

DEADLY GAS WITH SURK, REALLY WAS COMPOUNDED

But Neither Edison nor Old Nick Made It and 'Twasn't Used

OTHERS WORKED WELL

Chemical Warfare Service Was Going Strong When War Ended; Plenty of New Tricks in Store

How America fought the devil with fire and beat him at his own game is revealed for the first time in the official records of the A.E.F. Chemical Warfare Service.

Not only beat him, but laid up for him a neat series of deadly devices for gas warfare that, had the war not ended when it did, would have played a great part in the 1919 drive.

That deadly gas did, after all, it seems, exist. While nearly everybody accredited it to Edison, and ascribed to it every power of the underworld, it was only a gas for which the Germans knew no means of defense. It was a device, about as large as the familiar meat can, carried easily by the doughboy, and capable of producing a gas which at a distance of a mile would penetrate a Boche's mask and make him a casualty. A special mask for the protection of our own troops from this gas was also ready.

Smoke was also to play its part. There was ready a convenient mechanism which could be carried, knapsack fashion, by one man, and which would produce a dense smoke obscuring everything over a length of 500 yards for a period of 35 minutes.

A spherical bomb with a range of more than 8,000 yards had been developed for use with Livens projectors, when a longer range than that obtainable with the elongated drum was desired.

German Plants Recently Probed

An investigation of German gas factories has recently been made by the Chemical Warfare Service and details of their methods and apparatus secured. In spite of their boasted superiority as chemists, the Germans had been excelling in methods used to locate gas plants in the United States, the A.E.F. men say.

As examples of what were commonly used, here may be mentioned phosgene, an extremely poisonous gas, chlorine, intensely irritating to the eyes and throat, and mustard, which is very slowly dissipated, which burns the skin terribly and eats up the lungs, even when only a few parts of gas in ten million parts are inhaled.

One hundred and fifty-two gas regiment operations were carried out in the E.P. During the campaign in the Vosges, in the Marne-Vesle sector and in the St. Mihiel and Meuse-Argonne offensives.

The first battalion of gas troops arrived in France in January, 1918, and trained with the British. Sandwiched in with the British units by platoons, it participated in 19 operations which are known to have caused large casualties and among these was an attack on Lens, when 2,500 projector drums were fired, hurling 75,000 pounds of gas on the German troops.

Our First 'Own' Gas Attack

The first independent gas attack made by the United States Army was in a sector of the front held by a French division. This consisted of a projector bombardment against enemy troop concentrations, followed by shrapnel and high explosive. Eighteen tons of gas were used, and the front was held by the French division.

During the Marne-Vesle offensive, ten Stokes mortar shells were fired, eight of which exploded over projector bombardments. The chemicals used were mainly smoke and thermite, a white hot liquid metal, which, exploding above the enemy sprayed him with the so-called gas.

For the Meuse-Argonne offensive, six companies of the First Army. These units assisted the Infantry at the jump-off on September 26 by the use of smoke screens and thermite thrown on enemy machine gun nests, and by the use of gas shells. During the first phase of the Meuse-Argonne operations, while the right of the Army was flanked by enemy artillery on the heights east of the Meuse, mustard gas was used against enemy counter-battery work and against enemy units in reserve.

Mustard gas was also used to protect the flank of our Army during the operations of November 3, 1918, in the Bois de Bouzies. The gas was heavily shelled with this gas and made untenable for enemy troops.

Chemical warfare infantry weapons, including gas and smoke grenades and smoke candles, were used by our forces in both the St. Mihiel and the Meuse-Argonne operations. The 2nd Battalion of the 31st Infantry used the smoke rifle grenade with great success in the attack which began November 1. Just previous to going over the top, this battalion very quickly put out of action and captured, complete, several machine gun positions which had been in the hands of the enemy and were inflicting heavy damage upon our men.

Again, north of Incecourt, a machine gun nest was cleaned out by the use of phosphorus grenades. Over 200 prisoners and eight to ten machine guns were captured at this point.

