



AN ENGLISH LANGUAGE
NEWSPAPER

EDITORIAL OFFICE:
Piedras 492

MONTEVIDEO
URUGUAY

TELEPHONE:
84706

REDACTOR RESPONSABLE
E. J. McCormick
Buenos Aires 1961

1st Year, No 1

MONTEVIDEO, WEDNESDAY, SEPTEMBER 15, 1943

Price 6 cents.

FIERCE FIGHTING IN CENTRAL ITALY

NAZIS THRUST AT SALERNO

MONTGOMERY MOVES NORTHWARD

LONDON, Sept. 14.

General Eisenhower has now thrust fresh reserves into the great battle of Salerno where non-stop German tank and aircraft onslaughts have pushed back the Allied troops at some point. The Allied troops are making a determined bid to throw back these powerful German counter-attacks which have now been going on for more than 100 hours. Large fleets of ships and aircraft are rushing reinforcements across the Mediterranean. As they reach the battle-ground, there is no slackening in the terrific tempo of the struggle along the 24 mile bridgehead. Field Marshal Kesselring's troops are counter-attacking with absolute desperation.

COSENZA IN ALLIED HANDS

Two other Allied armies in Southern Italy are meanwhile pushing towards the Salerno area. General Montgomery's troops, which seized Cosenza this morning, are less than 100 miles from the Salerno battlefield as they drive north through Calabria. Meanwhile, units of the Brindisi-Taranto force have captured Bari on the East coast. Other columns of the same force are now fighting near Gioja, about 28 miles north of Taranto. This town with its road junction has an important aerodrome and commands one of the roads across Italy from Taranto to Salerno.

SIMILAR TO GALLIOLI

Military experts compare the Salerno battle to the fighting at Gallipoli in the last war. Allied troops had to advance across an open plain under the fire from German guns on the commanding cliffs. But the Fifth Army is fighting magnificently. They are battling savagely against repeated attacks of the Hermann Goering Division and the 15th and 16th Panzer Divisions. The fighting is especially fierce in the valley of the Sele river, south-east of Salerno. General Clarke's troops hold important passes north and south of Salerno. General Kesselring has his men firmly installed in the hills a few miles inland, but the Allied troops are making grim efforts to dislodge them.

EIGHTH ARMY ADVANCING

No news has yet been received of Allied tanks being in battle but they may have been in action. The Eighth Army, still in the Calabrian Hills, is bounding north towards the Salerno battle-field. They are advancing along a line running east-west through Cosenza. The British troops which have started at Taranto have swung to the north-west and are now in contact with the retreating Germans in the Giope area. This force is still more than 100 miles from the Salerno battlefield.

ITALIANS MOST HELPFUL

The Italians in the Taranto area are proving most helpful to the Allies, and in some cases have turned their guns on the Germans.

At the important seaport of Bari, well-known for its important wireless station, five American Marauders and Mitchells yesterday blasted an important highway and a railway junction at the historic town of Pompeii, 12 miles south-east of Naples. The Mitchells bombed the road junction and the Marauders attacked the railway junction at Torre del Annunziata. The attack was followed last night by another, delivered in the same area by a large force of R.A.F. and Canadian Wellingtons. Highway intersections and bridges at Sele Consolina, 50 miles south-east of Salerno and between Naples and the Allied bridgehead at Salerno were bombed by Flying Fortresses. A double wave of these giant aircraft struck at the two main highways at Porcogasso on the lower coastal road. During Sunday night, railway junctions, highway and Axis transports in the Potenza area were attacked.

HEAVY FIGHTING IN ROME

Meanwhile, it was learned tonight that in the streets of Rome heavy battle had been under way between Italian and German troops. From Milan and Turin the German wireless reported to-night that "groups of Communists" had started street fighting with the German troops of occupation. (Reuter and A.P.)

"HARD FIGHTING YET AHEAD"

LONDON, Sept. 14.

Sir Stafford Cripps, Minister for Aircraft Production, in a broadcast to-day warned the people of Britain not to fall into an exaggerated optimism over the good news from all theatres of war, which might seriously impede the war effort.

"Hard fighting is yet ahead," he said, "and the war might still be long and hard." He added that the Germans in Italy were firmly entrenched and that it would need a special effort to throw them out. He exhorted labour to a still greater effort in war production. (Reuter).

Message From President Amézaga



La historia de los grandes pueblos que han puesto sus fuerzas militares y económicas al servicio de los ideales éticos, se repite. En nuestro siglo como en el siglo XIX, la Gran Bretaña expone ante el universo la luminosa agitación de la conciencia del género humano, encarnada en las virtudes de un pueblo que no conoce desfallecimientos cuando debe defender su patrimonio moral y sus libertades. "The Southern Star" será recibido por todos los ciudadanos de nuestra República con la simpatía que merece quien representa el espíritu fuerte y justo del pueblo inglés.

Montevideo, Setiembre de 1943.

Man. L. Amézaga

URUGUAY, THE ALLY

HOSPITALITY TO H. M. FORCES

The visit to this country of a considerable number of officers and other ranks of His Majesty's Forces has given Uruguay yet another opportunity of showing her friendship for the British Commonwealth of Nations and the meaning of the words "practical co-operation".

To find accommodation for and make arrangements to feed and look after approximately 250 officers and 350 other ranks at a day or two's notice in a foreign though friendly country might

have been a very difficult problem for H.M. Military Attaché, Colonel R. E. M. Russell, and Mr. N. O. W. Steward, Chargé d'Affaires, to tackle. Even allowing at the outset for the known and proven good will of the Uruguayan authorities, it appeared a tough enough proposition. However, it has been as easy as falling off the proverbial log.

A brief conversation between Col. Russell and General Alfredo R. Campos, Minister of Defence; a

few minutes' talk between Mr. Steward, H.M. Chargé d'Affaires, and Ingeniero Serrato, Minister of Foreign Affairs; a few telephone messages on the part of these Ministers; a "Yes, delighted! Count on us for everything" on the part of the Municipal Intendente, Ing. Fabini, and Sr. Campos, Director of Hotels and Casinos — and the whole thing was arranged; what have been a problem having vanished into thin air. The Municipality would open up and place at the disposal of His Majesty's Government, the Hotel Miramar. The Ministry of War would provide transport, extra blankets, crockery, etc., so that the whole party could be put under one roof in this luxurious hotel.

It was amusing to note the expression on the faces of a contingent of officers addressed by Colonel Russell when he informed them that in the quarters they were going to occupy every room would have its own bath; this to men who, for goodness knows how many months, if not years, have bedded down as and when they could in barracks, tents or on hard cold mother earth—anywhere between Saskatchewan and Singapore.

There are other touches, too, in this hospitality. A military band arranged by General Campos will play at the Miramar daily for the entertainment of the troops. The cinemas are open gratis—except on Saturdays and Sundays—to officers and men in uniform. Mr. Glucksmann is providing first grade films for the nightly cinema performances, which commenced with "In Which We Serve", at the Miramar Hotel.

Finally, what kinder and more sympathetic act of practical co-operation—so much more than a gesture—can there be than the visit in person to the Hotel of Doña Chela de Amézaga, wife of the President of Uruguay, "just to see for myself that they are properly looked after and that every thing is all right?"

Stop Press

Allies at Gates of Salamaua

MELBOURNE, Sept. 15.

The Allied advance on Salamaua has been so fast that Allied troops are reported this morning (Wednesday) in the vicinity of this important air base in New Guinea. The Japanese troops are offering a weak resistance. (A.P.)

"THE SOUTHERN STAR"

Owing to pressure on space, due to the large number of advertisements, "The Southern Star" is commencing with 12 pages. Normally, only 8 pages will be published.

The Mystery of Mussolini

AND WHERE IS CIANO?

LONDON, Sept. 14. Where is Mussolini? This question is being asked all over the world for some time, and the interest in his whereabouts has been heightened since yesterday by a German announcement that he had been an Allied prisoner near Palermo in Sicily and had in the night on September 13, been liberated by German parachutists.

While this German report was immediately and categorically denied in official circles here, it being stated that Mussolini had never been in Allied hands and therefore never could have been "kidnapped" by the Germans, the German wireless to-day kept on giving details of Mussolini's rescue, adding the names of other high Fascist officials who had been rescued together with him.

Meanwhile, The British Press does not seem quite convinced by the official denials that Mussolini had not been in Allied hands. The "Daily Sketch" says that "the circumstances surrounding this episode are still obscure", and asks: "What measures have been taken to safeguard against his escape? Has he been able to escape without the collaboration of the Italian people?"

The "Manchester Guardian" says that "it certainly was a grave carelessness on the part of the Allies if it be true that the Mussolini is in German hands." The newspaper, however, is of the opinion that Mussolini should be really be with the German High Command, would

not be of great value to the Germans as his popularity among the Italians had for long almost ceased to exist and therefore his propaganda value was next to nil.

The German wireless to-day continued to give details of Mussolini's escape, stating that he was in perfect health, that his family, including his daughter Edda, the wife of Count Ciano, were with him, and that with him had been rescued General Teruzzi, the Fascist Government's Minister for Colonies, M. Ricardi, Mussolini's Minister of Foreign Trade, Major General Cavallero, Mussolini's Chief of Staff, and General Baiati.

Referring to Count Ciano, the German broadcaster said that said that nothing was known of his whereabouts; that he, maybe, had gone with Marshal Badoglio to Sicily, and that his behaviour at the last session of the Fascist Grand Council excluded him anyhow from any further participation in the Fascist party.

The Berlin correspondent of the Swiss newspaper "Die Tat" reports that Mussolini's first act as head of the new Fascist Government would be to declare the armistice void and to dethrone the House of Savoy. — (Reuter).

HARDEST BATTLE OF ALL

WASHINGTON, Sept. 14.

Colonel Knox declared to-day that the establishment of a bridgehead at Salerno had been the most difficult landing operation so far carried out by American troops owing to fierce German opposition. It had been an "excellent and hard battle", but he refused to give more details.

Questioned as to what use would be made of the Italian naval units which had surrendered to the Allies, he said they could be "very useful", but pointed out the difficulties of supplying these ships with ammunition and spare parts. "The main advantage of the Italian fleet in Allied hands is that it cannot any more be used against us." — (A.P.)

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Invasion Jitters in France

BERNE, Sept. 14.

The German Command in France is seriously worried about the fear of an early Allied invasion of France, according to news received here. The German Commander in France and Western Europe, Field Marshal Ernst von Rundstedt, has just issued a warning to the French population against their giving any help to the Allied troops in case of an invasion.

VATICAN CARRIES ON

NEW YORK, Sept. 14.

The Vatican City's wireless station was heard here this morning, announcing that "during the past days, all offices of the Vatican have been functioning regularly." The broadcast further announced that St. Peter's Cathedral had been closed for a few days for "safety reasons", but would be opened again next Sunday. — (A.P.)

AIR FORCE BUSY IN BURMA

NEW DELHI, Sept. 14.

Avenger bombers attacked yesterday Japanese troops east of Maungdaw in Burma, while railway objectives near Sagaing and troop barracks near Lonkin in Northern Burma were attacked by Beaufighters. All aircraft safely returned to their bases. — (Reuter).

Jugoslavia in Turmoil

HEAVY FIGHTING AT ZAGREB

LONDON, Sept. 14.

