OPEN

Soldiers stationed in the areas of St. Aignan, Givères, Le Mans, Brest, Bordeaux, Gondrecourt, Neufchâteau, Chaumont, Dijon, Nevers, Châtillon-sur-Seine, Tours and Bourges are invited to visit the American Library Association branches. The American Library Association heretofore, should not send their requests to Paris, but should apply directly to the libraries of the American Library Association in the centers mentioned, where branches have been recently opened. Men in the Third Army should send their requests for books to the A.L.A. library at Coblenz, Germany.

The American Library Association found so many men of the A.E.F. at Le Mans, Brest, St. Aignan and Givères who liked to put in their spare hours reading that it appealed to the engineers to help it build branch libraries. The Engineers turned to and did the job.

ADVANCE SECTION, S.O.S., FATHERS 123 WAR WAIFS

Frs. 105,041.20 Garnered for Orphans by Forward Zone Toilers

HOMEGOERS BOOST FUND Total Now on Hand for Youngsters' Upbringing Is Close Onto \$50,000

While the Advance Section of the S.O.S. was in the midst of its busiest period last November rushing supplies to the troops participating in the Argonne-Meuse drive, and later to the Army of Occupation, it learned of the S.O.S. and its work in behalf of the war orphans of France. Although the campaign for adoptions closed at Christmas, the Advance Section carried through its program in behalf of the kiddies.

Under the direction of Col. William E. Horton, Q.M.C., an organized campaign was carried out in the Advance Section. While subscriptions were enlisted, and advertisements were inserted in the press in the several departments included in the Advance Section's zone requesting the names of children eligible for adoption.

Names of 2,000 children were received at headquarters. Here they were placed on file, indexed and cross-indexed. The aid of French welfare workers was enlisted, and finally 131 cases standing out as the most needy were chosen from the 2,000.

This week THE STARS AND STRIPES' section of the American Red Cross received the list of children, together with the Advance Section's financial statement. A check for \$1,651.50 francs has been forwarded to Headquarters, S.O.S. at Tours by the commanding officer of the Advance Section, S.O.S. This sum provides for the adoption of 123 children who will be selected by THE STARS AND STRIPES' section of the Red Cross from the 131 names submitted.

In addition to the \$1,651.50 francs just remitted, various units in the Advance Section forwarded direct to THE STARS AND STRIPES the sum of 43,389.70 francs, bringing the total subscriptions from that section of the S.O.S. to 103,764.88 francs.

Following is a list of the donors and their contributions:

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In a word it may be explained that the sound ranging sections, by detecting the roar of the enemy guns, and the flash ranging by spotting the flashes or smoke puffs, were able to give our Artillery an accurate location of the hostile batteries during the firing.

When sound ranging was first used in the war, observers armed with stop watches and a central station for the recording of the front, and when they heard the report of an enemy battery they recorded the exact time to fractions of a second and reported to the central station. These reports were consolidated and plotted, and by this means it was possible to determine the location of the hostile battery. This method of recording, however, proved to be very slow, and many respects, and it became necessary to supplement these observers with sensitive machines which would automatically pick up the sound and record it at once in the central station.

The British and French manufactured such apparatus of various kinds, and the American Engineers took from their Allies the best type and with a few changes, supplied the first needs of the American Army. Manufacture was also started in America, and an ample supply was arriving in France before the armistice.

Gasoline Cans as Microphones

In the case of the American Army, five-gallon gasoline cans, fitted up as microphones, were used to supplement the observers. These were connected to a central station, where a "movie" apparatus registered to very small fractions of a second the differences in time of arrival of the sound at the central station. Usually, a motion picture of the sound of enemy batteries was taken.

Sound travels 1,100 feet per second, and by knowing the exact distance to the point, microphones registered the sound first and taking into consideration the time and location of other microphones it was possible to plot accurately on the map the location of the guns firing.

It appears easy to have gasoline cans detecting sound, but the work is not so simple. Microphones connected with the central station during active shelling was dangerous work. Officers and men alike were constantly exposed to enemy shell fire in keeping the wires clear, mending breaks, and otherwise seeing to it that the system worked, for at any time, day or night, the word might come from the Infantry or Artillery that they were being shot up, requesting location of the battery doing the firing in order that certain of our batteries might be ordered to silence the offending hostile battery.

Obviously, under certain weather conditions sound ranging could not be used; for instance, when a strong wind was blowing toward the enemy position, the sound would retard and disperse the sound so the detectors could not pick it up. Under these conditions the flash ranging stations were relied on to do the work.

Also at times, owing to the terrain or weather conditions, the flash ranging would be forced to go out of business and then the sound ranging would be used, but alone. In this way the two methods supplemented each other.