2,600,000 Masks Issued

Up to November 11, 1918, the Chemical Warfare Service had received and issued in France 2,600,000 gas masks, 375 spare canisters, 145,000 yards of gas hose, 420,000 gas canisters, 420,000 gas masks for horses, 280,000 tubes of "anti-dim" compound, 160,000 police rattles, 11,000 gas alarm horns, 212,000 protective gloves, and 1,100 tons of chlorids of lime. In all, some 4,200,000 masks and 7,800 tons of defensive supplies were received from the United States and additional large quantities from England and France.

All American troops were supplied with masks, and at the time of the armistice 42,000 were being manufactured daily in the United States.

A new American mask, developed according to suggestions from the Chemical Warfare Service of the A.E.F., had just reached quantity production when the war ended. During the month of December, 1918, the rate of production would have reached 600,000 per month, and leaves

A.E.F. RANKING CAR IS MUSTERED OUT

"Old 13" Discharged with Many Wounded Chevrons

The oldest touring car in the A.E.F. has been mustered out. "Old 13," as her driver christened her, is no longer a car. Her pieces have been tossed hither and yon into different bins at a salvage dump, and her croupy engine has been thrown into a trash pile. For "Old 13" has done her bit long ago, and it was only with the utmost patience that her driver managed to coax her back into Paris for a hazardous trip into Germany with the Army of Occupation.

"Old 13" was an English car—a Sunbeam—and was assigned to the editorial staff of THE STARS AND STRIPES early in June, 1918, after she had been discarded by an English colonel. It was then that the second episode of her career began. She participated in the fight at Belleau Woods and later went to the Vesle, where her fenders and hood were cut to pieces by shrapnel. At Flines her driver insisted on crossing the river behind the advancing doughboys, but was held back by the correspondent, who insisted that he was in command of the car. Later the crossing was made, and both lights were smashed by machine gun fire.

Made All Grades in Argonne

Early in September "Old 13" entered Juvisy shortly after the town had been taken, and again her body was punctured with shrapnel, but none of the occupants were hurt. "Old 13" made all the roads and grades in the Argonne, and had the distinction of being the only car in the A.E.F. to have participated in every major offensive on the Western front where American troops fought.

The number of the car was 13786. On the Vesle river a piece of H.E. destroyed the 186, leaving the first two numbers—"13"—hence her unofficial number became plain 13.

The number of trips made to and from the front between June and December of 1918 were approximately 40. The number of miles covered in seven months were 15,200.

In Germany the machine covered thoroughly the most out-of-the-way places in the American occupied area, and, if the truth must be known, her headlights have been on the horizon blue in Mainz and Wiesbaden, and the rasp of her siren has echoed back from the portals of the cathedral at Cologne. And she has poked her radiator over the boundary line separating America from neutral territory at more than one point along the perimeter of the bridgehead.

And now "Old 13" is in 13786 pieces, and her harking sound is heard no more. One general from peaceful lumber will be heard no more along the roads that would along the old front, for she has gone to her resting place—a salvage dump.

MARKET NOTES OF A.E.F. EXCHANGES

PARIS, June 5.—Considerable profit taking occurred today in Durham, but brought a sharp reaction which left a bearish note. Arrival of a large number of permissionaries on Class C leaves kicked the bottom out of bull, leaving it as low as one candle of pinard the dozen.

Forecast for 1919 From the present outlook this should be a bull year. Men returning from the front, where they went shortly after the armistice, give this impression, which is strongly reflected in Army financial markets. The daily production has advanced in the market, due to excess of supply over demand.

Prices on German 70's. Gothas and the like will be affected largely by the transport question, which protects the American market. My advice is to buy wisely on a rising market at the end of the month and avoid uncertain foreign securities, not guaranteed by the A.E.F.