Heavy fighting has been going on for days in various cities of Yugoslavia, where the Italian troops of occupation are resisting the Germans who are under orders to disarm the Italian troops. The Serbian and Croatian patriots of General Mihailovitch and the peasant leader Tito, who for long have been fighting a successful guerrilla war against the foreign invaders are now supporting the Italians in their attempts to drive the German forces out of the country.

Zagreb, the capital of Yugoslavia, is now for five days a battle-field, with heavy fighting going on in the streets and houses; the Germans are in a precarious position as their retreat is cut off by the Yugoslav guerrilla fighters whose ferocity they have learned to fear for a long time. — (Reuter).

It has been learned that General Mihailovitch, it will be recalled, is also Minister of War of the Yugoslav Government in exile. He is not staying with the other members of his Government in London but is permanently "somewhere in Yugoslavia" with his troops, and has received in the last few days valuable aid from the Allied in the form of several high military officers who are assisting him in planning his campaign against the German invaders.

In the past 24 hours the Yugoslav patriot forces have twice heavily attacked the German forces which are trying to reach the Adriatic coast, and in Dalmatia, the province on the Adriatic coast, Italian and Yugoslav forces are fighting together. They have suc-

ceeded in occupying many of the numerous small islands off the coast of Dalmatia, having thus achieved the domination of the Adriatic coast.

According to a German admission, Yugoslav patriots last night blew up a German troops train near Skopjanje in Serbia. In Bosnia, another Yugoslav province, 80 German trucks, carrying troops were destroyed, the Germans suffering heavy losses in men and material.

Croat forces are advancing from Agram towards Fiume, while in Belgrade, the second biggest city of the country, severe street fighting is reported. — (Reuter & A.P.)

WHAT BRITAIN'S YOUTH WANTS

LONDON, Sept. 14.

The British Youth Council, which includes representatives of all British schools and services, has devised a plan whereby after the war the British schools would be revolutionised. The Council suggests that the obligatory school courses be prolonged for two years. It means that British children in future will have to go to school up to the age of 16 instead of 14 years. The Council further suggests that youths of 18 should work 48 hours a week but get a yearly vacation with pay of four weeks. — (Reuter).

MORE ITALIAN VESSELS ARRIVE

LA VALETTA, Sept. 14.

With the arrival of other naval units here, the number of Italian naval vessels in Allied ports has risen to 77, including five battleships, eight cruisers, 27 destroyers, 19 submarines, an aircraft carrier, 12 torpedo launches, six corvettes, and other naval craft. — A.P.)

U.S. SUB LOST

WASHINGTON, Sept. 14.

The Navy Department issued the following communique to-day: The submarine Grenadier has not returned from her operations and must be presumed lost. In the Mediterranean, on August 23, the submarine-chasers 694 and 696 have been sunk by enemy bombardment. In the Pacific, on September 13, Funafuti was attacked by 15 Japanese aircraft. One of them was shot down. Insignificant damage was caused by the attack. — (Reuter).

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Stalin's Steamroller Surges Ahead

The Fall of Bryansk

Advance on 800-Mile Front

MOSCOW, Sept. 14.

The Russian forces have taken Bryansk and are rapidly advancing on Roslavl, midway between Smolensk and Bryansk. The Russians are closing in on Roslavl from four sides, sides, the North, north-east and the South. The possession of Roslavl would mean the cutting off of the Germans retreating from Bryansk, as the only railway leads through Roslavl. According to latest despatches the Russian advance on Roslavl is making rapid headway, the Germans retreating from Bryansk without offering any mayor resistance.

THE IMPORTANCE OF BRYANSK

Bryansk has been occupied by the Germans since October 1941, and its importance is evident already by the fact that the Germans then sacrificed enormous numbers of men and huge quantities of material to get into possession of this great railway junction which links up with Gomel in the South-West, Smolensk in the North and Kiev which is now only 110 kilometres distant. From Bryansk a direct railway line leads also to Moscow. The importance of the fall of Bryansk is greater because it took place in the Autumn, a short time before the rains set in, which will make all other lines of communications as roads and highways useless until the frosts set in and make the soaked ground again fit for the transportation of heavy equipment. The Germans, well knowing the importance of Bryansk as important winter stronghold, to-day to-day devoted much time in propaganda broadcasts to "enflaming" to the German people and the world that Bryansk had "no more value" to them.

Meanwhile, the Red Army to-night was surging forward, widening its bridge-head on the west bank of the Desna, south of Bryansk, in the face of fierce German resistance. Behind Bryansk, twin Russian forces are converging from the south and north on Roslavl. The Russian army is advancing in forced marches and making rapid headway.

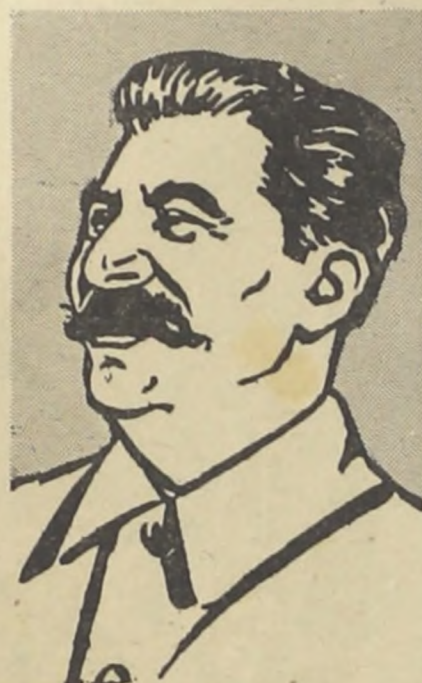
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BLOW TO GERMAN DEFENCES

The forcing of the Desna has dealt a heavy blow to the whole German defence system. After the fall of Orel, the Germans planned to make a stand along the whole length of the river which flows in a wide arc from Smolensk to Kiev. The river is broad and difficult and for the past two months, thousands of Russian civilians have been pressed into the German service to dig trenches along its high western bank. The securing of Bryansk has cracked open this great water barrier. The Russians are also drawing near to it in the Chernigov region.

MORE ELASTIC THAN EVER

It looks now as if the German's "elastic defence" will have to be more elastic than ever. In the south of the 800 mile front, it has proved completely unsuccessful. The German forces falling back upon the Dnieper bend are trying hard to break contact, but the Russian pursuit continues with unrelenting momentum. In the week since the fall of Stalino and the liberation of the Donetz Basin, the Russian army has covered half distance from Stalino to Zaporozhe. Advanced units are now only 50



M. STALIN

miles from Zaporozhe and the Crimean railway, and 60 miles from Denepetrovsk.

THREE MAJOR BATTLES

Between Bryansk and Dnepetrovsk, three major battles are being fought: For Nazhin and Priukli — keys to the distant outposts of Kiev — and for the reduction of the German salient south-west of Kharkov, covering Poltava, a junction of the railways to Kiev and Kremenchug. Nazhin itself is being rapidly invested from the north and east and is already under shellfire from Russian long-range guns. The Priukli drive is still held up by the stiff German resistance around Romny on the Balymach-Kharkov railway. Romny is now invested on three sides by the Russian forces closing in from the east and along the railway from the north and south. South-west of Kharkov, the German defence after weeks of a steady hammering is beginning to crumble. The toughness of the resistance here, however, can be gauged from the fact that fighting is still going on within 25 miles of Kharkov.

FIGHTING IN NOVOROSSISK

To-night's despatches report heavy fighting in the streets of Novorossisk, while the German wireless admitted that a new and heavy attack with infantry and tanks had started in the region of Vyazma and Krasnoarmeiskoe.

92 TANKS DESTROYED

To-night's Soviet communique gives a picture of the momentum of the Russian advance in stating that during to-day another 300 inhabited places have been recaptured. During the fighting of yesterday, 92 German tanks were destroyed or captured. (Reuter).

British Army Visitors

Last night a very enjoyable cocktail party was held at the English Club in honour of the visiting British Forces.

In addition to the special guests, the attendance included: the United States Ambassador and Mrs. Dawson, Mr. N. O. W. Steward, H.M. Chargé d'Affaires, and Mrs. Steward, Mr. N. P. A. Swan, Press Attaché to the British Legation, and Mrs. Swan, Mr. H. H. Grindley, O.B.E., president of the British Society, and Mrs. Grindley, Mr. A. G. Noble, chairman of the British Legion, and Mrs. Noble, the Rev. and Mrs. Isaacs.

The British Patriotic Committee have arranged a special programme of entertainment in honour of the visitors.

Entertainment Programme:

To-day: Officers' dance at Victoria Hall at 21.00 to 24.00.

To-morrow: Dance for all ranks at Victoria Hall at 21.00 hrs.

Every Evening: cinema at H.Q. (Miramar Hotel) (one feature film and two comic shorts).

Sunday 19th. Race Meeting at Maroñas. All officers and other ranks in uniform will be admitted FREE.

The following Clubs and Institutions are at the disposal of officers and other ranks as indicated below:

LIBERTY INN (run by British Patriotic Committee). Special buses arranged for transport (time-table to be announced) will start and terminate there.

LUNCHES can be served (preferably with previous advice if a large number propose attending) at reasonable price, at Liberty Inn. 12.00 Mid-day to 14.00 hours.

ADDRESS: Calle Piedras 363-367, (opposite Bank of Republic building).

Y.M.C.A. — Calle Colonia 1065, corner Rio Negro. Reading and Writing rooms, Social Hall-Canteen (soft drinks).

CENTRAL URUGUAY RAILWAY (ATHLETIC CLUB). — Calle Cerro Largo 1040, 1st. floor, between Rio Branco and Rio Negro. Social Hall Canteen (soft drinks, beer, etc.).

ST. HELEN'S CLUB. (Apostleship of the Sea). — Calle Rio Branco 1320, 1st floor—corner 18 de Julio. Reading and writing room, Social Hall.

CRICKET CLUB. — Calle Cardal 3223, Blanqueada District, nr. Calle Larrañaga. By arrangement for Cricket, Tennis, etc.

VICTORIA HALL, BRITISH SOCIETY HEADQUARTERS. — Calle Rio Negro 1483, between Uru-

guay and Mercedes.

RAILWAY BAR AND RESTAURANT. — Central Station. Entrance corner of Calle Rio Negro and Calle La Paz. Reduced prices for officers and men in uniform.

ANGLO-URUGUAYAN CULTURAL INSTITUTE. — Agraciada 1468, 1st. floor. Tea-room and Reading-room.

JOCKEY CLUB (MAROÑAS). — Race Meetings: Officers and men in uniform will be admitted free.

ENGLISH CLUB. — Calle 25 de Mayo 506.

GOLF CLUB. — (Punta Carreta). Boulevard Artigas 449. Golf (18 holes). Tennis.

BRITISH SCHOOLS OLD BOYS CLUB. — Calle J. Lindolfo Cuestas 1388. Squash.

JOCKEY CLUB. — 18 de Julio 857. Turkish Baths with Restaurant.

CINEMAS.—The following cinemas invite officers and men, in uniform, at any time free of charge: Trocadero, 18 de Julio 1301; Radio City, Ibicuy 1269; Rex, 18 de Julio 1269; Ariel, 18 de Julio 1215; Grand Splendid, 18 de Julio 1226; Colonial, 18 de Julio 806; Metro, San José 1211. (Any day except Saturdays and Sundays).

CERRO GOLF CLUB. — Cerro. Golf (18 holes).

