

LA GUERRA Y SUS CONSECUENCIAS

THE WAR AND ITS EFFECTS

DISTRIBUCION GRATUITA

NOT FOR SALE

Domingo 6 de abril * CON EL ATENTO SALUDO DE LA LEGACION BRITANICA *
NUMERO 31 * WITH THE COMPLIMENTS OF THE BRITISH LEGATION *

SAN JOSE, COSTA RICA

LA BATALLA DE MATAPAN

El relato oficial de la que pasará a la historia como la "Batalla de Metapan", en la cual la Escuadra Italiana perdió varias de sus mejores unidades sin haber perdido un barco ni un solo hombre la Escuadra Británica del Mediterráneo, da una idea muy exacta de esta gran acción naval. Se inició el 27 de marzo, el mismo día en que se dió el golpe de Estado en Yugoslavia y en que las Fuerzas Imperiales Británicas tomaron las fortalezas italianas de Keren y de Harrar en el Africa Oriental, redondeando así un "Dies Mirabilis" para la Causa Aliada, como dice un editorial de "The Times". He aquí algunas de las características notables de lo ocurrido: (1) El combate principal ocurrió de noche; (2) la acción verdadera de la Escuadra Británica solamente

DURO DIEZ MINUTOS

como resultado de las seis andanadas que convirtieron a los modernos cruceros de 10,000 toneladas, el "Fiume" y el "Zara" en tremendas hogueras, según dice el corresponsal del "Times" en Alejandría; (3) además de los tres grandes cruceros y de dos cazatorpederos que fueron hundidos resulta "probable" que otro cazatorpedero y quizás el crucero "Giovanni delle Bande Nere", de 5,069 toneladas armado con cañones de 6 pulgadas hayan sido hundidos también, declaró el comunicado del Almirantazgo; (4) llamando la atención a la modestia de las noticias oficiales, el corresponsal naval del "Times" supone que "un acorazado del tipo del Littorio", que casi es seguro que haya sido el "Vittorio Veneto" de 35,000 toneladas, porque el barco gemelo recibió graves daños en Taranto, haya sido hundido también por el hecho de que "fué

ATACADO CON EXITO

repetidas veces con torpedos, por nuestros aeroplanos navales", añadió el comunicado del Almirantazgo, y ya entrada la noche su velocidad había disminuído de 32 a solamente 15 nudos, según dice el corresponsal del "Times", lo cual significa que no pudo haber llegado a Siracusa, el puerto

italiano más cercano, antes de las 3:00 p. m. del sábado. Sin embargo, una búsqueda acuciosa no logró localizarlo; (5) los acorazados Británicos salvaron a casi mil sobrevivientes, y hubieran logrado salvar entre 200 y 300 más sino hubiera sido por los ataques de los "Stucas" alemanes contra los barcos que se ocuparon de ese salvamento. El comandante en jefe británico, por ese motivo, se comunicó con el jefe del Estado Mayor Naval italiano indicando el lugar exacto en donde quedaban los sobrevivientes e insinuando que se enviara un barco hospital a recogerlos. Se recibió contestación, y quizás hayan logrado recoger algunos — declara el comunicado; (6) los cálculos extraoficiales hacen ascender las pérdidas totales del enemigo a

MAS DE 3,000 HOMBRES

Como por contraste, ni una sola baja sufrieron los acorazados británicos y el total de las pérdidas británicas fueron dos aeroplanos que no regresaron; (7) se encontraron 35 oficiales, clases y artilleros alemanes entre los sobrevivientes salvados de los barcos italianos, según despachos recibidos por el "Exchange Telegraph" desde Atenas. Añade el comunicado que dos Junkers "88" fueron derribados; (8) todo lo ocurrido confirma una vez más el gran valor de los aviones navales para la Escuadra. La velocidad de los acorazados italianos es tan superior a la de los barcos británicos del mismo tipo, que cuando emprenden la fuga, solamente los aviones pueden cazarles. Un ataque

(Concluye en la Página 7)

THE BATTLE OF MATAPAN

Official information on what will go down in history as the "Battle of Matapan", in which the Italian Fleet lost a number of its proudest units without the loss of a man or a ship on part of the British Mediterranean Fleet, gives a vivid picture of this great naval action. It commenced on March 27th, the same day on which occurred the Yugoslavian coup d'etat and the British Imperial Forces conquered the Italian strongholds of Keren and Harrar in East Africa, thus rounding off a "Dies Mirabilis" for the Allied Cause, as described by an editorial in "The Times". The following are some salient points of what happened: (1) The main action was fought by night; (2) the actual engagement of the British Battle Fleet was

OVER IN TEN MINUTES

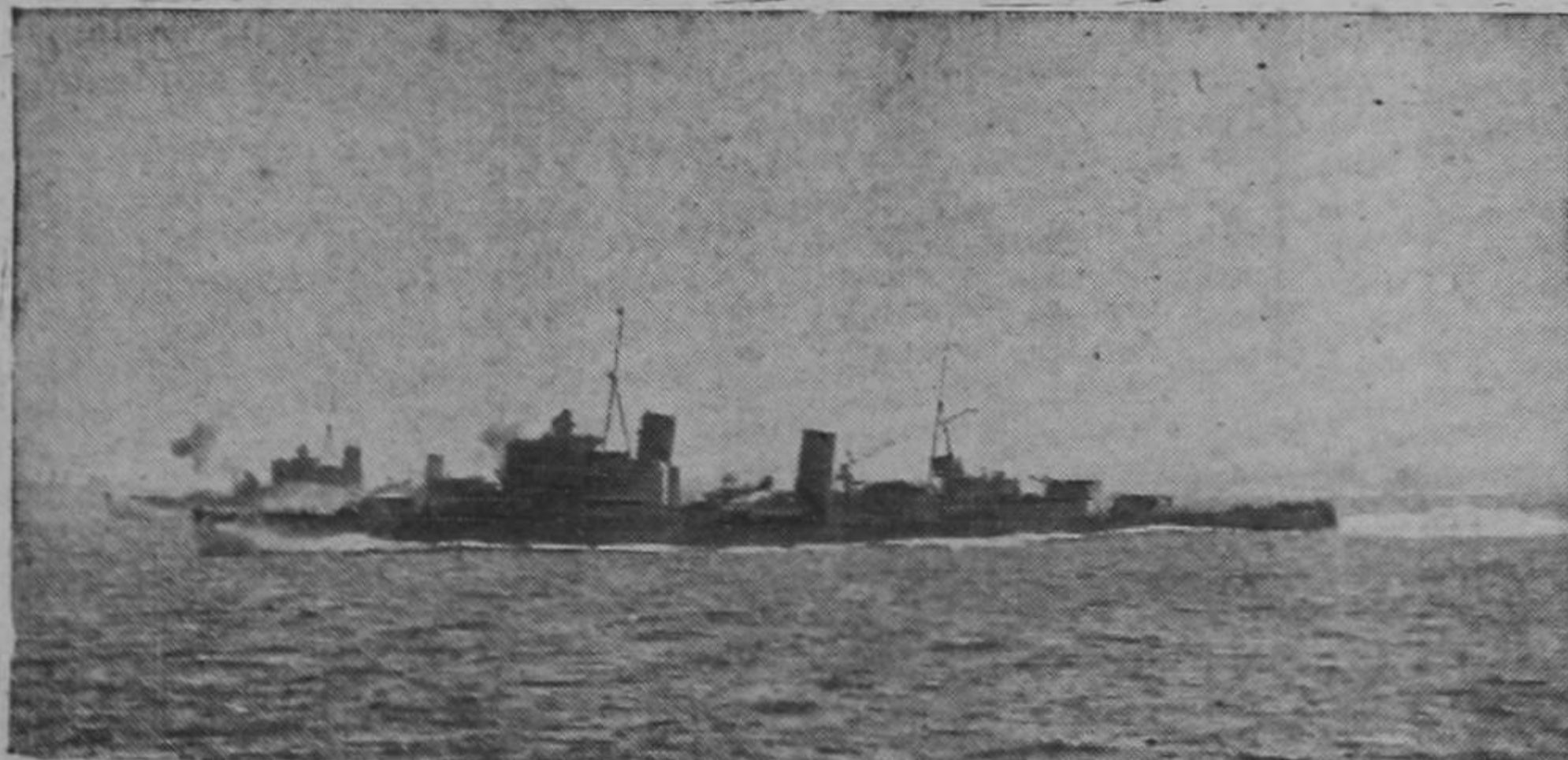
as the result of half a dozen broadsides which left the 10,000 ton cruisers "Fiume" and "Zara" blazing wrecks, according to the "Times" correspondent in Alexandria; (3) in addition to three heavy cruisers and two destroyers known to have been sunk, it is now "probable" that one other destroyer was sunk, and possibly the 6-inch gun cruiser "Giovanni delle Bande Nere", of 5,069 tons, were sunk as well, stated the communiqué of the Admiralty; (4) emphasizing the conservative nature of the official claims, the "Times" naval correspondent surmises that a "battleship of the Littorio class", almost certainly the "Vittorio Veneto" of 35,000 tons because her only sistership was severely da-

maged at Taranto, may well have gone down as well, since she was "repeatedly and successfully attacked with torpedoes by our naval aircraft", the Admiralty communiqué said, and by evening her speed was reduced from 32 to 15 knots, according to the "Times" correspondent, which means that she could not have reached Syracuse, the nearest Italian harbour, before three o'clock in the afternoon, or Saturday. Yet, an exhaustive search failed to locate her; (5) the British ships rescued nearly one thousand survivors, and it would have been possible to save two or three hundred more but for the attack by the German dive bombers on the vessels engaged in rescuing them. The British Commander-in-Chief thereupon signalled to the Italian Chief of the Naval Staff, indicating the position of the survivors and suggesting the despatch of a hospital ship. A reply was received and some may have been rescued, the communiqué goes on to say; (6) unofficial estimates put the total of enemy losses of naval personnel

AT OVER 3,000 MEN.

