

Retiring General Displays Deep Faith in Infantrymen

By KEITH KINCAID
HALIFAX (CP)—Major Gen. M. P. Bogert sums up the future of the infantry by recasting these brief words: "The natural state of man is on his feet."
In a day when weapons are so effective that a single soldier can pick up thousands of miles from the enemy, the year-old retiring commanding officer of Eastern Command says the infantry has the same strengths and weaknesses he had when he carried a long bow.

The army, along with everything else, is becoming more sophisticated, but there is always some situation in war that can only be dealt with by man on his feet. Man is the only constant factor in war.

These words are well in character with the career of Pat Bogert, who insists he will rather command an infantry battalion than run the army's affairs in Ottawa. Gen. Bogert disapproves of soldiers' conduct on political issues. He declines to talk about atomic weapons for Canada and firmly believes in the army's subordination to the government.

"Canadians by nature are not military people. Canada would be going to England to look for a military dictatorship."
Gen. Bogert feels Canadians make good soldiers because, although they seldom admit it, their nature is suited to the order and discipline of military life. For this reason, he adds, discipline is not a major problem in the peacetime army.

Gen. Bogert, whose erect bearing, grays moustache and ruddy features give an overwhelming impression of narrow square jaw and polish, says simply of his future plans that he is going to England "to look for a job."

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A spokesman for the Montreal consultant engineering firm of G. T. R. Campbell, looking after the ships for Cuba, says there has been some interest in them. Greek interests have been among the askers. But he didn't know what Castro's transport ministry plans for them.

The spokesman says the working parts should be in reasonable condition yet. He is not known here exactly what they are worth now, but the original price for the eight was \$2,800,000. The job of watching them costs about \$10,000 a month while the seven were here, about \$6,000 now.

Halifax lawyer Donald Kerr, who argued the case for the American firm, says the case was an important one.

He says that for the first time Canadian courts have agreed to a distinction between public ships, such as warships, and government-owned ships used for cargo or other commercial jobs.

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chiefly to train the militia. The number of officers was so small that it was possible for a small to know all his fellow officers.

He compares the army's preparing functions with the wide-ranging duties of Canadian servicemen in all parts of the world today. He predicts the United Nations will continue to draw on Canada for its police forces and truce supervisory teams, but warns that manpower resources to meet the requests are not unlimited.

Despite the general's preference for field commands, he is described by his officers as an able administrator who can readily cope with the problems of administering a widespread area which includes New Brunswick's Camp Gagetown, the army's biggest home base.

Since the war, the Toronto native has had a series of administrative posts, including that of commander of the army's Eastern Ontario and British Columbia areas, director general of military training, deputy assistant general, and commandant of the staff college at Kingston, Ont.

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able to vote for independence July 1.

THOUSANDS LEAVE
Despite the agreement, the fight went on elsewhere in Algeria. Moslems swarmed through the European areas of Algiers again but there was no fraternization. And at the harbors and airports Europeans lined up by the thousands to seek passage across the Mediterranean sea.

The exodus left fewer than 1,000,000 Europeans—less than one tenth of the population—in the vast North African territory. Some of their investors had lived Algeria for generations, working its farms and dominating its business life.

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"Algeria needs all its citizens," a Moslem official

Algerian Capital Savors Peace As War Instruments Are Stilled

PAGE 1 ALGERIAN
By **CARMAN CUMMING**
Canadian Press Staff Writer

The citizens of Algiers walked freely at night through the city's streets for the first time in more than a year as the tattered Algerian capital tasted peace again this week.

They walked through a city marked by hundreds of burned and shattered buildings, dirty streets, splattered garbage cans.

By the first time in years they went out with a measure of confidence that the normal traffic sounds would not be broken by the stammer of machine guns or the blast of gladiol bombs.

While violence continued in eastern and western Algeria, the strict curfew in the capital was lifted by Police Prefect Vitalis Gros Tuesday.

It had been in force since March 17, 1956—when attacks by the Moslem rebels were at a peak—and had been lifted perhaps a half-dozen times for special holidays during the ensuing six years of bloodshed.

But on Tuesday a police spokesman said it was needed no more—and besides, it was time to bring some "gaiety" back to Algiers.

At the same time, the city appealed to municipal workers to go back to their jobs. A special appeal was made to the garbage collectors to clean up the streets, littered by thousands of spilling cans.

On Wednesday Moslems began streaming back to work in the public transport, docks and municipal services. Most of the postal employees reported for duty and half the railroad workers.

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Cuban Ships Legal Battle Win Has Failed To Solve Problem

By IRA DEYSALDE
HALIFAX (CP)—The fight to free seven Cuban ships from a legal prison here was like many a legal trial—a long and involved battle.

Their fate was tossed around in admiralty, Exchange Court and Supreme Court until finally they were granted sovereign immunity — and freedom on the basis they are "public" ships owned by Castro's government.

But the decision to free them — described by one lawyer as history making — has made much difference to five of the ships. Ragged and rusting, they remain at the wharf on the Dartmouth side of the harbor, and no one seems to know what will happen to them.

Their troubles started with labor difficulties in 1957 — a year before they were seized by a chartered Cuban bank under Batista's government from the publicly-owned Canadian National (West Indies) Steamships Limited.

BUY RIGHT SHIPS
The Cuban bank actually bought eight CNS ships, five here because of a strike for higher wages called by the Seafarers International Union (SIU) against CNS.

There were five steamships, all built in 1945 and all about 2,800 tons gross. Three were motor vessels, built a year or two later and all about 6,700 tons. They had been used by CNS between Canada and the Caribbean, carrying cargo. The big ones also carried passengers.

After the Cuban bank bought them, one of the motor vessels was taken to Baltimore, Md. The rest stayed here, guarded day and night by watchmen.

The American firm of Flota Maritima Browning de Cuba acted as agent for the Cuban Bank of Foreign Commerce in purchasing the ships in 1958.

After the sale, Flota Maritima negotiated a contract with the Cuban bank under which it would have leased the ships with the right to apply the payments toward their purchase.

TAKES OVER SHIPS
In 1959, after Castro had taken over from Batista in Cuba, the government took possession of the ships from the bank. In the summer of 1960, the Browning firm made the Cuban government for \$1,500,000, claiming a breach of the lease contract agreement.

Season sent to man the ships after the 1958 sale were realized in Cuba, the SIU protested to the Cuban Federation of Workers.

The Cuban government, contesting the 1960 arrest, claimed sovereign immunity from seizure in Canadian waters. The argument was rejected by Nova Scotia Admiralty Court. Cuba appealed in the Canadian Exchange Court last fall and was

granted the point, but Flota subsequently asked Exchange Court president Mr. Justice J. T. Thorton to stay the execution. The result was a motioned arrest by which Flota would have had to post bonds to keep the ships here until the Supreme Court of Canada could decide on the case.

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