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CLOSING IN ON LAE

MELBOURNE, Sept. 14.

The American and Australian troops who are closing in on Lae after the capture of Salamaua are only opposed by a small and disintegrated force of Japanese troops, estimated to number about 20,000 men, according to to-day's communique, which reports steady progress.

The communique also gives with Allied bombers successfully attacking numerous objectives without finding any serious resistance.—(A.P.)

FRENCH RAILWAY SABOTAGE

BERNE, Sept. 14.

Sabotage against French railways has intensified during the last according to a despatch received by the Journal de Geneve. The express train from Telose to Annemasse, on the line from Annemasse to La Roche Sur Foron, has been dynamited and many people were injured. Another railway sabotage occurred near Chambery, causing such damage that railway traffic there had to be interrupted for an indefinite period.

This morning, the tracks near Annemasse were blown up and traffic on that line had to be stopped.—(A.P.)

GERMAN SHIPPING ATTACKED

LONDON, Sept. 14.

One small vessel was sunk, one left in flames, and six other were damaged by Allied aircraft in a sweep over Cherbourg, Oesterschelde and Dunkirk. — (Reuter).

LOOK AHEAD

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MONTEVIDEO



A photograph taken at the dance held at the Victoria Hall on Monday night, in honour of the R.A.F. visitors.

The Southern Star



★ EDITOR: E. J. Mc Cormick ★

(Published by THE SOUTHERN STAR, LTD.)
EDITORIAL OFFICES: Piedras 492. Wednesday, September 15, 1943.

THE SOUTHERN STAR

To-day, after a lapse of 136 years, another "Southern Star" takes its place in the ranks of the Fourth Estate in Montevideo, but with a somewhat wider mission to perform than that entrusted to its worthy predecessor.

As many of our readers are no doubt unfamiliar with the history of the first "Southern Star", we shall briefly describe the origin of that unique journal.

The first issue of "The Southern Star" appeared on May 23, 1807. It was a four-page tabloid, printed in English and Spanish and published weekly, the title being also in both languages.

Considering the technical difficulties in producing a paper at that period, it was a remarkably good effort. The "Star" was a readable, informative paper, being well served locally and relying on the "London Gazette" for most of its foreign news.

Within a short time, however, "The Southern Star" ceased publication, the last number bearing the date July 4, 1807. Thus faded into temporary oblivion the "morning star" of journalism in the River Plate—the first English-Spanish newspaper ever to be printed in this part of the world.

It is not our intention to burden readers with lengthy extracts from the first issue of the journal which made its debut in 1807, but we think the following excerpt is worth quoting "The basis of the English Constitution is liberty. Its laws are founded on justice and equity."

Before proceeding to outline the policy of "The Southern Star", we would like to point out that, while it shall be our earnest endeavour to give our readers a modern daily newspaper, we realise that we cannot achieve success without the support of subscribers and advertisers. We appreciate that this support to be ours must be merited. And, so it is with a definite feeling of optimism that we usher in "The Southern Star" of 1943.

Primarily, "The Southern Star" will be the organ of the English-speaking community in Uruguay; its columns being also at the disposal of those communities comprising the United Nations.

This newspaper will be completely independent of individual factions or sections of the community, private or commercial.

"The Southern Star" will not, under any circumstances, lend its columns to personal attacks or arguments between opposing personalities; neither does it intend to engage in controversies. In short, it will strive to be a responsible, respectful and respectable journal — with a proper sense of its own dignity and that of the community it serves. It will, however, exercise the right of the Press to free expression of its views and to indulge in criticism when considered necessary; always, however, within the bounds of decency and moderation.

Due vigilance will be exercised to ensure that its columns are not exploited by any political or religious faction.

A cardinal point in the creed of "The Southern Star" will be solidarity between Great Britain and the United States, according to the articles of the Atlantic Charter.

A corner-stone in the policy of this newspaper will be a practical interest in Uruguay and in things Uruguayan.

And, finally it shall be our constant endeavour to bring the British community into still closer touch not only with Uruguayan affairs but with the people who, since the commencement of the war, have proved themselves to be such loyal friends of Great Britain, and such staunch supporters of the cause of liberty and democracy throughout the world.

Mrs. ROOSEVELT LEAVES AUSTRALIA

MELBOURNE, Sept. 14.

Mrs. Roosevelt left Australia today for an unknown destination aboard the Liberator bomber which

has already carried her more than 10,000 miles. Lord Gowrie, Governor General of Australia, and Lady Gowrie, took leave of Australia's illustrious guest at the airport. — (Reuter).

First Lady of United States



No other woman in the United States has contributed more to the war effort than Mrs. Roosevelt. Her tireless energy and spirit of self sacrifice in the cause of democracy have made Mrs. Roosevelt one of the outstanding personalities of the war.

Nuestro Saludo a la Prensa

En esta primera edición de LA ESTRELLA DEL SUR, deseamos expresar a todos nuestros colegas uruguayos, nuestro saludo más cordial. Editamos este diario, que aspira a ser el órgano de la colectividad de habla inglesa, tanto para reflejar las inquietudes de la misma, como para tratar de vincularla, más aún — si eso es posible —, a la Democracia del Uruguay; a su pueblo, a sus instituciones gubernativas y privadas, a su prensa, a todo cuanto constituye, en fin, este hermoso y próspero país. Nuestro diario, que por su índole, estará totalmente desligado de la política uruguaya, tratará de servir de nexo entre la prensa uruguaya y nuestra colectividad, reproduciendo sus principales iniciativas, y fomentando la mayor comprensión de los ideales patrióticos. Entendemos que, de este modo, realizaremos el ideal de la misión periodística que cabe a un órgano de una colectividad, al servir de vínculo de conocimiento y amistad, por encima de cualquier otra preocupación. Es por ello que deseamos dar a este saludo a nuestros colegas, un alcance sincero y afectuoso, seguros de que el porvenir justificará estos propósitos de real confraternidad periodística.

Deseamos ofrecer a nuestros lectores una visión de lo que será nuestro diario. Aparecemos en momentos en que las restricciones de papel, y todos los inconvenientes derivados de la presen-

te emergencia de guerra, alzan ante los editores de un órgano periodístico, toda clase de vallas. Empero trataremos de servir a nuestros suscriptores, entregándoles, cada día, un pequeño diario moderno, cuyas secciones, serán síntesis de la actividad local, y universal, en las últimas 24 horas. Nuestra página editorial, será objetiva e imparcial. Nuestras informaciones, respaldadas por el control más severo. Esto está expuesto, claramente, en nuestra columna editorial. La actualidad mundial será presentada en cables que hemos contratado a Reuters y The Associated Press, las dos famosas agencias de noticias. Corresponsales especiales nos enviarán sus crónicas desde los frentes de combate, y cada mañana, nuestros lectores, leerán en nuestras páginas, simultáneamente con los lectores de Londres y Nueva York, las descripciones de las inmortales hazañas que los ejércitos de las Naciones Unidas, realizan cada día, para asegurar la victoria final. Todas las noticias locales importantes serán consignadas. Naturalmente, LA ESTRELLA DEL SUR, aparece para dedicar sus páginas especialmente, a las noticias de nuestra colectividad. Entendemos que los servicios deportivos especializados serán del agrado del lector, así también como los servicios gráficos de actos de nuestra colectividad. Es seguramente obvio, trazar un programa de acción, y es mejor que los hechos hablen por nosotros. Cada lector será nuestro juez.

Our Volunteers

By Fusilier

To date, 176 war volunteers have left Uruguay, of whom 44 are women. The figures for the last war were 206 and 10, respectively.

In addition, 36 men and 2 women, former residents of the Republic, are known to be serving in H.M. Forces, some of whom joined up in the United Kingdom.

The actual number of volunteers who have gone from Uruguay is believed to be proportionately higher than the figure for most Latin American countries. It is a record of which the British community has every reason to feel proud.

There are eleven names on the Roll of Honour. Three of our volunteers have been reported missing, while one is known to be a prisoner of war.



Flying Officer K. R. Miller.

To Flying Officer Kenneth R. Miller, R.A.F., belongs the distinction of being the first war volunteer to sail from Uruguay. That, however, is not Ken's only claim to fame; he has also distinguished himself in bombing raids over enemy territory, being first awarded the D.F.M. and later the Distinguished Flying Cross, for conspicuous bravery.

An official announcement said that he had bombed many targets in Germany, making twenty-six flights in all—without navigational failure.

Kenneth Miller was only 21 years of age when he sailed for the United Kingdom in February, 1940. His promotion was rapid. He attained the rank of Sargeant Observer-Navigator within a short time and soon afterwards got his "wings" and a commission.

Wedding bells rang for the gallant airman and his bride, Miss June Hill of London, in April, 1941.

Before joining up, Kenneth worked on the Central Uruguay Railway, of which his father, the late John Miller, was at one time Chief Accountant.

Mrs. Miller is naturally very proud of Kenneth. She is also proud of the fact that all of her boys are doing their "bit" in the war. Gilbert is a captain in the Royal Engineers. When last heard of he was in Algiers, where another brother, John, is on Government service. Frank, the fourth son, left for England as a volunteer last March.

Miss Yvonne R. B. Carlisle, now Third Officer in the W.R.N.S., is at present stationed in Dunfermline. She finds her work in Scotland very interesting.

Miss Carlisle left for England in July, 1941. Her brothers are also helping to win the war. Both

(continued on page 7)

The Convoys Go Through Destroying Submarines

by Commander N. Pursey, R.N.

Britain's shipyards have from the first been concerned not only with merchant shipbuilding but also with a vast programme of repairs to both merchant vessels and warships and an unprecedented expansion programme of destroyers and corvettes for convoy escorts and hundreds of smaller craft, in addition to having to make good warship losses which would make a formidable fleet and include five capital ships, five large aircraft-carriers, 25 cruisers, and nearly a hundred destroyers without detailing smaller vessels.

How merchant ship losses affect strategy can be seen from the fact that American unofficial estimates put the number of Allied vessels sunk during 1942 at 500. By coincidence this is the same number as that which had to be employed

for the original landings in the Allied North African campaign. In other words a year's losses were the equivalent of the ships required for an overseas campaign in which only partial resistance was offered and even that for a limited period.

GREATEST AMPHIBIAN OPERATION

Although it has been authoritatively stated that every day there are some 2,500 British ships at sea and that some 200 enter or leave Britain's ports, only occasionally is it possible to lift the veil of secrecy, when a convoy is fought through and the losses of its warship escort are disclosed.

Most notable success was that of the large convoys from Britain and America to French North Africa—

the greatest amphibian military operation in history—when out of 500 vessels only one transport was torpedoed.

But this mayor combined operation demanded the use of some 300 warships—as well as heavy air cover where and when this was possible. Eleven warships—three destroyers, three corvettes, and one sloop, anti-aircraft ship, mine-sweeper, depot-ship and small aircraft carrier—were lost in the landings and initial post-landing operations.

SUBMARINE KILLING INCREASES

The story of the Atlantic convoy which was attacked over and over again during four days and nights gives an example of the ordeal through which these convoys have to pass. No less than 35 actions were fought against U-boats by the escort, composed of a British destroyer and corvette, a Polish destroyer and three Norwegian corvettes, as well as aircraft of Britain's Coastal Command and the United States Navy.