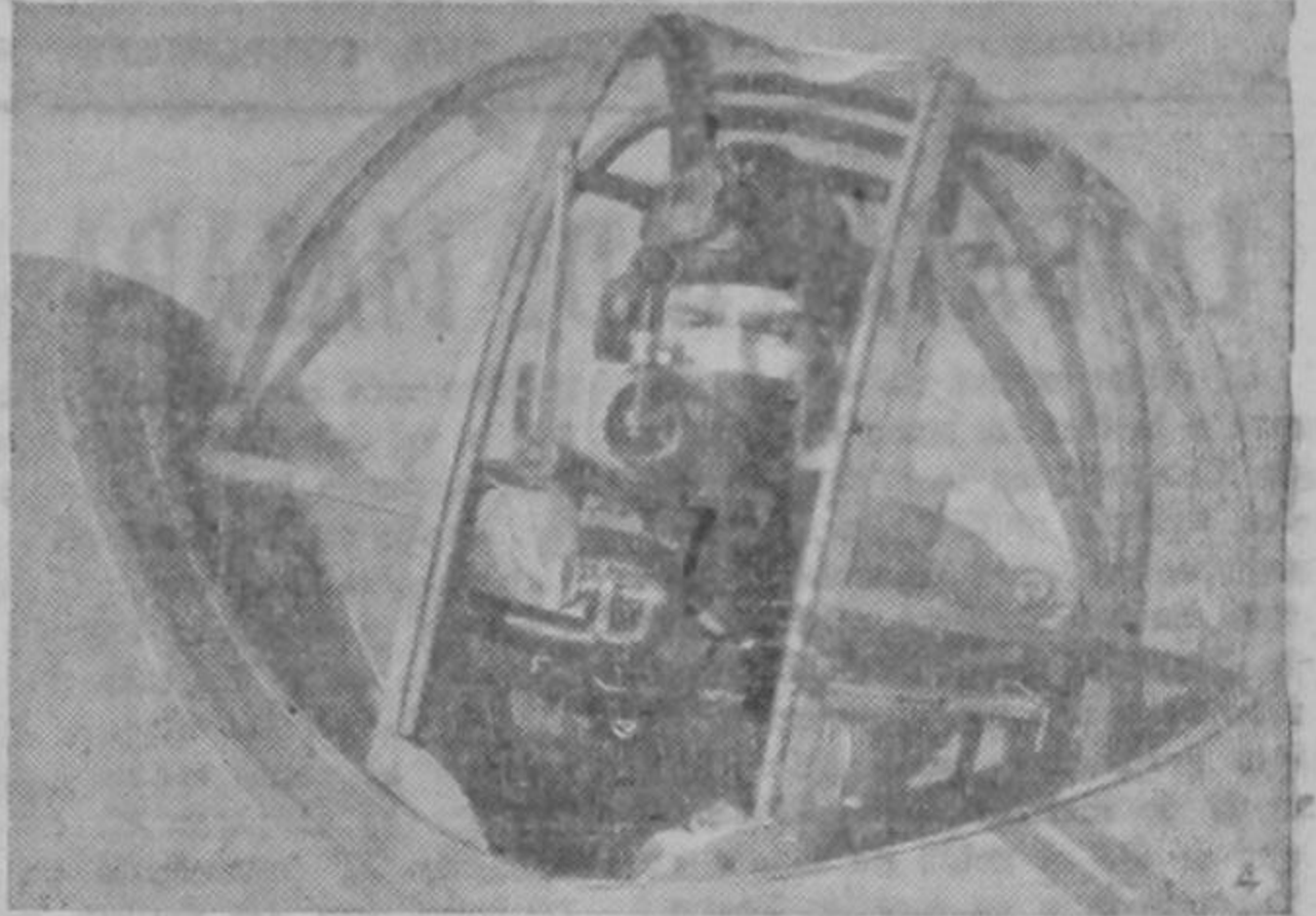
In contrast, not a single casualty was suffered on the British surface ships and the total British losses were two aircraft unaccounted for; (7) there were 35 German officers and petty officers and gunners among the survivors rescued from the Italian cruisers and destroyers, an Exchange message from Athens stated. Apart from this the only exploit reported of the Germans was the attempt of their dive bombers to prevent the rescue of the Italian survivors. The Communiqué states that two Junkers, "88" were shot down; the whole course of the events illustrates the great value to the fleet of an efficient air arm. The speed of the Italian ships is so much higher than that of the corresponding classes of the British that when they are bent on retreat, there is nothing but aircraft can overtake them. An attack from the air may or may not be able to sink well-found

(Conclución on Page 7)



La Batalla de Matapan ha dejado a la flota italiana tan debilitada que, como la alemana después de Jullandia, no está en condiciones de enfrentarse nuevamente a la escuadra británica. Vemos aquí unos cruceros ingleses disparando contra los italianos en huida.

The Battle of Matapan has left the Italian Fleet in such a state of weakness that, like the German Fleet after Julland, it can never again face the British Squadron. Some English cruisers are seen here firing at the fleeing Italians.



PILOTOS BRITANICOS DE MAÑANA.—Los futuros pilotos de la R. A. F. se entrenan en una organización avanzada de entrenamiento en Inglaterra. Al concluir su curso, ellos son enviados a los Comandos de Combate y de Bombardeo para formar parte de los héroes que cada día alcanzan nuevas victorias sobre los enemigos de Inglaterra en el aire. 1.—Un aprendiz despegando para un "vuelo solo"; 2.—Un piloto aprendiz abandona su aparato de entrenamiento; 3.—Un feliz grupo de aprendices para pilotos de bombarderos; 4.—Un artillero de un avión de entrenamiento practica el tiro al blanco.

BRITAIN'S PILOTS OF TO-MORROW.—Future pilots of the Royal Air Force are seen training at an Advanced Training Wing in England. After completing their course they are drafted to the Fighter and Bomber Commands to join the ranks of those who are daily gaining fresh victories over Britain's enemies in the skies. 1.—A pupil takes off on a solo flight; 2.—A pupil-pilot leaving his training plane; 3.—Happy bomber pupils form this group; 4.—The air gunner of a training aircraft gets his eye on the mark.

La Renaciente Helas e Inglaterra

Con un poderoso ejército alemán en Bulgaria, Yugoslavia, cuyo pueblo simpatiza abiertamente con la Gran Bretaña, y está listo para rechazar la invasión a todo trance, a pesar de que sabe que la ocupación alemana de Hungría, Rumanía y Bulgaria la priva totalmente de sus ventajas estratégicas, el espíritu Griego, y aun el de cualesquier otra nación bien pudo haber flaqueado, y la tentación de aceptar la paz propuesta por Alemania quizás hubiera triunfado. Sin embargo, la heroica e independiente nación a pesar de su pequeñez resolvió continuar luchando y la reacción del pueblo griego ante la propuesta alemana guede entreverse en un notable artículo publicado por el redactor del periódico griego "Kathimerini" en forma de carta abierta dirigida a Hitler el 8 de Marzo en la mañana. Después de reseñar los inmensos esfuerzos que hizo el Gobierno de Grecia para evitar todo rozamiento con Italia antes de la invasión, y las precauciones tomadas después para no provocar a Alemania, el redactor analiza la exigencia alemana de que Grecia debe confiar en Alemania y romper sus relaciones con los Británicos. La carta dice: "Excelencia hay infamias que

JAMAS COMETERIA GRECIA.

"Nosotros no rompemos con los vivos ni con los muertos. En vez de eso, permaneceremos a su lado, hasta que algún rayo de luz penetre nuevamente y hasta que la tormenta haya pasado. Y Vuestro Excelencia? Siempre se dice que trataréis de invadir a Grecia. No creemos que ningún ejército con historia y con tradición quiera

mancharse con un acto tan despreciable. Qué haría vuestro Ejército, Excelencia, si en vez de su infantería y su caballería, Grecia enviara a guartecer sus fronteras una fuerza de 20,000 heridos, cojos, mancos, ensangrentados y vendados, para darles la bienvenida? Cree V. E. que su ejército se lanzaría contra semejantes defensores? Grande o pequeño, el Ejército Libre de Grecia se yergue en Tracia como se irguió en el Epiro. Luchará. Morirá allí, también. En la Tracia esperará el regreso de ese atleta corredor de Berlín quien llegó hace unos cinco años y recibió la luz de Olympia, la cual ha cambiado ahora en inmensa pira para producir la muerte y la destrucción a un país de reducido tamaño pero que ahora se engrandece y que después de demostrar al mundo cómo se debe vivir, enseñará al mundo

COMO DEBE MORIRSE.

Al comentar esta carta abierta, el corresponsal del "London Times" en Atenas, dice: "La carta electrizó al pueblo, y durante todo el día se reunieron muchedumbres en la Plaza de la Constitución. Sólomente quienes conocen la atmósfera peculiar que rodea al pueblo que vive al pie de la Acrópolis, pueden adivinar el sutil instinto comunicativo que informó a los Atenienses que ayer, 8 de Marzo, fué día glorioso en la historia de la renaciente Helas". Salta a la vista de cualesquier persona decente en el mundo, que la Gran Bretaña no podría abandonar a Grecia a su triste suerte, porque eso significaría la violación de todos los principios por los cuales estamos en lucha.

Resurgent Hellas and Britain

With a powerful German Army in Bulgaria, Yugoslavia, whose population is strongly pro-British and ready to resist invasion at any cost, and the knowledge that the German occupation of Hungary, Rumania and Bulgaria has made her an strategic cripple, the spirit of the Greeks, or indeed of any nation, might well have faltered, and the temptation to accept a German peace might have proved too strong. However, the heroic and independent little nation decided to fight on, and the reaction of the Greek people to the German offer may be gauged from a remarkable article published by the editor of the Greek newspaper "Kathimerini" in the form of an open letter to Hitler on the morning of March 8th. After tracing the strenuous efforts of the Greek Government to avoid all possibility of friction with Italy prior to the invasion, and their subsequent precautions to avoid provoking Germany, the writer takes up the German demand that Greece must trust in Germany, and get rid of the British. The letter reads: "Your Excellency, there are some infamies which are

NOT DONE BY GREECE.

We send away neither dead nor living. Instead, we will stand beside them till some ray of light shines again, and the storm finally passes. And you? They always say you will try to invade Greece. We do not believe that any army with a history and a tradition, will want to soil itself by such a despicable

action. What will your Army do, Your Excellency, if instead of divisions of infantry and artillery, Greece sends to garrison the frontiers a force of twenty thousand wounded, legless, armless, bloody and bandaged, to welcome it? Will there be an army to strike at such a garrison? Small or great, the free army of Greeks stands in Thrace as it stood in Epirus. It will fight. It will die there, too. In Thrace it will await the return of that runner from Berlin who came five years ago, and received the light of Olympia, and has changed it into a bonfire to bring death and destruction to a country small in size, but now made great, and which after teaching the world how to live, must now teach the world how to die".

BRITAIN STANDS BY GREECE

Commenting on this letter, the Times' correspondent in Athens wrote: "The letter electrified the public and all day crowds thronged Constitution Square. Only those attuned to the peculiar instantaneous atmosphere which binds people living at the foot of the Acropolis, can divine with what subtle communicative instinct all Athenians knew immediately yesterday that March 8th. was a great day in the history of the resurgent Hellas". It will be quite apparent to any decent person in the whole world that Britain could never abandon Greece to her fate, because, that would mean a violation of all the principles for which we are fighting.

BULLETINS FROM BRITAIN

Admiral Noble Tackles Tough Job

Enthusiastic welcome has been given in the British press to the appointment of Admiral Sir Percy Lockhart Barnham Noble as Commander-in-Chief of the Western Approaches. Tough, grey-haired, 61 years of age, Admiral Noble now directs Britain's forces in the Battle of the Atlantic. After 47 years of service in the Royal Navy, he has earned the reputation of being able to tackle the most awkward of problems. Promoted Captain in 1918 and Rear-Admiral in 1929, he has held many and varied commands; in 1935 he served as Fourth Sea Lord and Chief of Supplies; in 1938 he took over control of the important China Station.