Answers to Queries R.T.O., Coblenz. Ivory stands well among the low-price stocks and is a good business man's buy, but contains a certain speculative quality, owing to the uncertainty of returns due to the always present possibility of a price advance. F.A., Le Mans. Hold your lingers if you can protect your margin. The uncertainty of the Casual Money Market, the indefinite plans concerning transport and the conservative tendency of the money market so far from the front of the month should make one cautious of commitments on a slender margin.

L. Third Army. As I predicted another rise in foreign exchange is before us. It would be folly to exchange a reliable stock like your O.D. Wool for Iron Coins, Unlimited. While it might be a good speculation it should not be considered by a private.

Q. M., Bourges. Hold your Medoc '78 by all means. The prohibition movement gives you every chance for a handsome liquidation later.

S. M., Nazaire. Look out for speculation in Slickers. A recent finding of the Courts Martial makes all such investments especially dangerous to handle at this time.

were to have been made at once to all companies in progress. It was more durable and easier to adjust. It had no nose-clip or mouth-piece, and the entering air passed over the eye-pieces and insured clear vision.

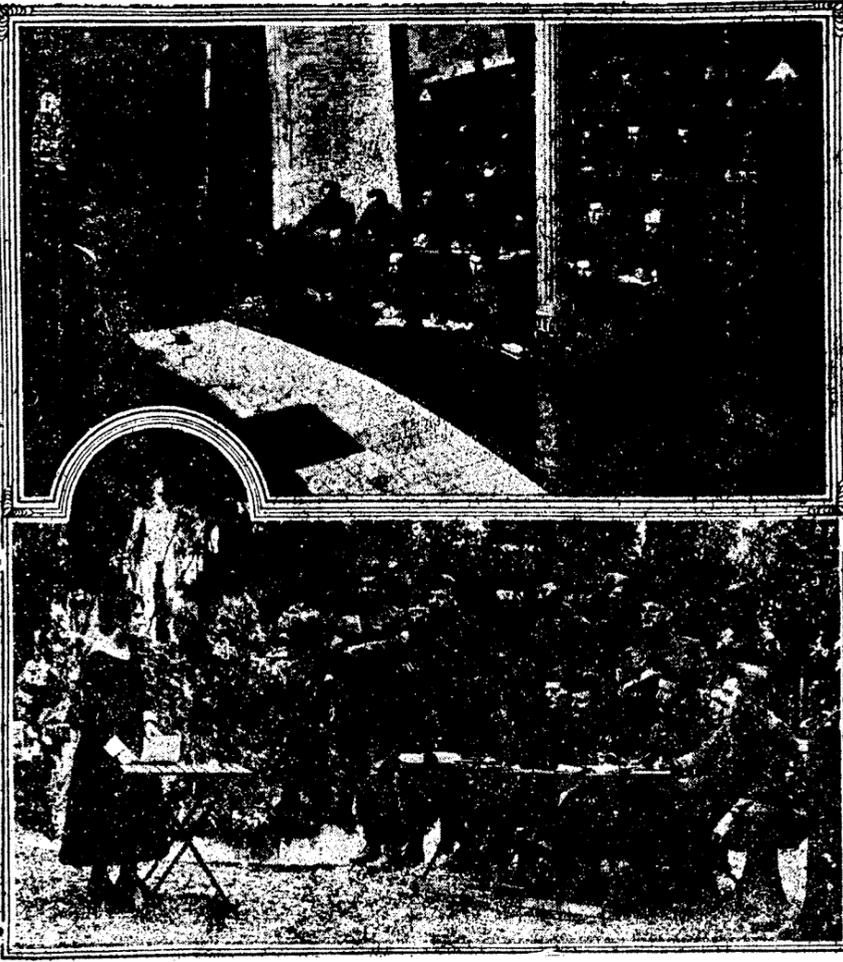
400,000 Gas Shells Received

Some 400,000 American gas shells were received in France, the shells made by the Ordnance Department and their contents by the Chemical Warfare Service. Enough American-made gas to fill 5,000,000 75-millimeter shells was furnished in bulk by the A.E.F. to England and France, and at the close of hostilities there was in reserve in the States enough to fill 4,000,000 more.