How Flash System Worked Out

In order to fix the position of a gun by its flashes an intersection of at least two accurately observed rays is generally necessary. A third ray, however, is usually required as a check. The details of the procedure by flash ranging will be described in a pamphlet issued by G-2-C of the General Staff as follows:

Any post seeing a flash or smoke puff should at once fix the instrument on the flash, and give, if possible, the time of day. The information enables central to form an idea of the position of the flash. The post should then be instructed to direct them on the same leading post, and will signal as each flash is seen to the central station.

By picking up the sound of a bursting shell from our own guns in the hostile territory, or by observing the smoke puff of a burst it was also possible to report to our own Artillery the exact points hit by the shells and thus enable the fire to be corrected until it was on the desired target. It is from this function that the term "ranging section" comes.

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RULES LAID DOWN TO SPEED MANIACS Numerous Accidents Bring Strict Regulations in Motor Traffic

The limitation in town and country of the speeds of all A.E.F. motor vehicles and the requirement that heavy trucks shall carry an extra man riding behind who shall signal the driver when a car coming up from the rear wishes to pass are features of traffic reform rules to be put into effect throughout the A.E.F. The rules are contained in G.O. 54, G.H.Q., which says in its preface:

"The excessive speeds at which the majority of the motor vehicles of the A.E.F. are being driven, and the reckless disregard of traffic discipline, are causing so many accidents, and so rapid a deterioration in motor transport, as to seriously impair the military and economic efficiency of the American forces."

The speed in towns for all trucks of more than three-fourths of a ton capacity is limited by G.O. 54 to eight miles an hour, and all other vehicles, including ambulances, may not exceed ten miles an hour in towns. Trucks of more than three-quarters of a ton capacity may not go faster than ten miles an hour in the country. Outside of towns the speed limit for ambulances is fixed at 14 miles per hour. Speed limits for other vehicles are: Light delivery vehicles, 15 miles; heavy passenger vehicles, 25 miles; motorcycles, without side cars, 35 miles; with side cars, 30 miles; heavy passenger cars, 35 miles. The order also provides, however, that in outline parts of a town all vehicles except trucks larger than three-quarters of a ton, and ambulances may increase their speed to a maximum of 15 miles an hour.

All vehicles will be required to carry plates or cards showing maximum speed, carrying capacity and other details. In the right side of the road, and in outlining the order recommends that these vehicles be equipped with a cord or rope signal arrangement to signal the driver when a car wishes to pass.

The order also emphasizes previous instructions requiring vehicles to keep to the right side of the road, and forbidding driving on the earth shoulder of macadam highways.

TAILOR A. BUND 6 Rue Vivienne PARIS Officers' Uniforms to Measure in 24 Hours Gymnasial Strasse, Coblenz

A REAL SOUVENIR A guaranteed solid silver pin with your divisional insignia, or other army insignia, enameled on it. Can be had in 14 karat gold for 200 Frs. Made also in ladies' sizes at same prices. For sale by our agents, or at headquarters. MAISON LEFÈVRE - 5 Rue d'Abouk, PARIS

GOOD YEAR AKRON This Office has been opened for the use of all men who left our employ to go into service. Whether we can do anything for you or not, be sure to call or send your address to— THE GOODYEAR INFORMATION BUREAU, 17 Rue Saint-Flour, PARIS (Near Place de la Concorde) AKRON, O., U.S.A. MAIN FACTORIES:

Gifts for Home Folks For A.E.F. Gifts for Home Folks For A.E.F. Silk Scarves—Color embroidered and beaded, a variety of favorite Parisian designs. Necklaces—The new bead chains that are so extremely fashionable in Paris now. Hand Bags—Beaded, brocade or silk, in the most exclusive designs of the season. Ladies' Gloves—The newest and finest things in gloves of the best French makers. Perfumes—Charming little gifts, from the most renowned French perfumers, for one's self. Laces—French and Belgian work, neckpieces, insertions, table centers and handkerchiefs. Ladies' Silk Lingerie—Chic, little, Frenchy things and styles purely Parisian. Dresses and Blouses—The new and smartest Parisian models for women and girls. These are just a few particularly suitable things for gifts—things with that chic Parisian touch to them, things that are different from what one can obtain in America; things that the feminine friends will be particularly pleased with—that are suggested to Americans by one of the highest-grade and most fashionable department stores in Paris, out of a large stock of Children's Garments and Toys, Men's Outfittings and Military Equipment, Sport Goods, Photographic Supplies, War Souvenirs, etc.

Blade Economy And as a consequence Steel Conservation—and the highest quality of steel at that THE AutoStop Razor is the only safety razor which sharpens its own blades. For this reason its blades last on an average much longer than those of other razors. We have for years guaranteed 500 smooth cool shaves from every 12 blades. Without stropping this razor will shave as well as any unstropped blade can. The stropping feature in the AutoStop Razor insures smooth clean shaving such as is obtained by the first class barber, and as a consequence lengthens the life of the blade. The AutoStop Razor The only RAZOR that stops itself