The significance of his present appointment, observes the Chronicle, is that now, one man, with the full assistance of the R. A. F. and the Ministry of Shipping, has command of the British forces in the battle against the Nazis in the Atlantic.

Financial Solidity

British finances continue to reflect a healthy economic situation. The inflow of national revenues is particularly encouraging; and there seems to be little doubt that the budget estimate of \$ 5,440,800,000 will be reached and possibly passed when the financial year closes on March 31.

Equally encouraging are the latest savings returns. Thus for the last recorded week, "small savings" reached a total of \$ 55,483,656—the highest level for 3 months. This, it should be remembered, comes at a time when tax payments are at their seasonal peak. Sales of war bonds were also greater. Subscriptions of 2½% National War Bonds and 3% Savings Bonds for the week ending March 16 came to \$ 63,346,892 compared with \$ 57,377,648 for the preceding 7 days.

Enemy Losses

British aircraft have now flown a million and a quarter miles to lay the mines which have sent many thousands of tons of enemy shipping to the bottom of the sea. It can be stated that over a hundred vessels have been destroyed in an area that represents less than 10% of the total mine fields laid by the R. A. F. and the Fleet Air Arm. Among the enemy losses were warships and troop ships involving heavy casualties.

Germans in Africa

German agents are entering French Africa and the Middle East in increasing numbers, according to foreign correspondents of the British press, and are seeking to make direct contact with the Arab population. Such Arab chiefs as are believed to be open to promises are being approached and flattered. In Syria a special Commission of Investigation arrived recently and at once got in touch with Nationalist leaders. In French Morocco another Commission, headed by Auer (formerly Counsellor of the German Embassy in Paris) is actively engaged in controlling

Gun Covered Nazi Currency

Dr. Walter Funk, Nazi Minister of Economics, boasts that "the Reichmark practically dominates Europe" today. It is the currency of the continent, he says, and England's gold standard is in eclipse. With perfectly understandable modesty, Dr. Funk has not told the half of it. The Nazis have added two new economic techniques to modern warfare. They have invented a procedure for orderly looting, and a device for collecting reparations in advance of the peace treaty. These economic "blitzkrieg" weapons are, in some respects, more damaging than the military "blitz" which precedes them. Let us see how the

REICHSMARK "DOMINATES" Europe: When German troops enter a conquered country, they immediately establish one of the many forms of the Reichsmark as legal tender. Thus, in occupied France, the Reichsmark must be accepted by all vendors, as equivalent to twenty francs. German soldiers, in "orderly" procession, instantly buy out the stores; the hapless shopkeeper must accept the strange bits of paper. German quartermasters buy all needed army supplies; again, with Reichsmarks. But Reichsmarks are not allowed to leave the occupied country; they cannot be spent in Germany. Thus in Belgium, thus in Holland, thus in Norway. The Reichsmarks become a straight inflationary addition to the national currency; the entire operation is

A DISGUISED LOOTING.

But the Germans also require that the occupied country pay the costs of occupation. In France this indemnity, for it is no less, amounts to 400,000,000 francs per day. But no Reichsmarks are accepted. These payments are made in good assets, in gold, in national currency, in foreign securities holdings. Thus as the "fiat" currency enters, the gold currency (which Dr. Funk affects to scorn) is carefully garnered. It was on the basis of this record that Dr Funk boasted of the "rise" of the Reichsmark, and told German business not to fear, but to expand its operations and to "take risks". The speech foreshadows the integration of the captured countries' industries into the GERMAN INDUSTRIAL SYSTEM, with the Reichsmark as a weapon permitting easy and inexpensive acquisition. The "new order" (somewhat upset by recent British bombing) is to be a German order, under German currency control, for the profit of Germany alone. In the dictator economy, a money whose value is dictated will be used as an instrument of subjugation. This is the only money in the world whose value depends entirely upon troop movements and military concentrations. Dr. Funk understandably preferred to ignore these factors.—(N. York Post).

aerodromes and trade on Germany's behalf.

Leading Free French circles do not expect a frontal attack in Africa. The German objective, it is believed, will be to obtain a foothold and increase their power by progressive infiltration, menacing British Sea communications from Bizerta, securing submarine bases and preparing a strong base in Dakar.

If Hitler Wins "God Help the World"

Pointing out what it would mean to the world if Hitler should ever obtain the upper hand in a victorious war, Prince Bernhard of Holland spoke for the whole of the people of his country at present dominated by the nazis when he said:

"There is far, far more at stake than the material welfare of the nations of Europe, great though that may be. It is not less than the very existence of spiritual freedom for which the peace-loving nations have struggled throughout the centuries. Some peoples can be trusted with military might—others can not. We are told by the German tyrant that his next objective is that other mighty instrument of power — the British Navy...

"The role of the British fleet has often been described as that of a policeman. Would you ever think of asking Hitler to police the high seas? Would he not use such might, if he ever acquired it, as an instrument to advance German hegemony and of satisfying Germany's lust for a totalitarian world order in the stern manner of the Gestapo? If ever a nazi fleet should take the place of the British Navy — then God help the world!"

The Swastika in Italy

Reports from Italy show more and more clearly that German and Italy can never be more than ersatz allies. One of the reasons, writes a British correspondent, is the discrepancy between German and Italian rates of pay to the troops. The Nazi soldier on service abroad is paid at front line rates, and changing his marks at the rate which Italian banks have been ordered to offer him, is commanding about 35-40 lire a day. An N. C. O. may get as much as 120 lire, and can easily buy out the Italian earning only 200 lire a month or even the clerk making his normal salary of 600 a month.

Ferrying the Planes

The 220 pilots of the Air Transport Auxilliary, founded by Gerard d'Erlanger, a prominent British banker, have now completed 1,500,000 miles of flying service. Among its volunteer personnel (15 of whom are American), the A. T. A. includes men of every walk of life. Some are aviators too old to enter active service in the R. A. F., others are amateur flyers whose regular vocations are farming, business, education. Trained to pilot every type of plane from a heavy Wellington bomber to a tricky new Spitfire, they frequently have to bring their machines from factory to air base through skies thick with enemy aircraft—and yet they fly without machine guns or bombs.

One American pilot recently guided his plane through a secret path in the balloon barrage round a northern airport. Stepping out, he saw a Heinkel crash to the ground

The British Red Cross Thanks to Contributors in Costa Rica

The following letter has been received by His Majesty's Charge d'Affaires at San Jose from The Lord Huntingfield, K. C. M. G., chairman of the Overseas Committee of H. R. H. the Duke of Gloucester's Red Cross and St. John Fund:

St. James's Palace,
22nd January, 1941.

Dear Sir:

Thank you very much indeed for your letter of December 28th, covering further donations amounting to £21 sterling and \$870.00 U. S. currency, for which I enclose herewith our official receipts.

His Royal Highness is particularly gratified to receive such liberal support, representing the fifth donation to the British Red Cross, not only from British subjects, but from American citizens, Costa Ricans and other sympathisers resident in Costa Rica, and he trusts that to all who have once again and with such generosity subscribed to our war effort, you will be so good as to convey an expression of his heartfelt thanks and appreciation.

With regard to your suggestion that these additional contributions should be broadcast, I have already taken the necessary steps to ensure that they are given due publicity through the medium of the British Broadcasting Corporation and also the Press.

May I take this opportunity of expressing my personal appreciation of your efforts which have achieved such remarkable success, and for which I and all who are associated with the Red Cross are profoundly grateful.

Yours sincerely,
(sgd.) Huntingfield.