Disclosure by Britain's Navy Minister, Mr. A. V. Alexander, that in three years of war more than 530 Axis submarines had been sunk or damaged was a further example of the great effort against the U-boat. This meant that in a period of 156 weeks there had been an average of three successful attacks a week, nearly one every other day, and in addition there must have been numerous other attacks when, even if damage was not inflicted, the submarines were thwarted in their attacks.

Mr. Churchill showed how the rate of killing U-boats had steadily improved. During the first ten months of last year the rate was the best so far, but in the last three months it improved more than half as much again. At the same time the destructive power of the U-boat has also diminished; in the first year each one at work accounted for an average of 19 ships, in the second year an average of 12 and in the third year an average of 7 1/2.

BATTLE OF SHIPYARDS

The U-boat was defeated in the first half of 1940; then France capitulated and the Nazis got the use of the Bay of Biscay ports and direct access to the Atlantic, as well as advanced airfields, from which to attack British shipping by aircraft in a larger area. Mussolini then decided that this was the time to join in the war for cheap-plunder and so his 100 U-boats were thrown into the cauldron; but they were rapidly reduced at the rate of two destroyed every three days during the first month of his disastrous war.

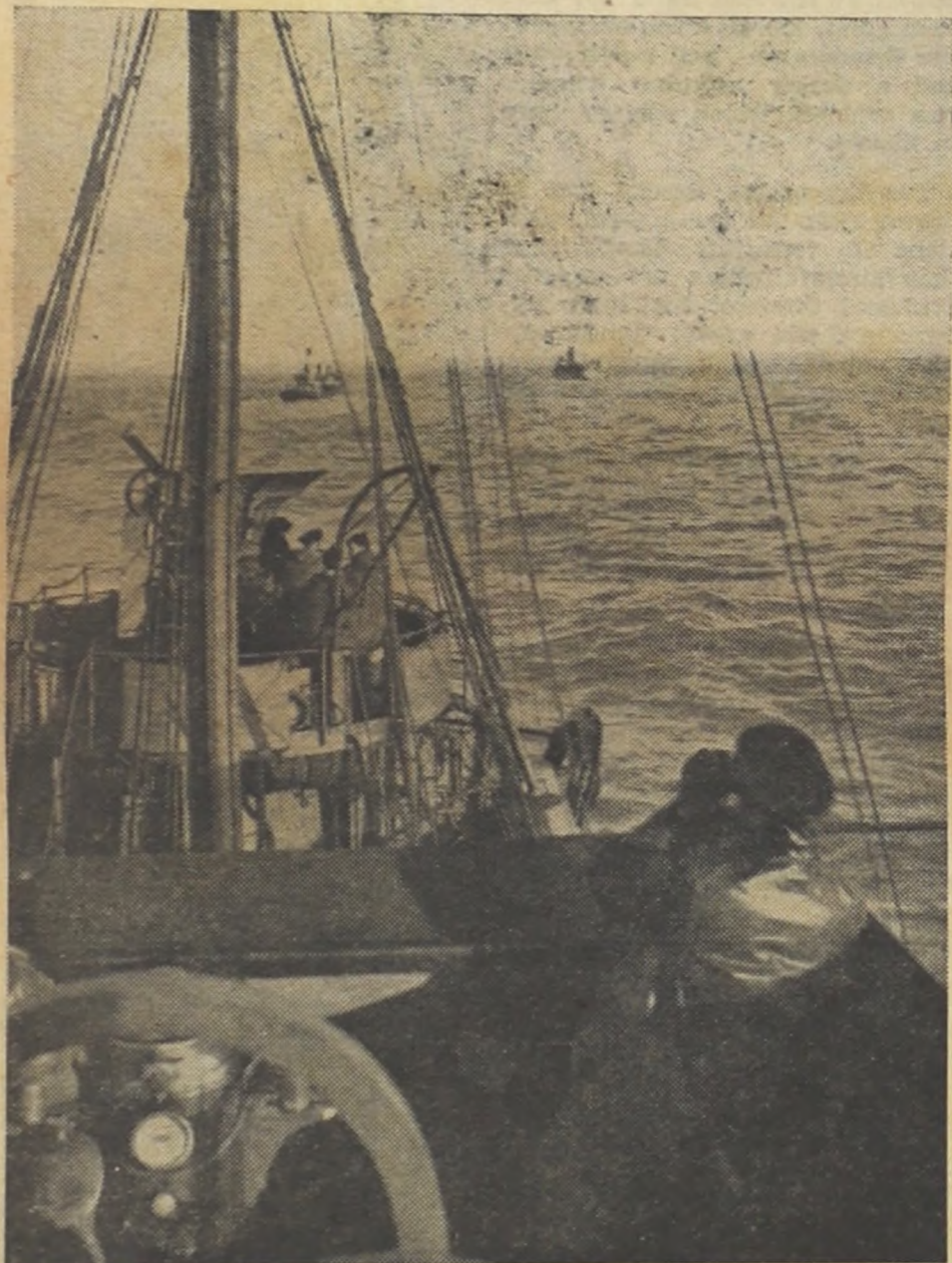
Since 1940, however, major tactic of the Nazi U-boats has been not as a submerged craft but as a surface ship hunting in wolf-packs at night. To defeat this plan a larger number of escort vessels are necessary for each convoy than was the case when the U-boat was used mainly as a submergible. The Nazis

themselves, however, admit that "wolf-pack" tactics are failing.

The real battle is one for the shipyards; the Nazi yards in a vain attempt to build more U-boats than the number destroyed, and, what is equally important, train more crews than those which are killed or taken prisoner; and the Allies, to build more merchant ship than are sunk with, in addition, what is even more important, more escort warships for the two-fold task of preventing losses

and sinking an increasing number of submarines.

For the second time in a quarter of a century a great disillusionment is in store for the German people, fed on the soothing inflated claims of their leaders that the U-boat can bring them the victory which their much-vaunted army cannot achieve. This time it will be a greater shock than in 1918 because the claims have been more exaggerated.



The skipper of this little minesweeper watches the flotilla through his glasses as it sets off. The anti-aircraft gun-crew stand ready at their post



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Message From U. S. Ambassador



EMBASSY OF THE
UNITED STATES OF AMERICA



The directors and editors of "The Southern Star" have courteously afforded me an opportunity to address a message to their readers on the occasion of the inauguration of this new English-language newspaper. In extending this invitation, they have informed me that a cardinal point of the policy of "The Southern Star" will be solidarity between Great Britain and the United States following the policy laid down by President Roosevelt and Prime Minister Churchill and that it will be its aim to foster and augment the good relations so happily existing between the two nations and their local communities.

Particularly at the present time, when collaboration between Great Britain and the United States is so important as is also the collaboration of both countries with the Republic of Uruguay, I wish "The Southern Star" success in its efforts to draw closer the ties uniting the members of what I like to term the Anglo-American community as well as their ties with the people of this hospitable and friendly country.

William Dawson
William Dawson

Montevideo, August 26, 1943.

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su tabaco fume con papel
JARAMAGO OLLA

Adaptability In The Air

WHAT AMERICA HAS DONE

(By Peter Masefield)

Speed, range and versatility in application are the three factors, above, all others, which have raised the aeroplane to its present dominant part in war. And of these the greatest is probable versatility, a virtue insufficiently recognised.

Recent weeks have seen remarkable demonstrations how the modern fighter or bomber can be used for important secondary applications other than those for which it was primarily designed. Three particular instances stand out:

1. Germany: the use of the Focke-Wulf 190 fighter for night bombing.
2. Britain: the use of the Hurricane fighter for tankbusting.
3. America: the use of the Mitchell bomber to fly from an aircraft carrier over a year ago (but only recently made public).

We see also the Mosquito high-speed unarmed bomber converted to a heavily armed long-range fighter the Beaufighter converted to a high-speed torpedo-bomber, and the Spitfire modified for use as a carrier-borne fighter under the name Seafire.

All these conversions, except that of the Mitchell, entail a reduction in performance. Yet they fulfil specialist requirements which can be met only under the cover of local air mastery; whether gained at night by avoiding interception under the cloak of darkness — as in the Hurricane Tank-Buster; or out of range of enemy air patrols — as in the carrier-borne Mitchells.

GERMANY'S INADEQUATE COMPROMISE

The F.W. 190 fighter-bomber is one of the most striking confessions of impotence on the part of the Luftwaffe to which the world has been treated. Germany has been driven on the defensive in the air and is thus forced to concentrate on fighter production. The threat to the Reich is such that Germany cannot afford to build quantities of bombers which would fare ill under the lash of Allied air supremacy.

Therefore F.W. 190 fighters are being used both as defensive fighters and, modified as bombers, to employ their speed for nuisance effect at night.

The F.W. 190 can normally carry only 115 gallons of fuel, which would be barely sufficient for flying to London and back to France. Therefore some form of auxiliary fuel tank is probably used and the bomb load severely restricted — almost certainly not more than a 550-pounder. Aiming is completely indiscriminate.

BRITAIN'S TANK-BUSTER

The Hurricane tank-buster is yet another specialist application of this magnificent eight-year-old. Each two-and-a-half pounder shell from its two 40 mm. (1½ inch) Vickers cannon strikes with an impact equal to a two-ton lorry hitting a brick wall at 55 m.p.h. They have shown themselves to be most effective in destroying enemy armour on the ground, flying in to the attack at heights between 10 and 20 ft.

Yet the comparatively slow rate of fire of the guns means that in a dog fight the tank-buster is at a severe disadvantage, despite two 0.303 inch machine-guns, used chiefly for aiming with tracer ammunition. Therefore the Hurricane depends on its fighter escort so that its pilot can devote his attention entirely to ground targets and be free from concern with air affairs.

AMERICA'S HISTORIC FEAT
Now that the full story of the

bombing of Tokyo can be told it reveals an amazing story.

Sixteen North-American Mitchell medium bombers were packed on the deck of the aircraft carrier Hornet. Each weighed 10½ tons fully loaded, and had a wing span of 67½ ft. — by far the biggest aircraft ever operated from a carrier. The take-off must have been hazardous.

The loss of all the Mitchells after the raid, instead of a safe delivery to China, was an unfortunate accident caused by the need to take off early and arrive over China in the dark, instead of in daylight.

Although the military damage caused by the raid could not have been great, the diversion of Japanese defences was well worth while and a daring technical triumph was achieved which will go down in history.

Two important lessons can be drawn from all these demonstrations of versatility. The first is that aircraft which are designed first and foremost for high performance and great strength are also capable of a multitude of adaptations. The reverse does not apply.

The second, and equally important lesson is that, to get the most out of the air power available, unity of command is essential. Tied to an Army, the squadrons be prescribed.

Under a single autonomous command, as is achieved in the Royal Air Force and largely in the United States Army Air Forces, the whole weight of attack can be bent to the major task in hand, and all the versatility of air power used to the maximum effect. — (The Sunday Times).