The daily production had reached enormous proportions—many times more than that of Germany.

The Chemical Warfare Service trained 4,000 officers and 32,000 men of the A.E.F. in gas defense. It found and unloaded 62 different types of German shells filled with 15 different gases and having 35 different kinds of fuses. And, in addition, it discovered 11 British devices used as traps to explode munition dumps.

HOW YANKS BEHAVE IN SCHOOL



Of course (as can be seen below), when it is a mademoiselle who is teaching them to parlez-vous, the buck doesn't let such a little thing as a Sam Browne stand in his way, and here in this picture of an outdoor class at the University of Clermont-Ferrand we see him right up in the front row.

HOW ENGINEERS SHARED GLORY OF INFANTRY AT FRONT

Continued from Page 1

were told that they would be relieved in a very few days. They had to dig themselves in on the side of a hill a few miles east of Villers-Bretonneux. A few machine guns were given to them and one gun of unknown caliber supported them from the rear. There were no supporting trenches and no supports.

I kept track of them first through their battalion doctor, a jovial old bachelor known in civilian life as Dr. Byrne. I do not know where he came from in the States but I remember his name very well. I was regimental provost at the time and was helping the Tommy M.P. to direct traffic on the Peronne-Amiens road in the center of town. The functions of American M.P.'s with the B.E.F. and with the A.E.F. were decidedly different. We were chiefly information burcaus and, in a sense, welfare workers. Captain Byrne would catch a lorry occasionally and ride into Amiens to buy chocolate and cigarettes for his boys, as he would affectionately call them.

The 108th Engineers, commanded by Col. Henry A. Allen, arrived at Brest on May 18, 1918, and at once went to work building waterworks and an electric light plant at Brest. As a result of this work, Y.M.C.A. buildings at Fontaineau camp. After about a week there, the regiment was sent to the Amiens-Albert area, under the 4th British Army. The 1st Battalion being placed under the 3rd Corps and the rest of the regiment under the Australian Corps.

Here the troops had a very short training period and were largely equipped by the British, but from June 18 to August 21 they were on constant duty with the front, bivouacking in dugouts and working almost always under shell fire.

The labors of the regiment were of infinite variety, including a great deal of road building, the construction of trench systems, direct co-operation with British Royal Engineers, and tunnel, railway and pioneer companies. The continuous and never-ending tasks were the work of the trench system of the second line of defense, or main line of resistance, in the regions west of Villers-Bretonneux, Corbie and Albert. Here many miles of trenches and wire entanglements were constructed, with machine gun emplacements, concrete gun turrets and observation posts.

Pontoon Laid Across Somme

One piece of special work which was done every night for five weeks by details of the 108th Engineers was the work of laying a pontoon bridge across the Somme near Corbie. This bridge furnished the only means of communication by which the ration and ammunition wagons could reach the front lines and it had to be maintained night and day, and in the face of the most direct observation by the Germans and was under heavy fire of high explosive and gas shells every night and all night long.

The work was supervised by the construction of new front line trenches by British Infantry and with its own personnel examined all the abandoned German dugouts and shelters before the Infantry was allowed to occupy them. The work was always conducted under shell and sniper fire, had to be done in the day time on account of light, and it was exceedingly perilous because many of the shelters were mined and laid with traps, which had to be cleared or sprung.

In Drive of August 8

On the morning of August 8, the Fourth British Army began its great offensive before the Villers-Bretonneux front for the purpose of driving the enemy back from the Amiens salient and recovering the valley of the Somme to the old British lines before St. Quentin and Cambria. The night before the attack Company D, 108th Engineers, began constructing a road from the Amiens salient and recovering the valley of the Somme to the old British lines before St. Quentin and Cambria. The night before the attack Company D, 108th Engineers, began constructing a road from the Amiens salient and recovering the valley of the Somme to the old British lines before St. Quentin and Cambria.