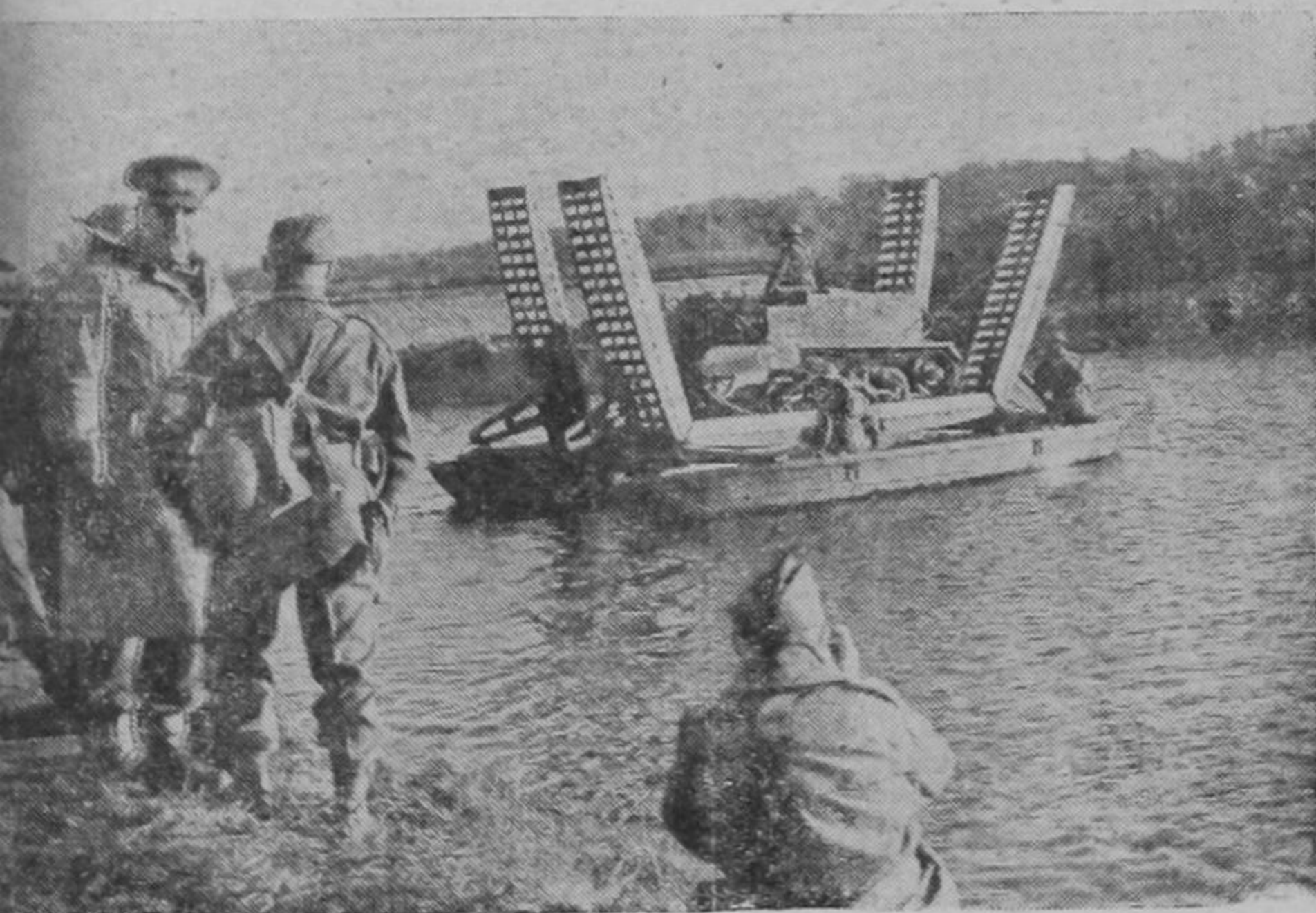
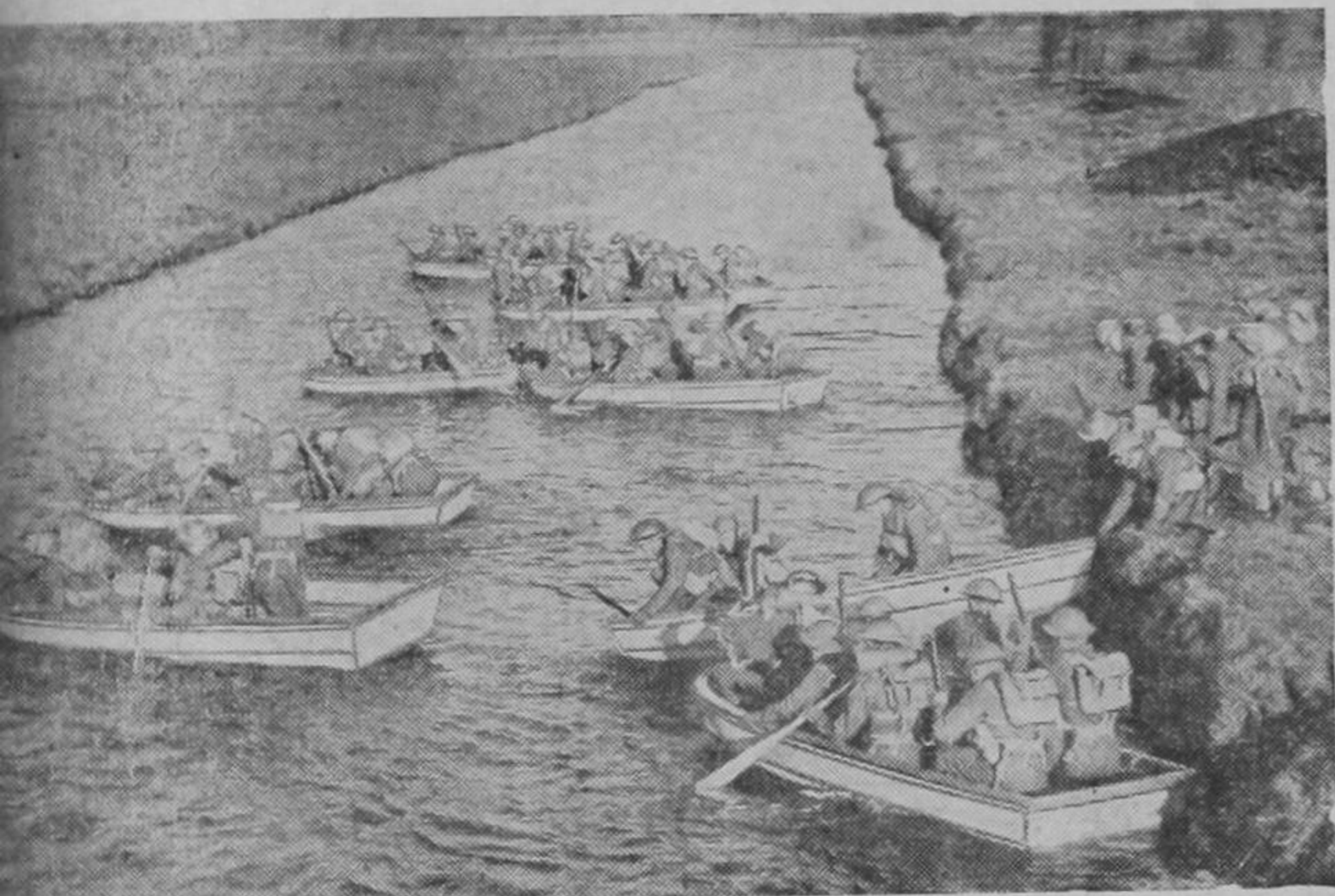
Bombing of Churches

The churches have suffered heavily from wanton bomb damage during recent raids. Up to the beginning of February, in England and Wales alone, 287 Anglican churches were destroyed or seriously damaged, 369 Free churches and 58 Roman Catholic. Including others hit but less seriously shattered, the total comes to 1945, and to this must be added numerous vicarages and parish halls.

Everything is being done to make temporary repairs so that the religious purposes of the community shall not be defeated by the enemy,

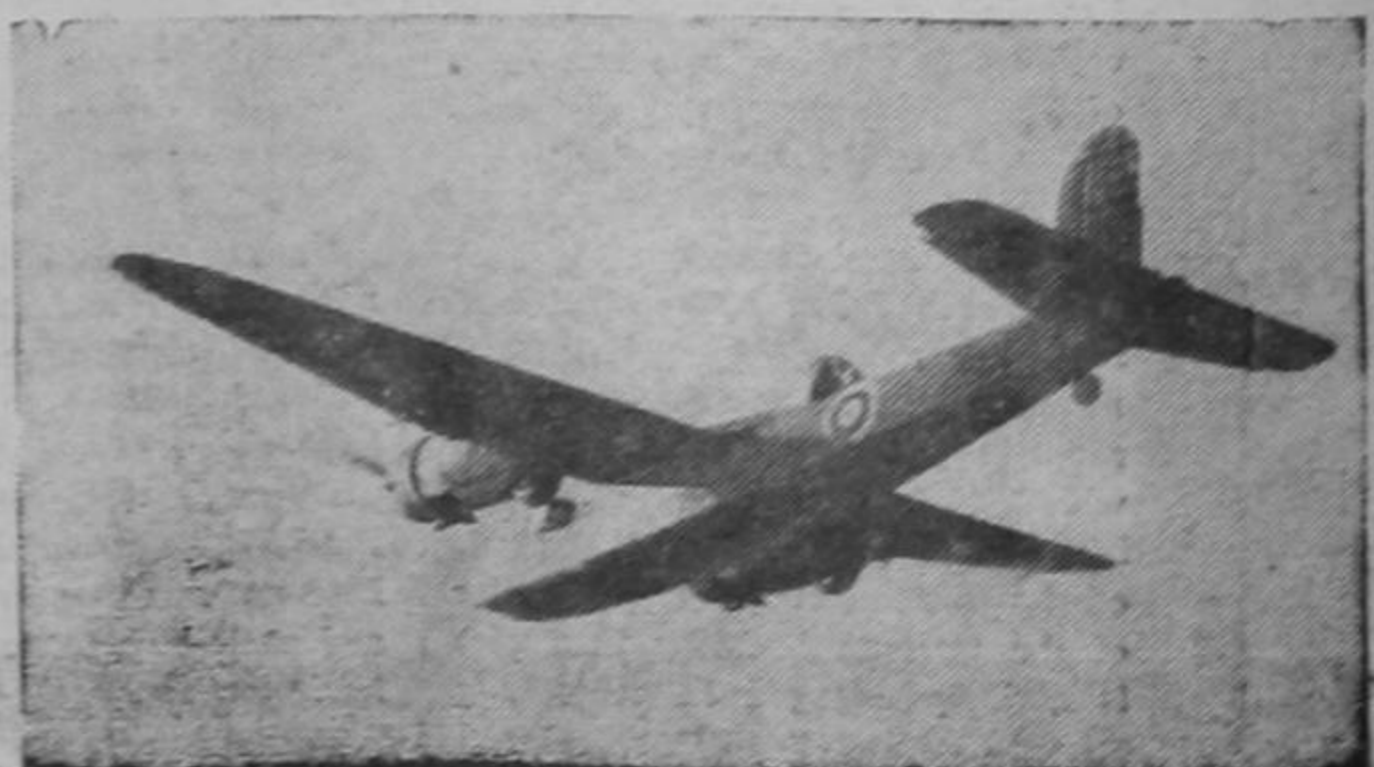
just behind him. "Close thing for you", said the A. A. gunner who brought the Heinkel down. "He was following right in on your tail".

One of the toughest ferrying jobs is, naturally, the piloting of machines—in all sorts of weather—across the Atlantic; but re-assembly chief H. H. Ogden declares the planes are going over "in a steady stream and getting through 100%". Many of these Atlantic ferry pilots are American stunt flyers; others used to control Imperial Airways liners. A recent recruit is Jim Mollison,