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CHINA'S NEW PRESIDENT



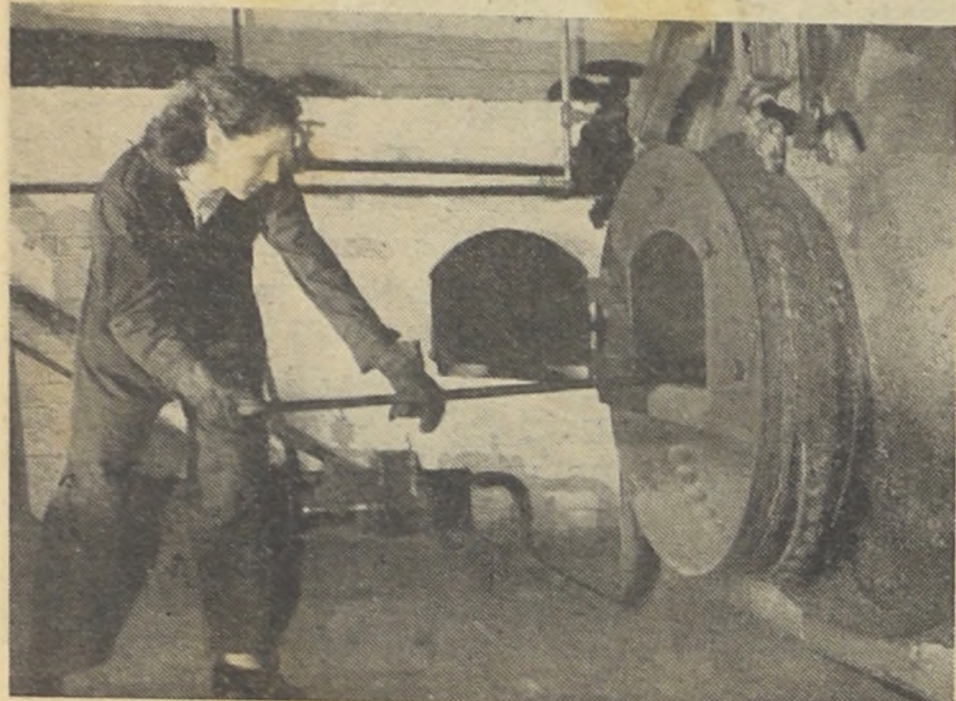
Generalissimo Chiang Kai-Shek was elected recently President of China by the Chinese Central Executive Committee. In his first speech as Chinese President he declared that the Communist question was a purely political one and would therefore be solved by political measures not military ones.

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England's Youngest Stoker



"I can't stoke ships' boilers like my brother in the Navy does, so I decided to become a stoker in a factory to keep England's home fires burning", said this 17-year-old brown eyed girl as she threw aside her four foot stoking iron and wiped her face. She is the youngest woman stoker in Britain.

This girl does all the jobs needed to maintain the two boilers of her factory. One of these uses five or six tons of fuel a week, and she has to break the fuel to the required size. She clinkers and cleans the boilers by herself, and regulates all the controls. Here she is seen spreading out the bed of the fire to keep it burning bright and even.

She is just one of many Britain women who have undertaken the heavy and strenuous work of stoking boilers and furnaces in factories and gasworks so that the men join the forces. Women of all ages and sizes now are seen in the grilling heat of boiler rooms shovelling in fuel and working the gauges. It is not a job that any woman would choose to do for enjoyment, but it is important to the war, so they are doing it cheerfully.

Greater Air Blows at U-Boats

by

Peter Masfield

Allied air attack against the German submarine is growing in power and effect every day. More long-range bombers are on the job than ever before, more shipborne air-craft are operating above convoys, more U-boat bases are being attacked, more mines have been laid. The net result is that, during April, in the words of an R. A. F. official, "more U-boats were sighted from the air than ever before, more attacked and more sunk".

The war against the submarine is still one of the major problems of the Allies to-day. Tremendous efforts are being made by Germany to mass produce U-boats "on the Kaiser plan". Reports say that the man-hours required to build a submarine have been cut to one-third by rigid standardisation.

German submarines now hunt in packs and try to cut the Allied supply lines at their weakest points — where they are furthest from land.

BOMBING BLOWS AT BUILDINGS

Look at it from the German view-point. All the supplies for the Allied attack on Europe must come

at least some distance by sea. The attempt to stop those supplies must be made. Each Allied fighting man at the front needs something like 18 tons of equipment every year. Sink 10,000 tons of cargo and it is equivalent to robbing 550 British or American soldiers of the means to fight.

Thus the concentration on submarines. Factories are now dispersed all over Germany pre-fabricating parts. But they all have to come together somewhere for final assembly. British night bombing and American day bombing is seriously interrupting the programme.

The heavy raids on Essen, Stuttgart, Duisburg, Dusseldorf and Dortmund — to quote but a few — have knocked out much pre-fabrication and delayed transport. Then, when the time comes for final assembly things may not run smoothly. For instance one of Kiel's biggest shipyards, laid out for U-boat production, was heavily hit by American bombers and all work stopped. Estimates are that full production could not be resumed there for at least four weeks.

In all, Allied bombing may be calculated as reducing the building of German submarines by about one-third.

When a U-boat puts to sea the real hunt begins — by the submarine for Allied shipping and by the British and American Navies and Air Forces for the submarine. In the early days of war the search from the air was like looking for a small needle in an immense haystack, with only eyesight as a guide. To-day many scientific aids are used to surface in daylight is liable to meet a sudden and sticky end. Yet surface work is essential

to the submarine.

The U-boat's problem is this. A convoy may be steaming at, say, 15 knots near its area. The best hope of attack is to get ahead of it during the day and lie in wait for it at night. Under water the submarine is not fast enough to achieve this aim. So the only solution is to surface and run round the convoy. Once ahead a night attack is relatively simple.

WHERE AIRCRAFT SCORE

That surface dash is the chance for aircraft — and they are taking it increasingly as the numbers available go up. The most vulnerable spot at present is the 600 miles of mid-Atlantic where shore-based aircraft are at a disadvantage. But the submarine's problems are increasing now that escort carriers are appearing in numbers with the convoys. There is, for instance, American built H.M.S. Battler, now working with the Royal Navy. There are also the United States 10,000 ton Cleveland class carriers, the Kaiser-built Alazon Bay and the Long Island and Breton class of escort carriers, vessels which are in service and doing good work.

One by one the "hunting grounds" of the U-boats are being narrowed down and eliminated. The Mediterranean route is now practically cleared. The Atlantic is getting more dangerous to the submarine every day. The fight is not yet won but the Germans are showing signs of faltering.

Now it seems that the United Nations can look forward to the time when German production is so disorganised and U-boat losses so great that full weight can be turned from the sea to the land for the final assault on German strongholds.

In the first place it must come up periodically to charge its batteries and renew its fresh air supply. Secondly surface cruising is often the only means of intercepting a convoy.

Our Volunteers

(Continued from page 4)

volunteered for active service while in the Old Country, immediately after the outbreak of hostilities. Gerard is now a captain in the R.A.S.C., being on one of the first drafts sent to Egypt. Ronald's first job was in the Experimental and



Miss Y. R. B. Carlisle, W.R.N.S. Scientific Research Department of the Admiralty.

Contributions to this column will be welcomed. If you have news of our boys and girls on active service, do not hesitate to send it along. I shall be glad to publish extracts from letters, omitting, of course, anything of a personal nature.

Photographs of volunteers will be immediately returned undamaged after they have been used.

Greetings From Mr. Ralph S. Stevenson



MESSAGE OF WELCOME FROM MR. RALPH C. SKRINE STEVENSON, C.M.G.

TO "THE SOUTHERN STAR".

It is with great pleasure that I welcome this new "Star" which should help to fill a blank in the rather sparse constellation of English-speaking journalism in South America.

Its predecessor of the same name was, in fact, the first English-Spanish newspaper to be published in the River Plate, almost exactly one hundred and thirty-six years ago. Its appearance, however, was meteoric, as it disappeared with the departure of the English forces from Uruguayan shores.

Since that time the bonds between Great Britain and Uruguay have become closer and closer. It is, therefore, my hope that so long as these bonds of friendship exist, so long will the new "Southern Star" continue to cement the mutual interest and appreciation which to-day endures between Uruguay and Great Britain.

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Battle of Britain in Reverse

Comparison of Tactics Employed

(SPECIAL TO "THE SOUTHERN STAR")

LONDON.

Three years after the abortive attempt of the German Luftwaffe to bring England to her knees, it is interesting to compare the methods and strategy in air fighting followed by the Germans when in full superiority and those of the British and French now that they are carrying the war to German territory.

Sixty five days after the evacuation of Dunkirk, the Luftwaffe commenced its campaign against Britain in the air. What was the reason of this delay? It must be considered that the enemy air-force had been sufficiently mauled in the three weeks of fighting over Holland, Belgium and France to require rest and reorganisation. The Germans admitted the loss of 978 planes. The British Air Ministry computed a destruction of two thousand planes with their technical

personnel. Moreover, Goering believed that Britain was so weak that he could afford to take his time to re-group his air-forces on the newly conquered aerodromes.

A SERIOUS ERROR

We know now that Goering made the mistake of his life. He gave valuable time to Britain not only to increase her home aerial forces but to prepare her defensive strategy adequately to meet the inevitable air-blitz.

In our own air offensive in the Mediterranean there was not the delay of one day. The United Nations air-fleet was already switched

to hammer the next objectives before the Sicilian campaign finished. Strategic points on the mainland were bombed and this refusal to grant a moment's breathing spell may well have been one of the main reasons why the capitulation came so quickly. Right from the closure of the African campaign, bombers were sent in large flights first to Sicily and then to Italy. Day and night raids were carried out on those cities where military operations were reported or on factories supplying material for the armies. It may be mentioned that during April there were 1,200 sorties from Malta alone, of which 700 were bombing raids. The Axis was given no respite for strengthening and adapting defences. Here was a marked difference in strategy between that of Germany three years ago and that which brought Italy to her knees and which has shaken the Nazi edifice to its foundations.

The distances were enormously in favour of the Germans who despatched their bombers from spots within a hundred miles of their objectives. The British and Americans have had much longer distances to cover in carrying their bombs to enemy factories and ports and stations.

SOME STATISTICS

Between August 8 and September 3 the Germans lost 1,197 aircraft against our 353. Their losses became so heavy in the Battle of Britain that they had to desist. During the period between May 7 and 30 this year, in constant bombing in the Mediterranean we lost only seventy machines as against a loss of 326 by the Axis.

The German tactics in the Battle of Britain were characterised by monotony and a lack of imagination. They were over-confident and expected little or no fighter opposition. In the first 26 attacks they sent over massed formations, flying at between five and ten thousand feet with only an equal number of fighters. Technically our eight-gunned fighters of the day were inferior but they drew off and destroyed the bombers by attacking from all angles. The only modification afterwards was an increase in the number of fighters. There was also a slight change in the formations, some of the fighters flying as a shield on the flanks.

In the Mediterranean the keynote of our tactics was variety. The day bombing in the main has been carried out by medium bombers consisting of several hundred machines plus adequate fighter escort and by non-escorted high-level precision aircraft. There has been night bombing by medium and heavy bombers. In addition there has been constant intruder attacks on unspecified targets by single machines or small groups. As a result, the defence has been hopelessly confused and unable to cope with all demands made on their powers of protection.

BETTER MACHINES

Our Spitfires and Hurricanes have always been technically superior to any machine that the enemy produced and it was this superiority in machines and in trained men that made victory possible for us in the Battle of Britain in spite of the huge majority in machines arrayed against us. The Germans

A SCENE DURING THE BATTLE OF BRITAIN



Fighting fires was an every day occurrence. Day and night thousands toiled to save London.

have generally failed to provide proper armour protection for their pilots. This made their escorts easy game for our men who attacked from above and from the rear. An August 18, 1940, thirteen of our Hurricanes tackled and shot down a formation of German fighters of equal size without suffering any loss themselves. In the first ten days of the offensive we shot down the equivalent of seven to one. The less-maneuvrable heavy bombers proved easy prey for our fighters.