At Start of Argonne Advance It having been determined to cross the swamp by means of planking and passerelle bridges, the latter consisting of sacks of straw about 2.7 meters by 1.5 meters each, lashed together, planked over and provided with side ropes, a dump of necessary material was accumulated at Cumières, three kilometers in rear, and on the night of September 25 Company D was assigned to the assault battalion of the 131st Infantry and Company E to the assault battalion of the 132nd Infantry. It built passages across the marsh, maintaining communication over it until the Infantry had passed and to put and keep bridges in good condition for the following sections.

What 108th Did

We have now seen, from the viewpoint of an outsider, a little of the glow of superb courage and unflinching determination which burned in the hearts of one small group of American "non-combatant" troops, animating them to remain at their post of duty through days of grueling hardship until they came almost to annihilation. In the case of the 108th Engineers, their record is set forth in adequate official reports to American General Headquarters; those documents which, above all others, are essential to insuring to any organization the just and permanent place in history, but which, in many cases, unfortunately, have been so hastily or incompletely prepared that justice can be done neither to the living nor to the dead.

"How are the boys making it this morning, Doctor?" I asked him one morning. "Greatest boys in the world, son," he answered, his face fairly radiant as he returned my salute. "The Boche started over this morning and they cracked down on them so hard that they beat it back in a hurry."

"I think they'll hold out, Doctor?" I asked. "His face looked troubled. 'We lost our cook this morning,' he said. 'A "G.I. can" dropped right in the middle of the kitchen, and the cook went a-flying with his bully beef and hardtack. That's why I came back to get the youngsters something to eat. The Huns are digging up the hill, and unless we get better artillery support they're going to work so near to us in safety that they can come over in force enough to make it bad for us.'"

"Explained how the Germans were making their way ahead by digging back and forth at an angle without danger to themselves. The situation of the American Engineers was becoming more desperate as each day passed. Only two machine guns were working. They were having trouble in getting ammunition and food. No reinforcements were in sight. They had already lost all except two of their officers and over 60 per cent of their men."

"I was standing at my post early one morning just before Easter Sunday. Down the road from the front came a great hulking figure clad in an American uniform. Over one shoulder was an Enfield; over the other an American Springfield. Around his neck and waist were bandoliers of ammunition. His steel helmet was dented by a glancing bullet.

"Say, buddy, where can I get something to eat?" he asked. "I took him to about the only restaurant that was open for a terrific bombing of the city by the Germans had driven away nearly all of the 110,000 inhabitants."

Gave 'em Hell in Return "Sixth Engineers?" I asked. "He nodded. "Give 'em hell this morning," said he. "Drove them back?" "Did we? Say, buddy, we used up all our Springfield ammo on 'em and then started after 'em with our Lee-Enfields. Sure hope reinforcements come soon, though. Every time they come over we always lose some of the boys, and they ain't many of us left."

"Kentucky buddy," he answered, in a rich sheriff at Catlettsburg, Kentucky, an' if he swab thought that a box of his'n backed away from a German, 'cept to get a bite when Jerry wasn't workin', he'd take me out an' shoot me hisself."

"We had a drink and then walked back to my station. "Goodbye, old man," I said, shaking his hand with a lump in my throat. "These sure are hellish times." "Right you are, buddy," he replied. "Far ammunition, par grub and par reinforcements. But the old 6th is goin' to stay as long as General Carey wants 'em. Only tell the Gen. to hurry up those Tommies, or there won't be enough of us left to make a squad."

"And stick they did, to their eternal glory. With the aid of a young lieutenant in the Royal Air Force, who heaved over them during the last few days sweeping the Hun trenches when the latter gave

Prize From British Generals

For three days the men worked unremittingly under direct observation of German airplanes and under bombing and shell fire, being finally relieved by three companies of Canadian Railroad Engineers. The gallant and tireless labors of all of these units of the 108th Engineers were warmly commended by British commanders under whom or for whom they worked, including Maj. Gen. A. E. W. Harmon, commanding the 2d Canadian Division, and Maj. Gen. J. H. Higgins, commanding the 13th Division.