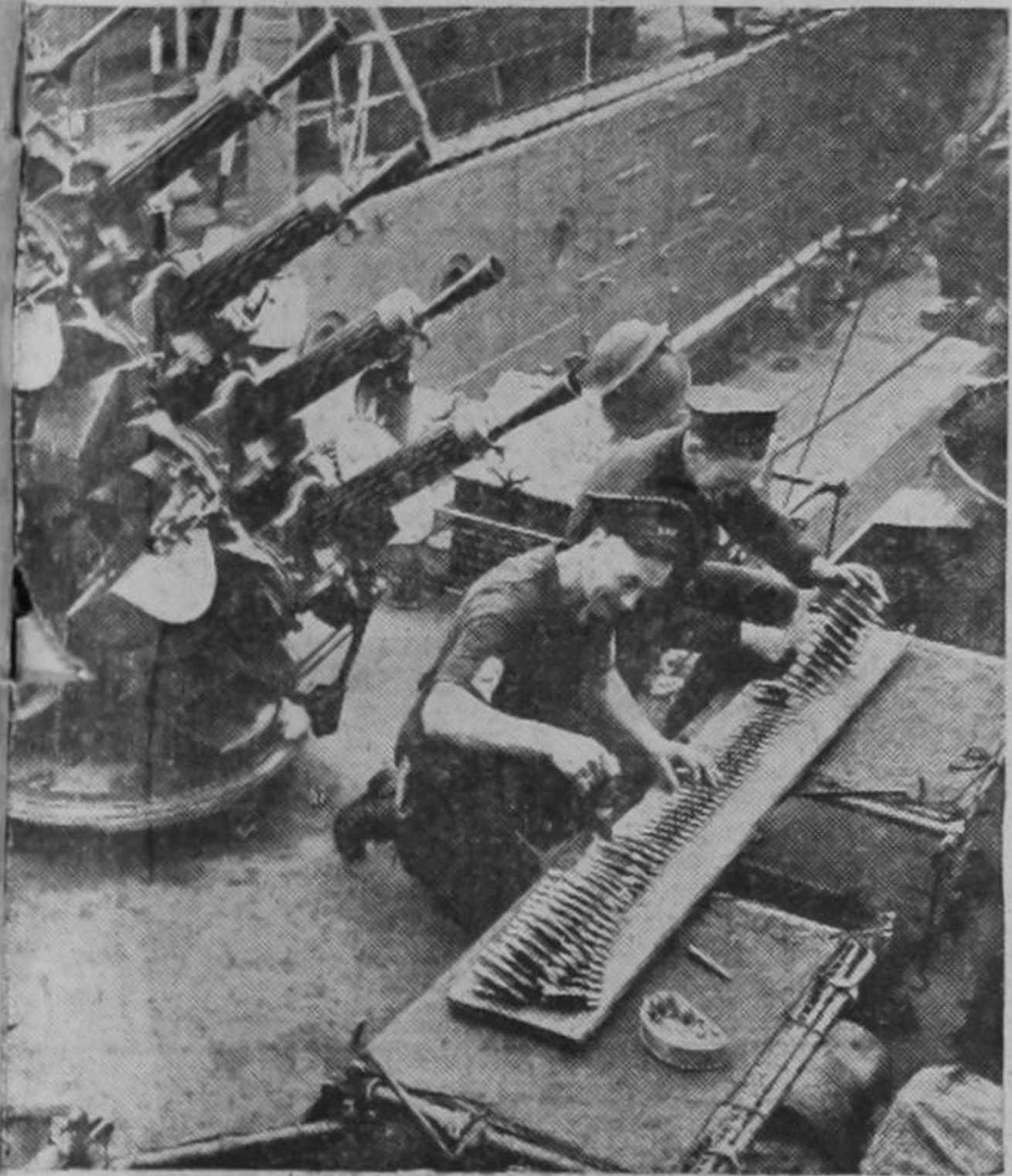
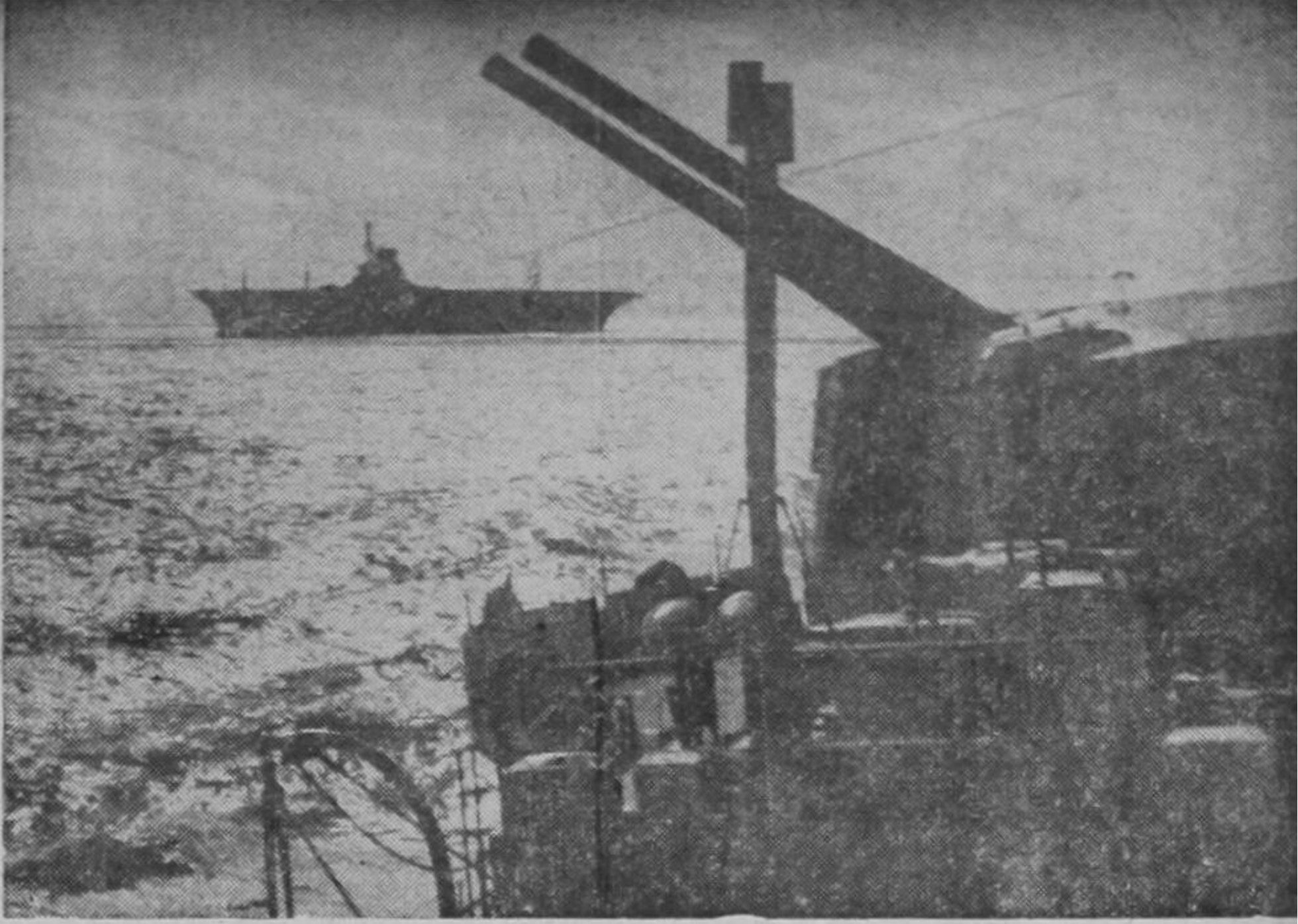
S. M. el Rey Jorge conversa con dos marineros de color que acaban de realizar su primer viaje en convoy. S. M. la Reina Isabel firma el libro de visitantes en un puesto de socorro de Londres. El canciller Anthony Eden saluda al enviado especial del Presidente Roosevelt. Sr. Hopkins, a su llegada a Inglaterra. Las cuatro fotos a la izquierda dan una idea del intenso entrenamiento con que las tropas en el Reino Unido se preparan para cualquier nueva táctica de los Nazis. También los marineros británicos se mantienen alerta e haciendo ejercicios. Abajo: Este nuevo bombardero de la R. A. F. es el "Blackburn Botha" de alta velocidad, y con instalación para lanzar torpedos.

H. M. King George talks to some colored sailors who just made their first trip as seamen. H. M. Queen Elizabeth signs the visitors' book at a London Ambulance Station. Foreign Minister Anthony Eden welcomes President Roosevelt's special envoy, Mr. Harry Hopkins. The four photos at the left show the intense training the troops in the United Kingdom are submitted to in order to face any change of Nazi tactics. The boys in the Navy also keep fit by means of appropriate exercise. Below: The new high-speed "Blackburn Botha" bomber which carries torpedoes for offensive weapons.





Tres personajes británicos de actualidad: Arriba: El almirante Sir Dudley Pound; a la izquierda arriba: el nuevo secretario de guerra, capitán David Margesson; abajo: el vice-almirante Sir James S. Somerville jefe de una división de acorazados en el Mediterráneo. A la derecha arriba se ve el gran portaviones "Ark Royal", cuyo hundimiento los servicios noticiosos italo-alemanes han anunciado tantas veces, pero que sigue surcando los mares. Abajo, se ve el lanzamiento de un nuevo acorazado británico.

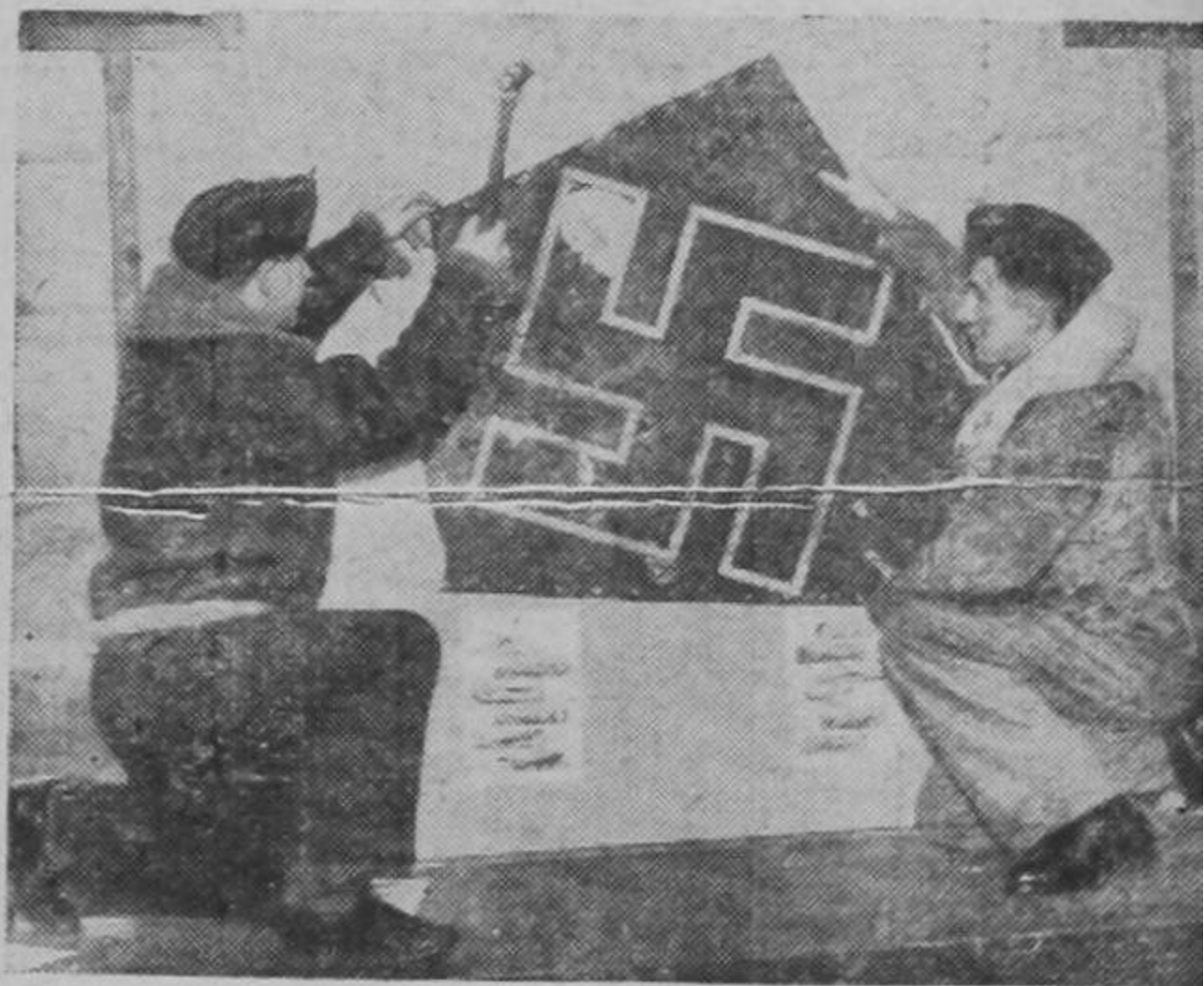


Muchas iglesias inglesas han sido destruidas por los italianos y los alemanes, pero tanto los Nazis como los italianos han perdido gran cantidad de aviones en sus operaciones. Las ametralladoras de múltiples cañones han derribado a muchos bombarderos alemanes en sus ataques contra los convoyes.

