

Modern Pirates, Gunrunners Reported Using Bahamas Bases

By SID MOODY
NASSAU (AP)—Spectacular waters of the Bahamas glint as blue and shimmering as the eyes of a Swedish film starlet and are just as beckoning.

They lure the care-free by the thousands—tourists after tan, tango and tonic; sport fishermen in search of marlin in the deeps and bonefish in the shallows; millionaires seeking the companionship of other millionaires; escapists escaping to the untroubled and windward islands of the Bahamas. And the waters also bring drama and sometimes tragedy.

For if the Communist curtain in Europe is iron and that in Asia hampers, the one off Cuba is made of this exquisitely blue water and along much of its length lie the Bahamas.

This geographical fact of life sometimes splashes like a falling coconut into the otherwise tranquil life of the Bahamas. There have been several outbreaks of gun fire involving Cubans trying to get into Cuba to get at Castro and/or Cubans fleeing Cuba to get away from him.

STILL BRITISH COLONY
The Bahamian predicament arises because, while self-governing internally, the islands still are a British colony and Britain has diplomatic relations with Cuba.

About a year ago the waters of the old Spanish Main were hopeful as they hadn't since the days when pirates called the Bahamas home. Instead of galleons the vessels were powerful sport fishing boats and swift outboard motors.

They had come out from Florida, refueled or picked up arms from caches on the isolated cays (islands) of the long Bahama chain and then, gas-powered ransoms of Sir Francis Drake, sped down on the Cuban mainland by night to singe the beard of the Cuban leader.

Private planes would file a flight plan from Fort Lauderdale, say, to Bimini in the Bahamas, just 50 miles across the Gulf Stream. If the plane took more than 45 minutes for the four hours for the flight instead of 30 minutes who was to say it hadn't landed on an isolated strip somewhere in the islands, picked up some explosives and flown to Bimini by way of a bombing run over Cuba? On the other hand, who was to say it had?

AMBUSH ADVENTURES
A year ago the Bahamian police ambushed 16 anti-Castro Cubans and a young American adventurer as they brought their 35-foot cabin cruiser into isolated Norman Cay to refuel for raid on Cuba.

They were armed with a 20-mm. cannon, several machine-guns and rifles. Their ammunition was confiscated and they were deported to the U.S. where, their weapons somehow having disappeared, they were questioned and released.

When, last August, Castro patrol ships captured 19 Cubans off Anguilla Cay in plain view of U.S. aircraft, protests and feelings—not lighter.

"It is not," explained U.S. State Secretary Dean Rusk, "for us to go into British territory in a situation of that kind." Representative Bob Wilson (rep. Calif.) dissented. "Once again Uncle Sam has taken a kick in the shins and responded with a helpless shrug."

The Britons, concerned that the boat was rocking too much, began an air patrol by the RAF and brought in a tripartite patrol the turbulent seas. This action, Cuban rebel groups said, drew four bases out of action at Williams and Anguilla Cays and up the lower Exumas. It had been operated by about 170 men.

Traffic slowed perceptibly into Cuba. In a recent 46-hour period 27 Cuban refugees landed on Bahamian territory. They come

from Bahamas Airways by the police who are currently the only armed force in the islands. Their job is to keep out of the Bahamas both anti-Castro adventurers and Cuban vessels fishing either for escaped refugees or Bahamian fish. The refugees, the government feels, have their right to get to Miami and the fish their right to Bahamian cooking pots without Cuban interference.

So every day the little plane is out on patrol, probably the longest and loveliest police beat in the world.

from Gordon B. McGregor, president of Air Canada, in testimony before the Congress railway committee.

He said Air Canada isn't too keen about air bus operations—flights that are operated on a first-come, first-served basis without any advance reservation or tickets.

Mr. McGregor said Air Canada now operates 33 flights daily between Montreal and Toronto—a route that probably could go on the non-reserved basis.

But Air Canada felt that air bus operations cause some difficulties—such as notifying passengers of a cancelled flight when weather is bad.

USES RCAF EXERCISES
HARRISBURG, Pa. (CP-AP) Governor William W. Scranton of Pennsylvania, candidate for the Republican presidential nomination, keeps in good physical shape by following the RCAF exercise program daily. He is 46.

Treasure-Laden Ghost Ship Seen Likely To Be Scuttled

SAN DIEGO, Calif. (AP)—The ghost ship S n d a n g e r, the freighter which survived 13 days of raging fire and three weeks of pounding a r t l, may be stripped of her treasure and scuttled at sea.

The Norwegian freighter, a \$1,000,000 cargo of silver, aluminum and copper in her holds, was beached on Silver Strand, south of here. She lies stranded there, crumpled in three salvage claim suits.

Nine persons died in the pre-dawn fire that swept the 431-foot vessel a month ago when she was 300 miles south of San Diego and 20 miles off the coast of Baja California, bound from Long Beach, Calif., to France.

A 10th person, Miss Joyce Wilton, 22, is believed to have leaped through a porthole. She was not found. A \$75,000 suit has

been filed by a lawyer representing the family of Miss Wilton, of La Jolla, Calif. The defendant is Westfall-Larsen Shipping Company, Bergen, Norway, owner of the Sandanger.