The Mediterranean air-offensive showed an altered conception of air-battles. During the three years we have made the bomber almost self-protecting. Many can dispense with fighter protection. For instance the Fortresses and Liberators are heavily armoured to meet attack from any angle. Machine guns on these craft have become effective at eight hundred yards range. This tends to keep enemy fighters at a distance where their own fire is inaccurate and ineffective.

High level precision bombers: Fortresses carrying a two-ton bombload armed with thirteen machine guns and a speed of three hundred miles per hour and a range of 2,100 miles, Liberators with a bombload of four tons and a speed of 335 miles and a range of three thousand, the Halifax of 5 1/2 tons, eight machine guns, three hundred miles speed and a range of three thousand miles have already done enormous damage in enemy country. Our fighters have also shown great advance.

CHANGE OF STRATEGY

The whole strategy of air-fighting has changed since the Nazi failure against Britain. Our main weight is directed against supply lines, harbours, airfields, internal transport in parallel but not definitely consecutive lines. Our object is not to pulverise a given target, which has been proved to be well-nigh impossible but to reduce all targets as simultaneously as possible to a minimum of efficiency, until the point is reached where the whole structure collapses. Thus for the week 25-31 May, the first day the objectives were the naval base and docks at

Messina, shipping communications and airfields in Sardinia; on the second day we attacked the airfields at Comiso and Sardinia and power-stations in Sicily; on the third day, airfields in Sardinia, Pantelleria; fourth day, airfields in Sardinia and railways stations and oil installations in Augusta; fifth day, airfields at Foggia (Italy) and in Sicily and the docks, shipbuilding yards and oil refinery in Leghorn; on the sixth day, docks and railway installations in Sardinia and Pantelleria; seventh day, the airfield at Foggia, aircraft factory, airfields and oil refinery at Naples and marshalling yards in Sardinia and another attack on Pantelleria.

Our losses under these new tactics are very much lower than anticipated and under those which the Germans suffered in the Battle of Britain. The United Nations have not been over-confident. They have learned by their victories as well as by their defeats. Until they have established overwhelming air superiority. They have now added quantity to quality.

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Social Brevities

COMING EVENTS

Sept. 15th: British School Society Meeting at 18.30.
 Sept. 16th: Lecture on "The People of Britain", at the A.U.C.I. by Mr. Ian Bell at 18.30.
 Sept. 17th: Morning. Victory Stall J. M. Lamas 2944.
 Sept. 17th: Luncheon of the American Association Business at Cassoni's at 12.30.
 Sept. 21th: Lecture at University of Montevideo on "Bacon", at 19 o'clock.
 Sept. 24th: Morning. Victory Stall J. M. Blanco 2944.
 Sept. 24th: Fathers and Sons Banquet at Bishop Oldham Hall at 20 o'clock.
 Sept. 27th: British Hospital Board Meeting at 18.30.
 Sept. 28th: Lecture at the University of Montevideo on "King Lear" at 19 o'clock.
 Oct. 1st, 2nd, and 3rd.: Inter-Allied Fair at Victoria Hall.

The bi-weekly luncheon of the American Association of Uruguay will be held at Cassoni's on Friday, September 17, at 12.30 o'clock. Mr. W. J. Shorter will be the speaker.

Miss Lilian Marsh-Simpson has returned to Buenos Aires. She was the guest of Mr. and Mrs. Ian Bell in this city.

Mrs. Olga Brown Castellanos gave a luncheon part in honour of Miss Marsh-Simpson last Monday. Others present included Mrs. Bell, Mrs. Harold Pennock, Mrs. Larralde, Mrs. Giselda Zani, Mrs. Lous and Miss Elsie Gallagher.

Colonel R. E. M. Russell, H.M. Military Attaché, left for Buenos Aires last night.

Mr. Gregory H. Illanes has died in New York. He was well-known in Uruguayan business and industrial circles from his various trips to this country.

With to-night's and to-morrow's sessions, the 2nd Medical Convention of Uruguay will come to a close. The Convention dealt with important problems of social assistance and with the creation of a National Institute for Social Insurance. The accepted resolutions will be published after the conclusion of the Convention.

Under the auspices of the British Patriotic Committee a dance took place last night at the Victoria Hall, and others will take place this week. For information apply to the British Patriotic Committee.

Mr. W. J. Shorter will preside the American Association's Luncheon at Cassoni's on next Friday at 12.30.

The Meeting of the Board of Emmanuel Church will be held on Thursday next at Bishop Oldham Hall at 19.45.

A broadcast in English will be organised by the Anglo-Uruguayan Cultural Society by the Sodre (CX6) on Sunday at 14 o'clock.

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SOCIAL BREVITIES

MARRIAGE

The marriage took place on September 11, at Christ Church, Rio de Janeiro, of Audry Phyllis, only daughter of Mr. and Mrs. Harold Lloyd, to Lieutenant Commander Randolph Meade, Jr., Supply Corps, U. S. Navy. Before her marriage Mrs. Lloyd was Miss Kathleen Rowland, elder daughter of the late Mr. and Mrs. C.E.R. Rowland, who resided for many years in this City.

On the 25th. and 26th. of this month, the Dutch Aid Society and the Belgian Committee for assistance to Belgium will produce a cyclistic spectacle in the "Velódromo Municipal de Montevideo" where the Belgian crack Constant Huys and the Dutch champion Frans Slaats will participate as well as the Argentine sprinter Remigio Saavedra and the American ace, John Limba.

The net proceeds of this sport performance will be divided as follows:

40 o/o for the Belgian Red Cross.
 40 o/o for the Dutch Red Cross.
 10 o/o for the Uruguayan Red Cross.
 10 o/o for the National Passive Defense.

As this is the first time the local Belgians and Dutch present themselves in a public show in order to raise funds for their poor compatriots, we have no doubt that all the members of the Inter-Allied Colonies in Montevideo will contribute to make it a success.

Tickets are in sale from the 20th. of this month, at the following addresses:

Phillips del Uruguay S.A., Uruguay 1118, Casa América S. C., 18 de Julio 1100, Textil Uruguay S. A. Sierra 2442, Banco Italo-Belga, Zabala 1520.

Prices of the tickets: Palco Oficial: \$ 1.50, Platea preferencia, \$ 0.60, Platea lateral, \$ 0.35, Populares, \$ 0.20.

HOTEL ARRIVALS

Hotel Nogaro. — Mr. John Mac Geachie, Mr. Eric Gordon, Mr. and Mrs. Thomas Kirk Watt.

Alhambra Hotel. — Mr. Nowell Viner, Mr. Sarginson, Mr. Wallace Mr. Montgomerie, Mr. Cogill, Mr. Little, Mr. Goldsmith, Mr. Tanner, Rock, Mr. Sotherland, Mr. Walls, Mr. Southam, Mr. Kemp, Mr. Bournass, Mr. Martin, Mr. Barnard, Mr. Sebba.

STAFF OF THE BRITISH HOSPITAL



A photograph of members of the nursing staff of the British Hospital, taken especially for "The Southern Star". The group includes Miss Henderson (matron), Miss Whyte, Miss Fonseca, Miss Land,

Miss L. Bridger, Miss A. Bridger, Miss Mann, Miss F. MacDonald, Miss E. MacDonald, Mrs. E. de Ferrari, Miss Smith, Miss Telechea, Miss Pineyro, Miss Muñoz, Miss Luercio, Miss Miranda and Miss Wright.

The Sporting World

ROWING

The Committee of the Tigre International Regatta has prepared the programme of the races to be contested at the meeting on October 12, with the possible intervention of the Uruguayan rowers.

The competitions are reserved for rowers of the Cadets' and Novices' category and are as follows way.

FIRST RACE: 4 lengths, cadets (beginners) over 1000 metres in boats of one pair of short oars.

SECOND RACE: One pair of cadets over 1000 metres in boats of one pair of short oars.

THIRD RACE: 2 lengths, cadets, over 1000 metres in boats of long oars withsteersman.

FOURTH RACE: Double pair, cadets, over 1000 metres in boats of two pair of short oars, without steersman.

FIFTH RACE: One pair of cadets (beginners) over 1000 metres with short oars.

SIXTH RACE: 4 lengths cadets, over 1000 metres in boats of four oars with steersman.

SEVENTH RACE: 4 lengths be-

ginners, over 1000 metres in boats of four short oars without steersman.

EIGHAH RACE: Double pair cadets, over 100 metres in boats of two pairs of short oars without steersman.

NINTH RACE: 3 lengths, cadets, over 1000 metres in boats of eight long oars, reserved for members of the islands club.

BASKET BALL

Saturday next the Federal Championship of Basket Ball of the first division is being played, the fixtures being as follows:

Defensor v. Malvin. — Umpire: Carro and Massonier. At 18.45 o'clock. Field Defensor.

Peñarol v. Bohemios. — Umpire: Rossini and Barbieri. At 18.45 o'clock. Field Tabaré.

Sud America v. Welcome. — Umpire: Castiñeira. At 22.5 o'clock. Field Sud America.

Goes v. Aguada. — Umpire: Medina and Castiñeira. At 22.5 o'clock. Field Goes.

Olimpia v. Sporting. — Umpire: Rossini and Barbieri. At 22.5 o'clock. Field Olimpia.

Atenas v. Trouville. — Umpire: Carro and Brocos. At 22.5 o'clock. Field Atenas.

WEATHER REPORT

YESTERDAY'S TEMPERATURE
 Maximum 12.9 (38.6°F) at 14.40 o'clock.

Minimum 5.8 (37°F) at 7.00 o'clock.
 Weather forecast up to 18 o'clock to-day. Cloudy and rise in temperature.

VETERAN ENGLISH FOOTBALLER IN MONTEVIDEO

Meet James Bownass, coach to the British Air Force football team, members of a large party of airmen staying at the Miramar Hotel as Montevideo's honoured guests.

"Jimmie" is a veteran of the last war. He lost an arm around Loos in 1916, while serving with the South Wales Borderers. He went to South Africa in 1925, and despite his disability worked for some time in a gold mine.

Mr. Bownass used to play football for Blackpool in 1912-14, which accounts for the fact that he coached Johannesburg Wanderers as well as college soccer teams in the Transvaal.

"Jimmie", dressed in "civies", was easy to spot among the boys in Royal Air Force blue and the khaki-clad flyers of the South African Air Force.

"Any professional players in



Mr. James Bownass

your team?" a "Southern Star" reporter queried. Mr. Bownass beamed. "Yes", he proudly replied. "We have Sergeant-Pilot Kershaw." Then he confided: "Bury refused £ 6,000 for his transfer."

The visitors have planned a practice game for to-day and are looking forward to meeting a local soccer team in a friendly match.

One of Mr. Bownass's sons, a corporal in the Rand Light Infantry, was killed last October at El Alamein.

The veteran football player claims to be the only "Moth" in Montevideo. He belongs to the Memorial Order of Tin Hats, whose address is Dardanelles Shell Hole, Florida, Transvaal.