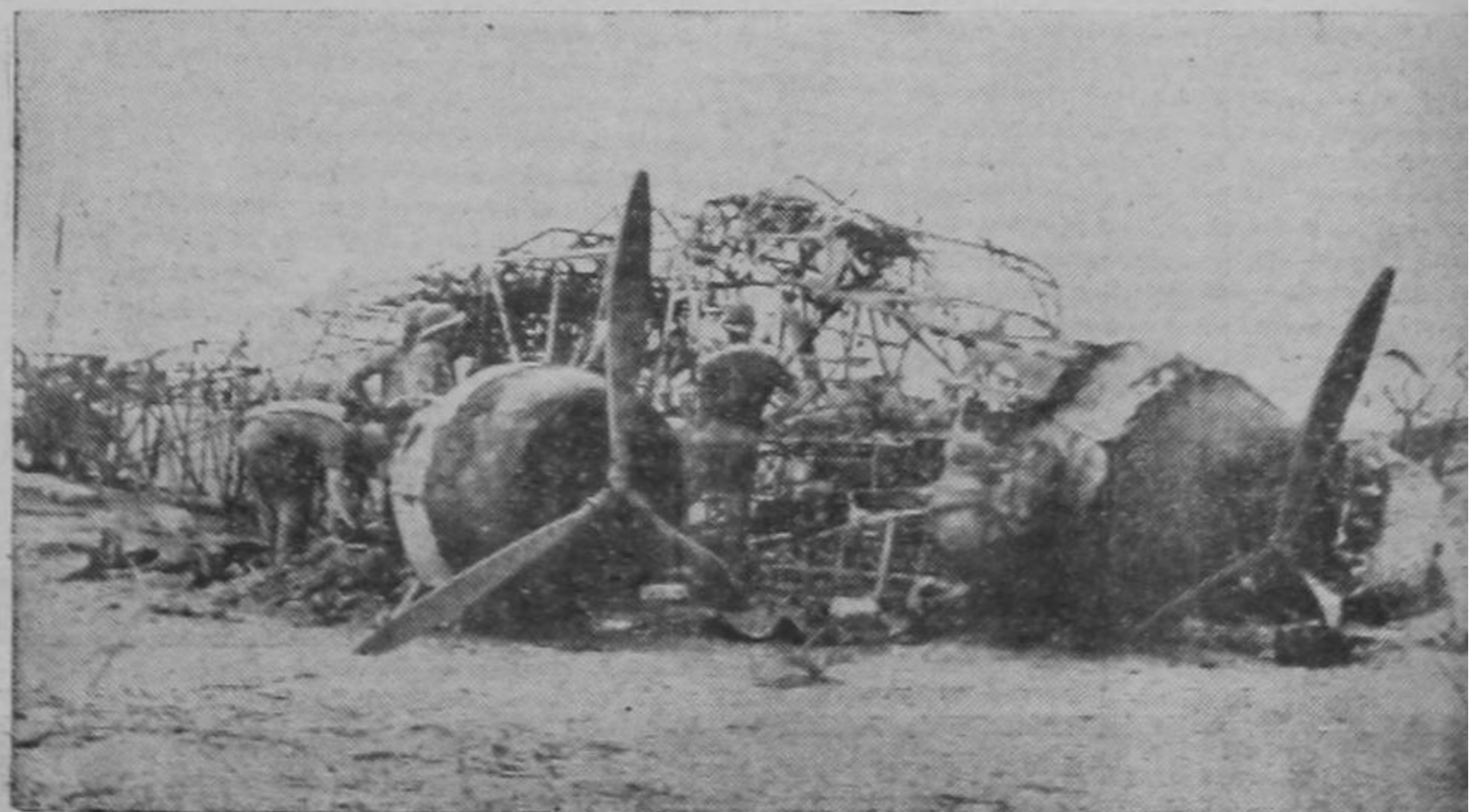
las bombas alemanas, pero tanto los Nazis como los italianos han perdido gran cantidad de aviones en sus operaciones. Las ametralladoras de múltiples cañones han derribado a muchos bombarderos alemanes en sus ataques contra los convoyes.

Three British personalities in the news: Admiral of the Fleet Sir Dudley Pound; on the left the new Secretary of War, Captain David Margesson, and Vice-Admiral Sir James S. Somerville, who commands one of the battleship divisions in the Mediterranean. Above at the right we see the famous aircraft-carrier HMS "Ark Royal", whose sinking has been announced on several occasions by the Italian news services, but which continues to sail the seas. Below, the launching of another battle

crucier for the British Fleet.



Many English churches have been destroyed by the German bombs, but the Nazis and the Italians have lost large number of planes in their operations. The naval machine guns of the multiple barrel type have shot down many enemy bombers in their attempts to attack convoys.



LA FRANCIA DE ULTRAMAR LUCHA CON INGLATERRA

El ejército del mañana tendrá divisiones blindadas, que correrán a campo traviesa rápidamente, como un caballo al galope, armadas con 150 cañones de calibre mediano, 400 piezas más pequeñas y 600 ametralladoras; serán capaces de pasar trincheras de 3 metros de ancho, de subir parapetos de 30 pies, arrancando árboles, derrumbando muros, aplastándolo todo...”, escribió el entonces coronel Charles de Gaulle, en 1934, en su libro “L’Armée de Métier”, y nadie prestó atención a su voz de alerta. Seis años después, el ya General de Gaulle tuvo que batirse al frente de su 4ª División de Tanques, la

UNICA DE FRANCIA,

cerca de Laón y de Abbeville, precisamente contra un ejército igual pero superiorísimo en número. Casi en seguida, vió cómo Francia perdía su batalla exactamente frente a una tropa armada y organizada como él la había anunciado y pedido para Francia. La falta de previsión de los altos jefes galos, que estaban dormidos sobre los laureles de 1918, convencidos de que nunca habría otra guerra, dió pésima cuenta de la potencia militar francesa. Pero, como dijo el mismo General De Gaulle en 1940, “sólo se perdió una batalla, la batalla europea. No se ha perdido la guerra” y los franceses que quedaron libres de la bota germana, se organizaron alrededor del “prisionero de Verdún”, del gran visionario de la guerra, del destructor del cerco nazi en Laón y en Abbeville, de Charles de Gaulle, el más joven de los Generales de Francia.

LAS DIVISIONES GALAS

escapadas de Dunquerque y refugiadas en Londres, los Cazadores Alpinos, la Legión Extranjera, los Fusileros de Marina, los franceses que lograron escapar de las tropas alemanas de ocupación, los patriotas que llegaron de Egipto, desde Malta, Siria y Túnez, los galos del Chad, del Gabón, del Camerún, de toda la Federación del África Ecuatorial, de Nueva Caledonia y de Tahití; toda la Fran-

cia de ultramar que quiere que “Francia” viva, se unió a Charles de Gaulle, bajo el símbolo de la Cruz de Lorena. No faltan, desde luego, los intelectuales, el elemento pensante que impedirá el ocaso de la civilización francesa y la destrucción de la misma por los descendientes de Atila. Los más destacados profesores, sabios de Francia, se han unido a las fuerzas libres —dice la Editorial Francia Libre. “Al hacerlo pierden su nacionalidad: —si es que a un francés patriota se le puede quitar su mismo ser— pierden sus bienes; todo lo sacrifican. Alrededor del General de Gaulle se constituye un poderoso Servicio de Investigación Científica, núcleo intelectual de la Francia del mañana, que respalda su pequeño Ejército. Se unen la

FUERZA Y EL ESPIRITU...”

Tan completo y heroico contingente, ataca en África. Después de un intento de desembarcar en Dakar, en el que De Gaulle estuvo a punto de caer en una emboscada, el ejército francés entró por Libreville en tierra africana; y avanzó, de acuerdo con la perfecta organización demostrada por De Gaulle en 1934. Velozmente recorrió 400 kilómetros, hasta el Lago Chad. Allí aumentó sus contingentes y emprendió otra gran caminata de 400 kilómetros más, a través de los desiertos del África Ecuatorial Francesa y de la Lybia, a donde llegó este puñado de patriotas para batirse y para vencer. Colaboraron en los triunfos de Agedabia, de Benghazi y de Tobruk, y

A BAYONETA LIMPIA,

se apoderaron del célebre oasis de Kufra. Ayudaron a los británicos en forma franca y clara. Tal como se convino en Londres el 7 de Agosto de 1940: “De Gaulle es Jefe de los Franceses Libres, donde quiera que se encuentren; la Gran Bretaña se compromete a restaurar la independencia y grandeza de Francia; las tropas de De Gaulle nunca empuñarán las armas contra Francia; todos los buques franceses que luchan unidos a

OVERSEAS FRANCE FIGHTS WITH BRITAIN

“The army of the future will have armoured divisions which will travel cross-country as fast as galloping horses, armed with 150 medium calibre field guns, 400 smaller cannon and 600 machine guns; they will easily cross trenches only three meters wide, climb over parapets 30 feet high, uproot trees, destroy walls and level everything...”, wrote the then Colonel Charles De Gaulle in 1934, in his book “L’Armée de Métier”, — but nobody heeded his warning. Six years afterwards, the already General De Gaulle had to fight at the head of his 4th. Tank Division, the

ONLY ONE IN FRANCE,

near Laón and Abbeville, against several armoured enemy divisions. Shortly thereafter, he witnessed France’s defeat at the hands of armoured troops such as he had foreseen and requested for France itself. Lack of foresight on the part of the highest military authorities in France who had gone to sleep upon their laurels of 1918 because they felt certain that there would be no more wars, wrought havoc with French military power. But, as the same General De Gaulle stated in 1940: “Only one battle was lost, “the European battle. The war has not been lost”. Frenchmen who did fall under the German occupation and oppression immediately organised around the “prisoner of Verdun”, of the clairvoyant of war, of the man who had destroyed the Nazi forces at Laón and Abbeville, —about Charles De Gaulle, youngest of French Generals several

Inglaterra siguen siendo propiedad francesa y los gastos que hacen las fuerzas libres son costeados por todos los franceses del mundo, sin menoscabo de la soberanía francesa. La Francia de ultramar lucha por su honor contra los dominadores que aprovecharon una falta de previsión de sus funcionarios y que hoy ocupan el “Corazón de Francia”, brillante territorio de los Luises, de los Enríques y de los gloriosos revolucionarios del Siglo XVIII, que dieron al mundo la Libertad y la Justicia.