The 33rd Division was detached from the Fourth British Army and placed under the command of the Fifth Corps, First Army, on August 26, and the 108th Engineers, supervised the construction of new front line trenches by British Infantry and with its own personnel examined all the abandoned German dugouts and shelters before the Infantry was allowed to occupy them.

The work was always conducted under shell and sniper fire, had to be done in the day time on account of light, and it was exceedingly perilous because many of the shelters were mined and laid with traps, which had to be cleared or sprung.

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After the assault went over at 5:30, the 24th Engineers were working at top speed, while over their heads roared the thunder of the American Artillery preparation, and the answering shells and machine gun bullets of the Germans searched for the nightingale parties protected by squads of automatic riflemen and bombers they laid long passageways of planks, bridging the countless shell holes with duck boards, cleared barbed wire, bushes and debris, laid the passageways and marked them with white tape so that the Infantry could follow them, and, arriving at the creek and the mill race, set the bents of bridges from 15 to 20 feet long, floored them and made the approaches.

In all, nine passageways were made across the marsh, and 11 bridges built. Over these, immediately after zero hour, the Infantry went forward to victory, at some of the bridges numbers of Engineers standing in the water holding the structures in place as the Infantry passed until swaying bracing could be properly secured. Seven of the Engineers made permanent bridges of machine gun bullets or shells and later, in going forward with the second wave to the new front line along the Meuse, eight prisoners were captured in dugouts.

After a number of days of hard but not exceptionally dangerous work in building and repairing roads toward the new front areas of the 33rd Division, across the trench and shell-torn zones of the old lines, the Engineers were warned to prepare for bridging bridges across the Meuse for the attack of the division toward Consenvoye. The requirements of the attack determined the location, after numerous reconnaissances, of one bridge just south of Brabant and another about a kilometer south of Consenvoye. As the 33rd Division was not to advance until after the other divisions of the Seventh Army had captured Brabant, it was not to be commenced until about zero hour.

Unfortunately, no pontoons were to be gotten, so resort had to be made to bent bridges, which were much slower to build. Company E, assisted by Company A, was assigned to build the bridge at Brabant, and Company C, assisted by Company B, to build that at Consenvoye.

The site of the Brabant bridge was under the high bank east of the canal, so the enemy's heavy shelling on the morning of the attack did not damage the bridge, though the carrying parties were exposed to direct observation and constant fire for about two kilometers in crossing the valley

with material. One man was killed and a number were wounded in this way, but the bridge was ready before 8:30 a.m., and soon thereafter the Infantry was crossing it. The bridge site near Consenvoye was under the enemy's observation and the men working there were under fire for more than five and one-half hours, but only three casualties resulted, because many of the shells fell in the water or on soft ground.

Capturing Boche a Sidele The river at this point was found much deeper than expected, so that many of the previously prepared bents had to be spilled in order to make them long enough. This work caused the construction to take about an hour longer than estimated; additional material needed being brought from a German dump about a kilometer distant, which had been previously located by a reconnaissance. Here were secured a number of sections of light railway track, which were used to weight down the bents and to stiffen the structure. While engaged in this perilous regular business of their branch of the service, the Engineers managed to find time and opportunity to capture 45 German prisoners and a gasoline locomotive.

Next day, in response to an urgent need Company B and a platoon of Company E, under heavy Artillery fire, completely repaired the demolished permanent bridge at Consenvoye between the hours of 8:30 a.m. and 6 p.m., putting in one 22-foot and two 16-foot spans, built of heavy timbers from German dumps or old buildings. At 10 a.m. they made paths for the approaches and the roads leading up to the bridge, so that it could be used as soon as finished. This bridge was shelled continuously by the enemy for nine days after its completion. On October 19 the regiment was at last relieved and sent to a quiet area and it did not again come into an active sector before the armistice. But it had amply proved that the lot of the Army Engineer is something more than drawing maps.