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10 CIGARRILLOS 0.15
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Livestock Market

Entries of cattle totalled 3020, sales being as follows:
 Swift 1,290 head Nacional 1,157 head
 Artigas 573 "

Entries of sheep totalled 3,886, sales being as follows:
 Artigas 1,250 head Nacional 2,627 head

PRICES IN MILESIMOS PER KILO, ON THE HOOF:

	F.Nacional		Artigas		Swift		Interior	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
Steers	180	145	180	167	180	150	—	—
Cows	170	130	157	150	170	130	—	—
Oxen	180	120	170	100	180	100	—	—
Calves	160	140	—	—	—	—	—	—
Lambs	190	175	—	—	—	—	—	—
Hoggets	145	—	185	—	—	—	—	—
Wethers	115	100	—	—	—	—	—	—

THEY HEAR THE TRUTH!

In the old nursery phrase Hitler tells the people of occupied Europe "You'll know what it's good for you to know." The only objection to this plan from Hitler's point of view is that it does not work. News, truths, rumours, fly around the Continent. The methods by which Europe circumvents the braying voice of Himmler are many, varied and infinitely courageous.

First there is the radio. "Ici Londres, Het London, Hier ist London..." every night the European News Service brings its message of truth, hope and encouragement. The listener is visited with severe penalties, but nevertheless behind closed shutters, under the bedclothes, in the cellars, the voice of freedom is heard.

Then the Gestapo acts, wireless sets are declared illegal and confiscated. But the news gets out.

200 Clandestine Papers

It is impossible to locate every radio set. Some are hidden. The BBC puts out a special news service at dictation speed. Somewhere in a lonely farmhouse in a wood, underneath a night-club, the bulletin is taken down and disseminated, probably through

the medium of the clandestine press.

There are at least two hundred or more clandestine newspapers circulating in Europe. Some are solid and well-established, ten or twelve pages in length, with a circulation of 40,000 or so. Others are just little roneoed sheets pulled off a child's toy printing press. They reflect every shade of political opinion — except one; they are wholeheartedly and completely anti-German.

The Nazis make every effort to stop this traffic. They arrest those whom they suspect of editing or distributing these papers. But the work goes on.

Besides the clandestine newspapers there are leaflets and pamphlets. A Swedish newspaper describes a "leaflet raid" in a Norwegian street. "They come flying down like a flock of birds. The wind gets hold of them and scatters them over a wide distance. It is not easy to say whence they come. From a roof, perhaps, or from a window. There is a terrific activity in the street, as they approach the ground. There is a battle for every one of them. Everywhere in Oslo, Norwegians are sitting with their leaflets. Their eyes light up as they read the contents! It is a copy of the Norwegian Government's decision regarding penalties for the quislings."

Another form of distributing news is the chain letter. At least three of these have recently been distributed by the thousand throughout the Netherlands, calling on Dutchmen to resist the compulsory labour decrees.

One of the chief weapons against Nazi tyranny is the whispering campaign. That cannot be stopped or checked. The long queues in which housewives have to wait every day are wonderful places for this exchange of news. In some countries it is done systematically. It was part of the Czech underground scheme of resistance. Certain "monitors" listened in secret to the BBC news. Then women were chosen to spread it about the town.

British Broadcasting Corporation

NORTH AMERICAN SERVICE

GRG 25.68 mts. (11.68 mgs.) from 18.15 to 01.45.
 GSC 31.32 mts. (9.58 mgs.) from 18.15 to 01.45.
 GRS 42.46 mts. (7.07 mgs.) from 22.45 to 01.00.
 18.15 London Calling.
 18.30 Front-Line Family.
 18.45 NEWS AND HEADLINES.
 19.00 War Review.
 19.30 News in French.
 19.45 NEWS AND COMMENTARY
 20.00 Calling from Britain to Newfoundland.

20.15 Bridgebuilders.
 20.30 Newsletter for Newfoundland
 20.33 Interlude.
 20.45 Ballet Music.
 21.00 Eyes Front.
 21.30 Britain Speaks.
 21.45 Accent on Rhythm.
 22.00 Interlude.
 22.06 NEWS.
 22.15 Freedom Forum.
 22.45 Front-Line Family (repeat).
 23.00 George Gershwin at Home and Abroad (repeat).
 23.30 London Calling.
 23.40 The Daily Service.

23.45 NEWS AND COMMENTARY

24.00 Radio Newsreel.
 00.30 Freedom Forum (repeat).
 01.00 Britain Speaks (repeat).
 01.15 Drury Lane Memories.
 01.30 NEWS.
 01.45 Close.

OTHER B.B.C. TRANSMISSIONS

General Overseas Service

QRQ 15.54 mts. (18.03 mgs.) from 07.45 to 08.15; 10.00 to 12.15.

AMERICAN SERVICE

GVO 16.59 mts. (18.08 mgs.) from 13.00 to 13.15.

ENGLISH NEWS BULLETINS

General Overseas Service 08.00

" " " 10.00

" " " 12.00

African Service 13.00

North American Service . 18.15 o

" " " 18.45 x

" " " 19.45

" " " 22.06

" " " 23.45

" " " 01.30

o Sundays Only.

x Except Sundays.

For wave lengths, see details of services.

LATIN AMERICAN SERVICE

GVO 16.59 mts. (18.08 mgs.) from 12.45 to 13.00.

GRV 24.92 mts. (12.04 mgs.) from 19.30 to 23.45.

GSB 31.55 mts. (9.51 mgs.) from 20.00 to 23.45.

All Above Uruguayan Time.

CHAMBER OF DEPUTIES

Under the presidency of Sr. Batlle Berres, the Chamber of Deputies met yesterday.

Approval was given to a projected law prohibiting concessions for the exploitation of peat deposits in the vicinity of the Carrasco National Park.



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JOHNNIE WALKER

"Nació en 1820—
 Y Sigue tan campante."



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M O N T E V I D E O

JAPS REPORT "SOME DAMAGE"

NEW YORK, Sept. 14.

The Japanese installations on the Kuriles islands were attacked yesterday by 18 American bombers, according to an admission by the Tokio wireless. The broadcast admitted that "some damage" had been inflicted.—(A.P.)

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Quiniela Results

Yesterday's quiniela results were as follows:

1	047	11	138
2	686	12	070
3	918	13	153
4	305	14	629
5	072	15	944
6	915	16	137
7	218	17	013
8	892	18	623
9	651	19	003
10	994	20	468

Mozo



«MONTE CUDINE»

Para todos!!

An Interpreter of England

Leslie Howard

(BY CAMPBELL DIXON, FILM CRITIC OF THE LONDON "DAILY TELEGRAPH")

Leslie Howard, more than any man on the screen, stood for what is best in the ordinary middle-class Englishman. He was gentle and loved horses and dogs, and yet he was a good warrior; he was shy and retiring, and yet won wealth and world-wide fame. And with it all, he contrived to remain simple, modest and unspoiled.

The secret was sincerity, and it carried him to the top when many a more spectacular figure failed. Though he made no pretence of despising success, he gave up Hollywood and £30,000 a picture to come back to England and help put British pictures on the map.

When Leslie Howard was shot down on his way back from Lisbon, in a passenger plane with a dozen other ordinary men, women and children like himself, his death brought to multitudes a sense of personal loss.

His films you have seen for yourselves. The first was "Outward Bound", about the ship's passengers who realise they are all dead. (Did he, by any chance, recall that situation to mind as he sat in the plane bound from Lisbon to Ireland?). Never would he play in anything cheap, vulgar or sordid.

Leslie Howard could have been safe in Hollywood to-day, earning a huge salary, if he had wanted

A NEW MASTERPIECE FROM M. G. M.

Adapted from James Hilton's famous novel "Random Harvest" and Greer Garson in a gripping story of a man, played by Colman, who because of a brain injury during the last war suffers from amnesia, and starts his life with no memory of the past. He is befriended by an actress played by G. Garson, who later becomes his wife. Then an accident opens a mental door to his past, but closes that of his life with the woman he loves. She succeeds however in bringing back to him the memory of their love.

EIGHT THIRTY

With Monty Woolley and Ida Lupino is the story of a man who laughed at life, and amusing with the courage of a girl who had to choose between two great loves. Out of the laughter of Life... and the tenderness of Love... comes the picture your heart is waiting for.

it; but with England at war he insisted on doing what he could for his country. He was too old for the Army, but he could and did make films, producing as well as acting. His first great hit was as star and part director of George Bernard Shaw's "Pygmalion." After this came "Pimpernel Smith," a comedy thriller of secret service, "The First of the Few," in which he played R. J. Mitchell, the genius who designed the Spitfire but didn't live to see its triumph; and, most recent of all, "The Gentle Sex," a simple, factual but extremely effective story of half a dozen girls and their experiences in the Auxiliary Territorial Service.



A scene from "The First of the Few", starring Leslie Howard as A. J. Mitchell.

Cinemas And Theatres

LATEST FILMS

"Random Harvest", at Metro.
"The Moon And Sixpence", at Trocadero.

"Life Begins at Eight Thirty", at Ambassador.

"In Which We Serve", at Rex.

COMING SHORTLY

"The Keeper Of The Flame", at Metro with Spencer Tracy and Katharine Hepburn.

"White Cargo" at Metro with Walter Pidgeon and Hedy Lamarr.

"The Ox-Bow Incident" at Ambassador with Henry Fonda and Mary Beth Hughes.

"Flight For Freedom" at Trocadero with Rosalind Russell and Fred MacMurray.

"THE MOON AND SIXPENCE"

Based on the famous novel of Somerset Maugham, a new and strange, but altogether absorbing experience for you in motion pictures.

Never—we repeat NEVER—have you seen a picture like "The Moon And Sixpence". This is the fascinating story of Charles Strickland, (George Sanders), and what mysterious force uprooted this conventional man from the fireside of his home and sent him the shores of Tahiti?

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CINEMA PROGRAMMES

RADIO CITY. — Ibiçuy 1269. Tel. 88188. Prices: Platea, \$ 1.00, Balcony, \$ 0.80. — Programmes commence at: 17, 18.30 and 21. — Tom Conway in "The Falcon Strikes Back" (El Halcón a la defensiva) and "El Sillón y la Gran Duquesa" (Argentine).

REX THEATRE. — 18 de Julio 1012. Tel.: 84420. Prices: Platea, \$ 1.00. Programmes commence at 5.15, 18.30 and 21. — "Cuando Florezca el Naranjo" (Argentine), and Noel Coward in "In Which we Serve" (Hidalgos de los Mares).

ARIEL. — 18 de Julio 1215. Tel.: 85111. Prices: \$ 0.30. — Continuous programmes of shorts from 11 to 24.

CINE METRO. — San José and Cuareim. Tel.: 87654. Prices: Platea, \$ 1.00, Balcony, \$ 0.80. Programmes commence at: 14.30, 18.15 and 21.45. — Ronald Colman and Greer Garson in "Random Harvest" (En la Noche del Pasado).

CINE TROCADERO. — 18 de Julio and Yl. Tel.: 90300. Prices: Platea, \$ 1.00, Balcony, \$ 0.80. Programmes commence at: 17.15, 18.30 and 21. — William Tracy and Joe Sawyer in "Fall In" (De frente, marchen) and George Sanders and Herbert Marshall in "The Moon and Sixpence" (La Luna y seis Peniques).