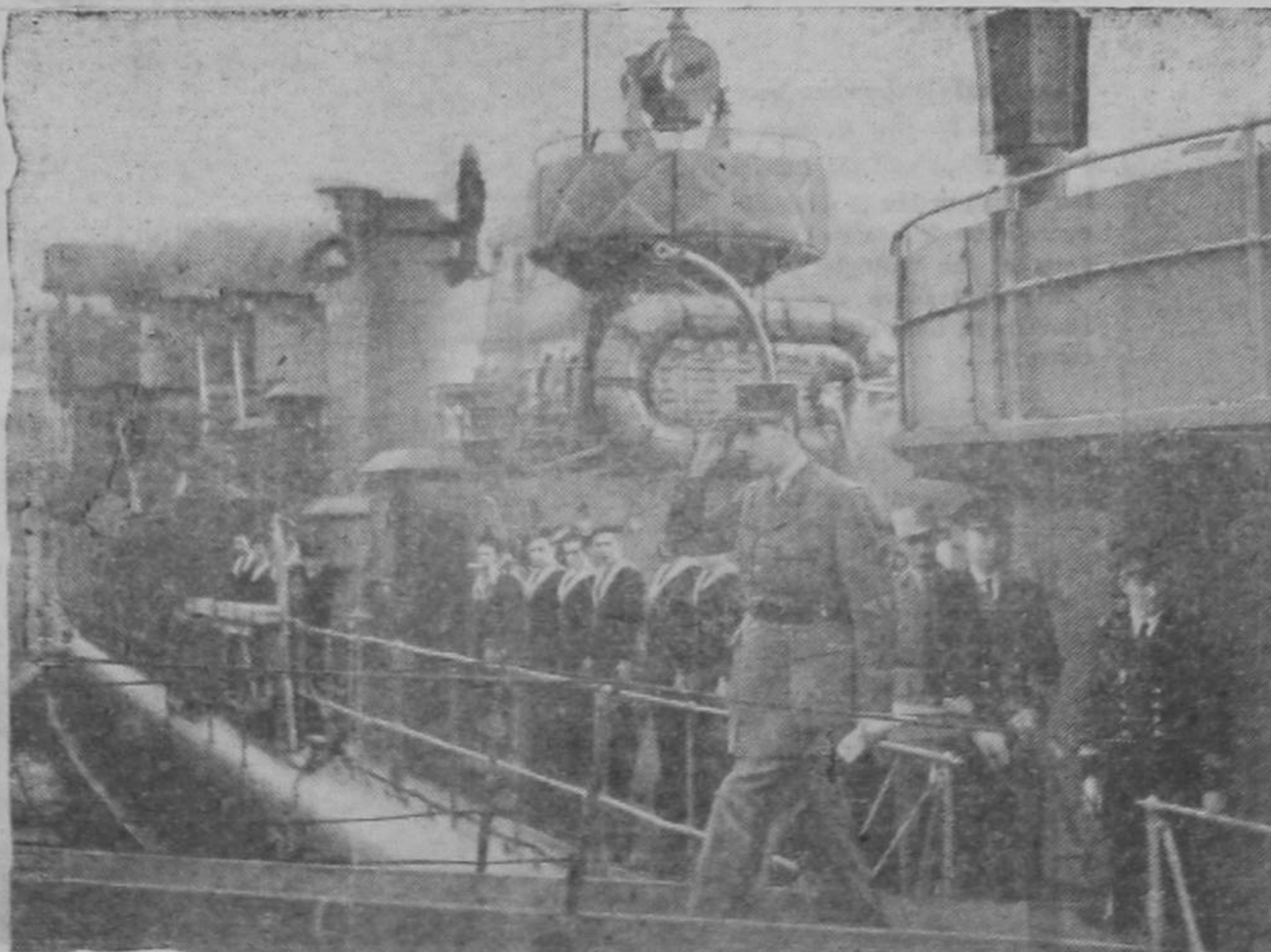
of the French Divisions which had been saved at Dunkirk and had found shelter in London, the Alpine Chasseurs, the Foreign Legion, the French Marine Corps, Frenchmen who had fled from the German forces of occupation, patriots who arrived in Egypt from Malta, Syria, Tunis, Chad, Gaboon from the Cameroon, from the Federation of Equatorial Africa from New Caledonia and from far-away Tahiti; all of Overseas France which wants FRANCE to live, united under Charles De Gaulle who chose as a symbol the Cross of Lorraine. There are also, naturally, the intellectuals, the thinkers who will uphold French civilization and save it from being destroyed by these descendants of Atila. The best professors, French “savants”, have joined the Free Army of France, — states the publisher of “Free France”. “By doing so, they lose their nationality,— if it be possible that a French patriot can be separated from his ideals, — they lose their property; they sacrifice all they possess. Around General De Gaulle has been organised a Service of Scientific Research, an intellectual nucleus of the France which will be re-born, which collaborates with its small army. It is really a union of both

“FORCE AND SPIRIT.”

This well organised heroic contingent attacked the enemy in Africa. After an unsuccessful attempt to land at Dakar, where General De Gaulle almost fell into an ambush, the French army penetrated into African territory through Libreville. And it kept on advancing in perfect formation, just as De Gaulle had demonstrated in 1934. Swiftly, it covered the 400 kilometers until it arrived at Lake Chad. At this place it increased its force, and started on another long trek of 400 kilometers through the deserts of French Equatorial Africa and Lybia where this mere handful of French patriots fought and won. They collaborated in the victories obtained at Agedabia, Benghazi and Tobruk, and

WITH A BRILLIANT BAYONET CHARGE

they carried the enemy positions at the famous Kufra oasis. They helped the Britons frankly and openly. This resolution was adopted in London on August 7th., 1940: “De Gaulle is the Leader of Free Frenchmen, wherever they may be; Great Britain promises to restore the independence and the greatness of France; General De Gaulle’s troops will not, under any circumstances, attack France; all French warships fighting under Britain’s leadership continue to be French property and the expenses incurred in by the Free French Army are charged up to French citizens throughout the world, without affecting French sovereignty in any way. Overseas France is fighting for its honour against the enemy — who took advantage of the lack of foresight of its officials and who at the present time occupy “The Heart of France”, home territory of the various “Louises” and “Henrys” and of the glorious revolutionists of the XVIII century who gave the world both Liberty and Justice.



El General de Gaulle, Jefe de Francia Libre, visita las unidades de la flota en un puerto inglés.

General de Gaulle, leader of Free France, visits some units of his fleet in an English port.

Heroísmo a Bordo de un Submarino Británico Heroism Aboard a British Submarine

Un submarino británico que prestaba servicio sumergido en aguas enemigas, se percató por las detonaciones de dos cargas de profundidad muy cercanas, de que lo estaban cazando. El Teniente Comandante paró toda su maquinaria conteniendo la respiración, — por decirlo así— para escuchar al enemigo en su búsqueda del submarino con cables de arrastre, bombas de funcionamiento eléctrico y cargas de profundidad. La explosión de éstas se escuchó a intervalos de dos minutos durante dos horas. Para romper la monotonía de aquella angustiosa espera, los tripulantes del submarino establecieron una apuesta colectiva de seis peniques por cabeza que habría de ser ganada por el que acertase el momento exacto en que la próxima explosión sacudiría el casco de la nave. A la hora del té oyeron el rastrear de un cable hacia la parte de popa. Era el huesudo dedo de la Muerte que les buscaba con ahínco. Fuertes golpes escucháronse sobre el casco, como si un gigante estuviera pateándose por encima con grandes botas tachonadas de clavos. Después, llegó lo que esperaban y temían:

UNA TERRIBLE EXPLOSION

que pareció apretar al submarino, como apretados estaban sus propios corazones. Se apagaron las luces y por todas partes se escuchó el tintineo de cristales rotos... En el impresionante silencio que siguió a la explosión, se oía el chapoteo del agua y el silbido del aire que se escapaba del sistema de alta compresión. La tripulación logró detener los escapes de aire lo mejor que pudo. Poco a poco, la atmósfera se fué haciendo irrespirable a causa del largo tiempo de inmersión, mientras que los tripulantes sentados o tendidos esperaban... El Primer Teniente se acordó de un frasco de caramelos que tenía y los repartió entre los marinos para confortarlos. Cuando por el reloj el Capitán supuso que había cerrado la noche sobre la superficie de las aguas, reunió a su gente y con palabras precisas les manifestó su decisión. El permanecer allí significaba que todos morirían como ratas en una ratonera. Si los tanques de lastre respondían —lo cual él dudaba allá en el fondo de su corazón— podrían todavía elevarse a la superficie. Una vez allí, aunque la nave quedase inmóvil como una boya, pensaba dar

SU ULTIMA BATALLA

al enemigo. Los tripulantes aceptaron la propuesta con alegría y como preparativo final y terrible, dispusieron una carga para volar el submarino antes de que cayese en manos del enemigo. Terminados los preparativos y dispuestos todos para la acción que creían sería su última, inyectaron aire en los tanques... Lentamente, como por milagro, el submarino se fué elevando, inseguro, hasta la superficie. El Capitán saltó ligero de la torre del vigía y miró ansiosamente a su alrededor. La noche estaba despejada y el mar moderadamente tranquilo. No se divisaba nada. Faltándole el periscopio, sin antena de radio, los tubos de comunicación destrozados como si hubiesen sido estrujados por el puño de un ciclope, con los motores averiados y sin poder volver a sumergirse, el submarino em-

pezó a arrastrarse con el único motor servible que le quedaba. El ingeniero maestre, allá en las entrañas del barco principió una lucha desesperada para tratar de dar nueva vida a su destrozada maquinaria. Tres horas después, manifestó que el motor de estribor estaba listo y a las dos horas informaba que el de babor también podría funcionar. Gracias a la labor titánica de este hombre y de su grupo de ayudantes, podrían ahora

VENDER CARAS SUS VIDAS.

Al amanecer fué el operador de la radio quien se presentó para notificar modestamente otro caso de magia: había logrado reparar la radio. Una llamada lanzada al éter trajo a los destroyers a toda marcha atravesando el Mar del Norte en auxilio del submarino, reuniéndose con él en lugar predeterminado a media noche. Con la luz del día llegaron los cruceros y poco después la Escuadra, cuyo poderío llegó a proteger a su cachorro herido. A su debido tiempo y sin otra novedad, el submarino logró llegar a su base en donde el Teniente Comandante se encontró con una carta que le esperaba. Era de un pariente suyo que vivía en el interior del país. La frase inicial de la misiva decía: "Casi no nos damos cuenta de que hay guerra..." El Comandante la dobló reflexivamente y la guardó en el bolsillo, para contestarla un poco más tarde.

La Batalla de Me... The Battle of...