FOUND: A JULIUS CAESAR

"Orderly, page Mr. Scipio and Mr. Hannibal." A real live, slum-eating, jam-loving, hanki-clad Julius Caesar has been found at last in the person of Pvt. Cl. Julius Caesar, Signal Corps Detachment, Headquarters, Fourth Army Corps. For a year or more we have roamed over all Gaul and its three parts, little knowing that he was amongst our midst. Quietly he has gone his way, stretching telephone wires and flashing helios, instead of building untranslatable bridges that made the little red school upon the hill a house of misery. But where are Mark Antony and Xenophon?

A.E.F. URGED TO KEEP UP ITS INSURANCE

Unpaid Premiums Bring No Good From W.R.I. After Nine Months

Members of the A.E.F. returning to the United States are being warned against the inconveniences caused by allowing their War Risk Insurance to lapse. Except within a short period of grace allowed, no policy that has lapsed will be reinstated without a new physical examination and payment of all back premiums with interest.

A policy is deemed to have lapsed when premiums have been unpaid for three months.

After premiums have been unpaid for nine months, reinstatement will be impossible and all benefits of the War Risk Insurance are lost.

Those holders of War Risk Insurance policies who have kept up their payments may, without further physical examination, convert their policies at any time within five years to one of the forms of the permanent peace-time insurance.

New Insurance Obtainable

Following are the classes of the new insurance which may be obtained: (a) Annual Premium Policy, in which the premium is paid yearly in advance. (b) Ten-Year Premium Policy, in which the premium is paid for ten years in advance. (c) Twenty-Year Premium Policy, in which the premium is paid for twenty years in advance. (d) Life Insurance, in which the premium is paid for the life of the insured.

THIRD ARMY KEEN FOR LIFE ON FARM

Agricultural Classes Go Big in Towns of Rhine District

The sight of fertile fields in the glory of early summer, prospects of early home-going and an Army-born love of the outdoors, have combined to create much back-to-the-farm interest in the Third Army on the Rhine.

Not only have there been well-attended agricultural classes in the Army schools, in farmers' institutes all over the occupied area and at frequent meetings of the Third Army Country Life Association, but now agricultural instructors want to organize a post-war course of study by mail. So future soldier-farmers may be able to say they learned farming in a correspondence school.

The Country Life Association has a membership of almost 500, with chapters at Coblenz and in the 3rd Division. Pvt James W. Miller is president and Sgt. Forrest Richard is vice president. The association meets every other week for local meetings, but goes out and do missionary work in the interest of farming.

The farmers' institutes were conducted by teams sent out from Beasme University. They covered all of the Third Army, speaking in all phases of country life. Agricultural branches proved popular in the Army schools, in some divisions ranking high above all other classes in enrollment.

BIG BERTHAS GOING HOME

Two complete 42-centimeter German Howitzers, similar to those which demolished the Belgian fortifications at Liege and Namur and put so many so called impenetrable forts out of date, have recently been received at the Mehun Ordnance Repair Shops for shipment to the United States.

These two guns were brought from Spintcourt, about 35 miles from Verdun, where they were abandoned by the Germans. It required 11 ten-ton tractors to haul them overland. Each piece is demountable into five sections, the lightest of which weighs 22 tons, the whole piece when in a firing position having a weight of 120 tons.

It is said that these guns are the heaviest ever taken over French roads and many detours had to be made in the 351-mile trip from Spintcourt to Mehun, in order to avoid weak bridges.

The guns are being dismantled in the repair shops and after being greased and painted will be shipped to the Aberdeen proving grounds, Maryland, probably for disposition as trophies.

Over 100 ex-members of the Rainbow Division assembled at the Tranba Hotel in "holiness on Memorial Day, at a banquet in memory of other men and other days."

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