CINE AMBASSADOR. — J. H. y Obes 1325. Tel.: 88211. Prices: Platea, \$ 1.00, Balcony, \$ 0.80. Programmes commence at: 17, 18.30 and 21. — "La Virgen Morena" (Mexican film) and Monty Woolley and Ida Lupino in "Life Begins at Eight Thirty" (La vida empieza esta noche).

THEATRES

SOLIS. — Calle Buenos Aires. Tel.: 80536. Prices: \$1.50. — Programmes commence at 18, and 21.30. "Francisco Canaro and his orchestra."

18 DE JULIO. — 18 de Julio and Yl. Tel.: 85875. Prices: Platea \$ 1.35 Programmes commence at: 21.45. —Eva Franco National Comedy Company.

COCINAS A KEROSENE

BICICLETAS

BATERIAS

MUEBLES DE RADIO

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COCINAS PARA CARBON O LEÑA

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LAMPARAS DE LUZ

LIBROS DE RADIO

CAFETERAS ELECTRICAS

DISCOS VICTOR Y ODEON

CARGADORES AEREOS

HELADERAS

"Lord Looie" and his "Angels"

By WILLIAM BAYLES

(The following article was written before Lord Mountbatten's appointment as supreme Allied Commander in South-Eastern Asia.)

LORD LOUIS MOUNTBATTEN is a tall, Gary Cooperish man who holds one of the war's most important jobs. As head of Britain's department of combined operations, he works at the nerve centre of Allied strategy and, as commander of the commandos, he operates the shifting spearhead of men and machines which pave the way for execution of the military plans entrusted to him.

Most observers agree that Lord Louis is the ideal man for the job. He possesses most of the virtues Tommy Atkins admires in a fighting man. At 42, he is the youngest service chief. His position as a member of the royal house makes him immune to the virus of social ambition. As a sailor whose active life has been spent at sea, he neither understands nor cares a hoot for the bureaucratic niceties England's fighting men like most about him is his boyish enthusiasm which tie up most service projects in endless red tape. And what for ideas and gadgets.

The Mountbatten touch is apparent throughout the combined operations setup. For instance, Lord Louis saves months, if not years, of interdepartmental consideration by his system of dealing with admirals and generals. "What would you do," he asks, bursting in on a typical conference, "if Jerry turned up with a trench mortar shell that had 50 per cent. more range and 25 per cent. more explosive power than ours?"

The generals and admirals begin to look worried. "Well, he hasn't got it," Lord Louis snaps, "but we have." He slaps down specifications and test reports and usually gets an on-the-spot decision.

Combined operations headquarters (COHQ) gives off an atmosphere of industry and efficiency, like a boy scout camp. The walls are lined with cautious posters — "These walls are not soundproof" — and with photographs from commando raids captioned "A Grand Job because No One Talked." Young officers with their coats off and sleeves rolled up rush in and out of each other's rooms and form earnest, enthusiastic groups in the corridors. They appear to be in their 30s, following the Mountbatten axiom: "Under 30 they would not be experienced enough and over 40 they would not be young enough." Officers give the impression of being a little aghast at their own audacity in "mucking together" in defiance of traditional inter-service barriers and rank insignia. Lord Louis himself sets an example of hard work for his men by arriving at 9 a. m. in the small car he drives himself, and never leaving his desk until around midnight. His staff, which includes a rear-admiral, major-general air vice-marshal and a major-general in the United States Army, keeps the same hours.

His Inventive Genius

The stories of Mountbatten inventiveness and general ability to get things done are innumerable. Simply to convince himself that any natural inaptitude can be overcome through diligent application, he learned to play polo by studying slow-motion films of international players in action, then practised until he had mastered every stroke. He formed a sailor's team — the Bluejackets, which learned its tactics by moving balls on a billiard table. This outfit trounced the crack army team of the Royal Horse Guards and galloped off with the Hurlingham championship.

While in transit through the polo world, Lord Louis invented a new polo stick, sat on the international rules committee, and wrote "An Introduction to Polo", which he signed, facetiously, "Marco".

In other fields, his inventive genius created such gadgets as a signalling shutter and a station keeper, both used on all new British destroyers; an elevator for his London home, which once stuck between floors for 10 minutes with Queen Mary in it; an electric eye to snap open his door in the faces of astonished visitors.

Oddly enough, this British sparkplug is a German by every Nazi racial standard. His mother, Princess Victoria, the granddaughter of Queen Victoria and her Hanoverian husband Albert, married Prince Louis von Battenberg, who became a naturalized British subject in 1868 and rose to be First Sea Lord in 1914. In the first world war he was forced to resign that post, however, and he later renounced his German titles, changed his name to its English equivalent, Mountbatten, and was elevated to the British peerage as the Marquess of Milford Haven.

His son, Lord Louis, was christened Louis Francis Albert Victor Nicholas Mountbatten, shortened thereafter by common consent to "Dickie". Apprenticed to the sea at 12, Dickie went first to Osborne naval college, then to Dartmouth. The war caught him four years later. He slung his hammock as a midshipman on Admiral Beatty's flagship, the Lion, and wound up the war as second in command of an escort vessel in the North Sea. "Lord Looie", as he was known below decks, successfully avoided the routine of a navy career. He was the liveliest of the gay young officers trying to be youthful spent the first post-war years at Christ college, Cambridge, where again then went off on junkets to Australia, New Zealand, India and the Far East with the Prince of Wales, whom he served as companion and personal A.D.C.

Returning to England again at the age of 22, he married Edwina Annette Cynthia Ashley, "the richest girl in England". From that point on, between the two instalments of world war, he lived a fabulous life. After a honeymoon tour of America in a private railway



LORD LOUIS MOUNTBATTEN WITH COMMANDOS

car, the Mountbattens returned to the bride's inherited house on Park Lane, with its marble stairways, 11 reception rooms, dining room for 100 people, 24 bedrooms, nine baths and a den modelled like a ship's cabin.

The Mountbattens wearied of this ornateness, sold it for \$ 100,000 and moved into the simplicity of a penthouse consisting of five reception rooms, 18 bedrooms, and seven baths, with a children's wing for the two Mountbatten daughters, Patricia and Pamela. International society gathered at this menage.

September, 1939, ended the splendor of Mountbatten life abruptly. Lord Louis became a fighting man in the most realistic sense of the word. Lady Louis devoted her time to the St. John Ambulance Brigade and the Red Cross. Their penthouse went in a bombing raid.

With the rank of captain, Lord Louis was given command of the fifth destroyer flotilla. His flagship, the Kelly, ran through a series of exploits which constitute one of the war's great stories. She began by striking a mine while nosing along the French coast in the winter of 1939, and was nursed home with her bows blown wide open. Next summer, she connected with a torpedo off Norway and the admiral commanding the operation ordered her abandoned and sunk, but Lord Louis refused to obey.

He asked to be left alone, and with a skeleton volunteer crew he remained on his ship through three days of bombing and machine-gunning by the Luftwaffe. When the attack became too intense, the men took to the boats and rowed around the ship, fighting off strafing planes with rifles and tommy-guns. After four days of barrage by daylight and towing by night, the Kelly made port and Mountbatten got the D.S.O. While the ship was being rebuilt, Lord Louis took the destroyer Javelin out on a channel patrol, where she was nearly sliced in half by a torpedo. Captain Mountbatten was able to bring the remains back to port stern-foremost.

The Kelly got into action again and Lord Louis arrived in the Mediterranean with his flotilla in time for the battle of Crete. He successfully dodged the high-level bombers by zigzagging under the falling explosives, but the dive bombers came and the Kelly, making 35 knots an hour, took a thousand-pounder on her forward deck. She plowed to the bottom in a few seconds, her propellers driving her downward like a crash-diving submarine. Lord Louis went down with her, but the pressure of the water lifted him free and he came to the surface.

After this narrow escape, he was sent to the United States in August 1941, to assume command of the aircraft-carrier Illustrious, then undergoing repairs at Norfolk, but he was rushed back again to England for a vital job — secrecy, the job turned out to be chief of combined operations.

Juan Tichauer

Awards to Allied Airmen

Nearly 400 awards and decorations have been won by the fighting men of the exiled Allied Air Forces—the homeless Poles, Czechs, Norwegians, Dutch, Belgians, French, Greeks and Yugoslavs whose story, beginning late in 1939, is still being written in the skies of the world.

Figures of their kills cannot be given, nor for the safety of relatives still under the oppressor can many of their names. But their story is an inspiration, a lesson in comradeship, in singleness of purpose against a common foe.

When in June, 1940, Britain stood alone and with only a mere handful of war material to pit against the gargantuan German war machine, these airmen were among those who had come from Czechoslovakia, Poland, Holland, Belgium, Norway and France, and united themselves unhesitatingly with Britain in a general determination to continue to wage war.

Many of them had to escape from their own countries at the risk of their lives. To do so they came through every country in Europe Asia Minor and North Africa. They went as far north as Sweden, as far east as Russia, as far south

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as Syria and Egypt. And they came fight again.

Many of them were in time for the Battle of Britain, and all through the summer of 1940, British aircraft bearing the insignia of these free fighting people, went again and again into the skies.

BOMBER OFFENSIVE BEGINS

By the time the Battle of Britain was over the men of the Allied Air Forces had learned enough English to train and they had mastered the unfamiliar aircraft. A new phase began. This was the offensive by Bomber Command, an offensive in which the Allied Air Forces began to take part in September when the first Polish bomber aircrews bombed enemy shipping in the harbour of Boulogne.

At the beginning of August, the first Czechoslovak Bomber Squadron No. 311 had been formed and by August 18 its first aircrews were ready for operational training. A month later it carried out its first operational flight... against Brussels.

That was the beginning. As time went on, they flew over not only Belgium but over Germany itself and that was the beacon that beckoned every man of these Allied fighters—to strike back at Germany. Vital docks and ships were savagely attacked, and as their strength and skill grew, Allied airmen began to take part in the 1,000 bomber raids on the great cities of the Rhine and the Ruhr, while more Allied pilots of Coastal Command performed the grim unrelenting and unspectacular task of coastal patrol, depth charging U-boats, protecting our convoys, helping in air-sea rescue.

By the winter of 1942, two other peoples had joined the dispossession in the fight — the Greeks and the Yugoslavs. The Yugoslavs reached Egypt in small numbers to help the R.A.F. These men are still coming through and the Yugoslav Air Force has been quite visibly expanded as a result of this effort during the last few months.

GREEKS IN THE MIDDLE EAST

In the Middle East, the Greeks have been doing what six exiled nations have been doing in Britain re-forming, re-equipping, re-training, learning English, the common language in the fight for freedom. One of them, a young Greek soldier who had been wounded three times in the Albanian campaign, whose brother had been killed in a bombed Greek ship, demanded as soon as he reached Egypt, to be transferred to the new Greek Air Force. His spirit was typical.

A Greek squadron of Hurricanes grew up to help protect Mediterranean shipping, to raid enemy convoys. A second squadron made submarine patrols, long range reconnaissance. In short a complete Greek depot.

Greeks, French, Yugoslavs, Belgians, Dutch, Czechs, Norwegians, Poles, all these exiled warriors are united by a single aim even greater than that of revenge for the cruelties their people have suffered. They fight for the freedom to live their own lives in their own countries, in their own way.

Professionals

Alberto de Arteaga — Alberto de Arteaga (hijo), Agrimensores. — Juan C. Gómez 1420.



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