(Viene de la Página 1) — desde el aire podrá o no hundir un bien construido acorazado, pero si tiene éxito, puede causarle daños que inevitablemente reducen su velocidad y le colocan al alcance de los barcos que le persiguen y le obligan a batirse. En esta tarea se notó la

MUY EFICAZ COOPERACION

entre los aviones de la Escuadra y los aviones ubicados en tierra de la R. F. A., asegura el corresponsal naval del "Times"; (9) creese que hubo un momento en que los acorazados italianos disparaban unos contra otros, agrega el corresponsal de la Prensa Unida Británica en Alejandría. El capitán del acorazado de S. M. B. "Warspite" dijo que la Escuadra Británica suspendió su fuego al oír el nutrido cañoneo de gruesa artillería de los barcos italianos ya distantes, que probablemente disparaban unos contra otros, porque no había una sola unidad británica en su vecindad. Explícate que en medio de la oscuridad y de la espesa neblina, semejante equivocación de los italianos no sería improbable, especialmente después de la tremenda derrota que acababan de sufrir; (10) "A estas horas hemos

HUNDIDO O INUTILIZADO

ambos acorazados italianos artillados con piezas de 15 pulgadas, por lo menos uno de sus cuatro acorazados del tipo "Cavour", tres de sus siete cruceros de primera y probablemente tres de sus doce cruceros de segunda clase", afirma el editorial del "Times". Describe el día 27 de marzo, en que empezó la "Batalla de Matapan", como uno de los grandes días de la historia de la guerra actual, día en que se asostaron formidables golpes en pro de la Causa Aliada

A British submarine, navigating submerged in hostile waters, became aware, when two depth charges exploded in its neighbourhood, that it was being hunted by the enemy. The Lieutenant Commander stopped his engines and held his breath, so to speak, in order to listen to the enemy's search in which he was using draglines, electric bombs and depth charges. For two interminable hours the crew heard the explosions in their vicinity. To break the deadly monotony of anxious waiting, the sailors made a collective bet of sixpence each to be won by whoever guessed the exact time when the next explosion would rock the submarine's hull in the water. As tea was being served, they heard the clanging of a steel cable being dragged over the stern of the vessel. It was the bony finger of death reaching out as it searched for them. Crashing blows struck the hull from outside, as though some giant were clambering over them with heavy, hobnailed boots. Then they heard what they had been expecting and dreaded—

A TERRIFIC EXPLOSION.

which seemed to compress the submarine much like their own hearts were being held in the grip of the deepest anxiety. Out went the lights, and all over the boat they heard the tinkling of broken glass... During the ominous silence which followed the explosion, there was the splash of water

The Battle of...

(Continued from Page 1) — men - of - war but, if it is successful, it can inflict damage which inevitably reduces their speed and enables the pursuing ships to bring them into action. In this duty, there was very

EFFECTIVE COOPERATION

between the ship-borne aircraft of the Fleet Air Arm and the shore-based aircraft of the R. A. F., in the opinion of the naval correspondent of the "Times". (9) It is believed that at one time the Italian warships were firing at each other, says the correspondent of the British United Press at Alexandria. The Captain of the battle ship HMS "Warspite" said that the British Fleet held up their attack when they heard much firing from heavy guns in the distance coming from Italian ships, which were presumably firing at each other since there was no British unit in that vicinity. It was explained that in such darkness and blinding mist such a mistake by the Italians would not be improbable, especially in view of the complete rout which had befallen them. (10) "We have now

SUNK OR DISABLED

both Italy's 15-inch battleships, at least one of its four battleships of the Cavour class, three of its seven heavy cruisers and probably three of its twelve cruisers, of second rank," asserts the "Times" editorial. It describes the 27th of March, which saw the opening stages of the "Battle of Matapan", as one of the great days in the history of this war, during which mighty blows were struck in favour of the Allied Cause on different grounds of the far-flung battlefield.

en diversos puntos del dilatadísimo campo de batalla.

and the whistling sound of escaping compressed air. As best they could the crew plugged the air leaks. Gradually, the atmosphere turned foul and unfit for breathing as the result of the lengthy dive, while the men squatted or lay down and waited... Just then, the First Officer recalled that he had a box of candy somewhere. He brought it out and distributed it among the men in an effort to make them feel more comfortable. When the Captain's watch told him that it must be dark on the surface, he gathered the crew around him and in a few short sentences explained to them what he had decided to do. If they remained where they were, he said, they would die miserably like rats in a trap. If the ballast tanks worked — which he had reason to doubt — they could still rise to the surface. Once there, even if his boat were unable to move, he could face the enemy for

THE FINAL BATTLE.

The men accepted his decision with joy, and, as a final alternative, they got ready a powerful explosive charge which would blow the submarine into smithereens before it should fall into the enemy's hands. When everything was ready for what the crew thought would be their last fight, they started to blow their tanks... Slowly, as though by a miracle, the submarine rose, a bit shakily at first, until finally it reached the surface. The Captain left the conning tower and anxiously looked around himself. The night was clear, and the ocean's surface fairly calm. No ships were in sight. Minus its periscope, without radio antenna, with its speaking tubes crumpled, both motors badly damaged and unable to dive in case of an emergency, the submarine began to crawl painfully along the surface with the help of one motor that was still showing some signs of life. The Chief Engineer, in the depths of his engine room struggled desperately to get his beloved engines into working order again. Three hours later, he reported that the starboard motor was ready, and that within two hours he hoped to have the port motor running as well. Thanks to the unflagging devotion to duty of this man, and his helpers, they would soon be able to

SELL THEIR LIVES DEARLY.

At daybreak, the radio operator reported to the Captain, very modestly, still another miracle. He had contrived to repair his radio set. A call for help was picked up by some destroyers and they sped through the North Sea in aid of the submarine. By appointment they met somewhere at midnight. When daylight broke, some cruisers hove in sight, and later on the Fleet, with its might and power, stood by its wounded cub. In due course and without further mishap, the submarine was able to reach its base, where the Lieutenant Commander found a letter waiting for him. It came from a near relative of his, living at some distance in the interior. The message began with this phrase: "We are almost unaware of the fact that we are at war..." The officer read it and, folding it pensively, put it into his pocket, to be answered later...

PROGRAMAS BRITANICOS Y ALIADOS

Difundidos por las Radioemisoras de Costa Rica

Nombre de la Estación	Llamada	Frecuencia		Horas de Trasmisión		Programas
		Kcs.	Metros	Tiempo de Costa Rica		
LA VOZ DE LA VICTOR	TI-PG	625	—	6.00 a 7.00 a. m.		Lectura del Boletín "La Guerra y Sus Consecuencias", todos los lunes.
		9,615	31	9.00 y 11.00 a. m. 3.00, 5.00 y 9.30 p. m.		Boletines noticiosos en conjunto con el Diario de Costa Rica, todos los días.
				11.00 a. m. y 8.00 p. m.		Boletines noticiosos en conjunto con el rotativo "La Tribuna" todos los días.
ESTACION "PARA TI"	TI-LS	880	—	6.00 a. m.		Música Inglesa y Aliada, información tópica y noticias, todos los lunes.
		6,165	49	8.30 a. m.		Música Inglesa y Aliada intercalada con información tópica todos los días en la audición matutina.
				7.00 a 11.00 a. m.		
RADIO TEATRO SAN JOSE	TI-LJ	775	—	12.00 a 1.00 p. m.		Programas de Música Inglesa y Aliada junto con información tópica todos los días.
		11,700	25			
LA VOZ DE ITALIA	TI-FA	1,000	—	8.30 p. m.		Música Inglesa y Aliada e información tópica.
ECOS DEL POAS	T15-JJM	575	—	7.00 a 8.00 a. m.		Boletines noticiosos y música Inglesa y Aliada todos los días.
			(Alajuela)			
ECOS DEL PACIFICO	TI-WS	6,340	47.80	3.00 a 3.30 p. m.		Boletines noticiosos y música
				6.00 a 6.30 p. m.		Inglesa y Aliada. También di-
				8.00 a 8.30 p. m.		funde noticias en idioma chino.
			(Puntarenas)			

PARA LOS RADIOES CUCHAS DE PANAMA

La mayoría de estas radioemisoras pueden ser escuchadas en todo el territorio de la República de Panamá y Zona del Canal, en Colombia y Venezuela, lo mismo que en todos los países de Centro América. Para la República de Panamá el horario anterior se debe entender una hora más temprano.

NOTICIAS DE LA GRAN RADIOE MISORA DE LONDRES (BBC)

Desde el día 30 de Marzo ppdo. el programa inglés que se difunde de las 20.45 a 22.00 horas (tiempo de Greenwich), está siendo radiado en el servicio GSF, con una frecuencia de 15.14 megaciclos y 19 metros y no en el servicio GSN como antes. (Para Costa Rica esta difusión se escucha desde las 2.45 hasta las 4.00 p. m. todos los días y en Panamá desde la 1.45 hasta las 3.00 p. m.)

Los programas de charlas en inglés y traducción posterior al español por las grandes figuras del momento se escucharán por la estación de la BBC cada dos semanas los días viernes, hora de Costa Rica a las 8.15 p. m., Panamá 7.15 p. m.

BOLETINES NOTICIOSOS DE LA BBC PARA LA AMERICA LATINA

Francés

Hora de Greenwich	Frecuencia	Frecuencia	
		Mc/s	m.
23.45-00.00	GSD	11,75	(25,53)
	GSC	9,58	(31,32)
	GRY	9,60	(31,25)

Castellano

23.45-24.00	GSN	11,82	(30,96)
02.00-02.15	GSB	9,51	(31,55)
	GRX	9,69	(30,96)

Inglés

06.15-06.30	GSB	9,51	(31,55)
	GSD	11,75	(25,53)
08.00-08.15	GSB	9,51	(31,55)
09.30-10.00	GSD	11,75	(25,53)
	GSF	15,14	(19,82)
11.00-11.15	GST	21,55	(13,92)
13.00-13.15			
16.00-16.15	GST	21,55	(13,92)
	GSJ	21,53	(13,93)
20.45-21.00	GSN	11,82	(25,38)
22.45-23.00	GSD	11,75	(25,53)
01.00-01.15	GSC	9,58	(31,32)
01.45-02.00	GRY	9,60	(31,25)
04.30-04.45			

TRANSMISIONES DE LA BBC PARA AMERICA LATINA

Hora de Greenwich	Frecuencia	Frecuencia	
		Mc/s	m.
6.10-10.00	GSB	9,51	(31,55)
	GSD	11,75	(25,53)
7.30-10.00	GSF	15,14	(19,82)
10.55-13.30	GST	21,55	(13,92)
13.45-16.30	GST	21,55	(13,92)
	GSJ	21,53	(13,93)
20.45-22.00	GSN	11,82	(25,38)
22.20-04.45	GRY	9,60	(31,25)
	GSC	9,58	(31,32)
	GSD	11,75	(25,53)
22.40-02.30	GSN	11,82	(25,38)
23.00-02.30	GSB	9,51	(31,55)
	GRX	9,69	(30,96)

LA HORA DE GREENWICH EN AMERICA LATINA

A las 22.40 (hora de Greenwich), hora en que se inicia el programa diario de la BBC, corresponden las siguientes horas en las principales ciudades de América Central:

Panamá	17.40	San José, C. R.	16.40
Managua	17.10	San Salvador	16.40
Tegucigalpa	17.40	Guatemala	16.40