After the burning ship was towed here and beached, navy firemen put out the fire. Some \$200,000 worth of silver aboard was removed by the government to cover a claim compensating for navy expenses in battling the blaze.

Nearly all the \$100,000 aluminum cargo has been removed by salvagers. Copper valued at \$600,000 was expected to be salvaged shortly.

Salvage Master William Miller said he will remove the copper. Then, he said, he may re-

Cash Returns For Farmers Is Increased

OTTAWA (CP)—Cash returns received by Canadian farmers from farming operations in the first three months of 1964 rose to a record \$875,300,000, the bureau of statistics said here.

This is about one-third higher than the revised estimate of \$685,400,000 for the same period last year and also the previous first quarter of 1963.

The significant increase in income in the three months is attributed largely to a sharp rise in Canadian wheat payments to \$38,500,000 during the first quarter of 1964.

Initial income from wheat at the time of deliver rose by nearly \$44,000,000 above the 1963 first-quarter estimate of \$97,200,000. Gains of \$10,400,000 and \$7,100,000 also were recorded for Offsetting these gains to some

record of \$650,000,000 in the first quarter of 1961.

No allowance is made for costs incurred by farmers in the production of the commodities sold.

The January - March estimate includes cash income from the sale of farm products, Canadian wheat board participation payments on previous years' grain crops, net cash advances on farm - stored grains in western Canada and deficiency payments made by the agricultural stabilization board.

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Air Buses Seen Possible

OTTAWA (CP)—The day when air buses link Montreal and Toronto will not be too far away.

At least that was the word

extent were lower receipts from the sale of tobacco and cattle and large repayments of cash advances on farm-stored grains in western Canada.

Supplementary payments in the first quarter totalled \$5,000,000, down from \$11,300,000 a year earlier.

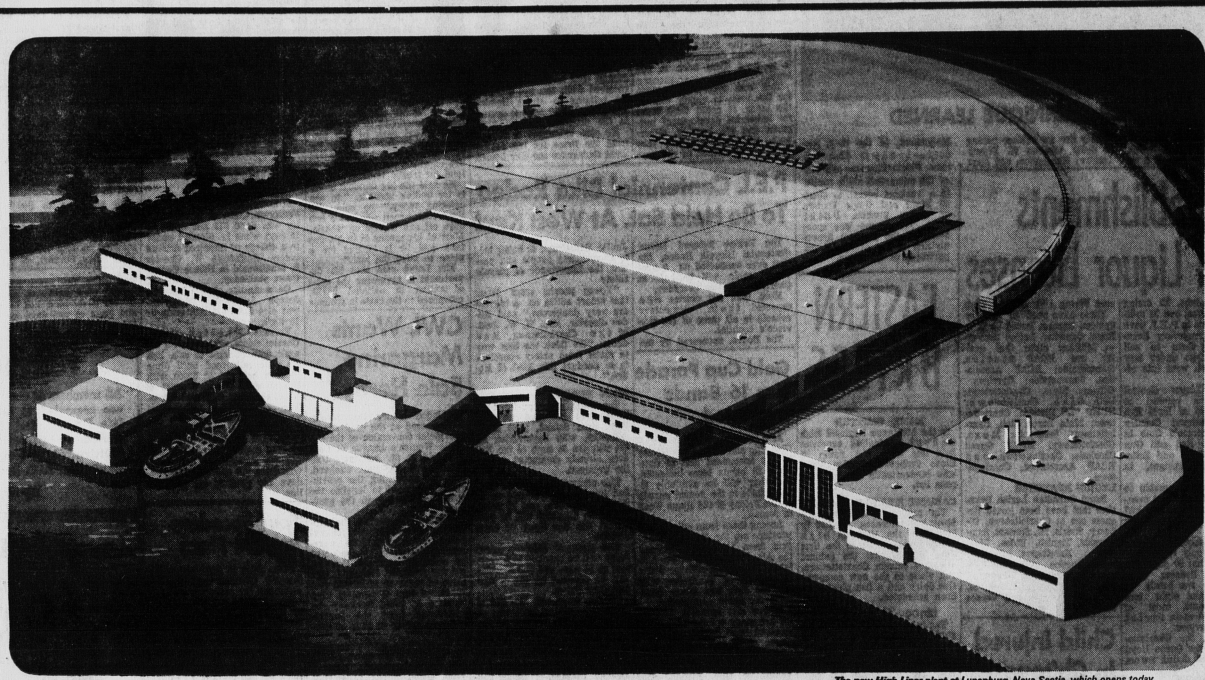
Cash income and supplementary payments in the three months totalled \$882,500,000, a record for this period of the year. It compares with the previous high of \$867,800,000 in the first quarter of 1961 and with \$666,000,000 in the first three months of 1963.

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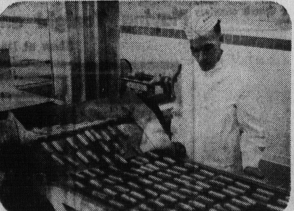
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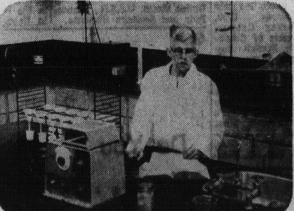
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