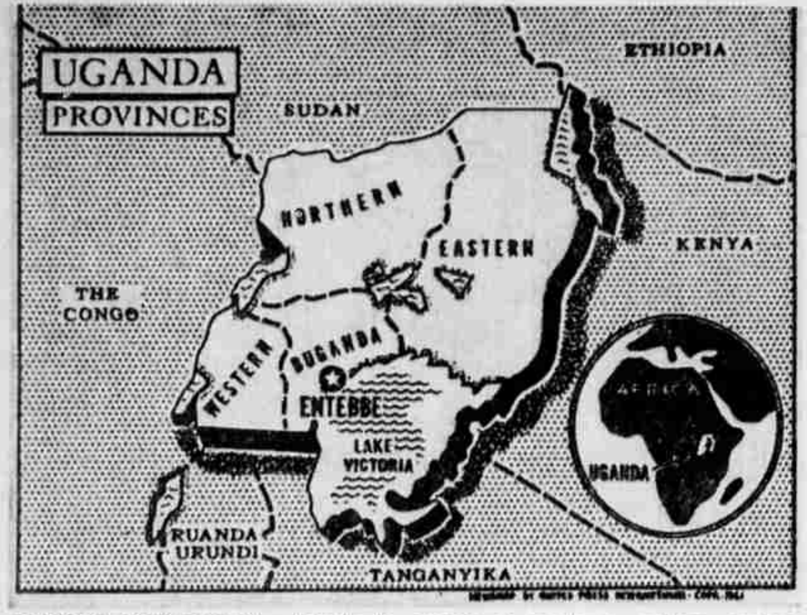

BECOMES INDEPENDENT — Uganda became an independent nation this week, but it is not without its problems. It has a variety of people in northern, eastern, western, Uganda and Buganda. (UPI)

Uganda Graduates To Independence

By E. A. JONES
United Press International

Kampala —UPI— Uganda, the least troubled of Britain's remaining African possessions, graduated as Africa's 33rd independent state Oct. 9.

There were cheers when the Union Jack on Kampala's government building gave way to the new nation's six-striped flag. But they were cheers of good-natured joy, not the raucous shouts of victory that have climaxed a bloody battle for freedom and nationhood elsewhere.

Of the colonial territories in equatorial Africa, Uganda is among the last to become independent—yet better prepared for it than most of her neighbors.

The Congo republic is still struggling to find its feet. Tanganyika is destitute, with the lowest living standard in Africa. Kenya, still a British dependency, fears another outbreak of mau-mau type terrorism which a British withdrawal could only hasten.

Uganda has been spared the familiar African convulsions. Hatred for the white colonialist and the fear and suspicion which entangle virtually every colonial freedom movement are absent from this land of herdsmen and farmers, wild game and breath-taking scenery.

When Arab traders and white explorers penetrated Uganda they found a conglomeration of ordered communities, some not larger than a clan or village, others organized under monarchies with a history of centuries.

British administration did not start here until some 70 years ago after the European powers, at a conference table in Berlin, had staked out their spheres of influence on a largely blank map.

Never Becomes Acute

Britain extended her authority at a leisurely pace. It took her until 1919 to establish her civil servants in the north of the country. In those years white settlers introduced what are now Uganda's principal export products, coffee and cotton.

With only 10,000 whites and 85,000 Asians among an African population of some 6.5 million, the "European problem" has never become acute. Racial hatred did not get a chance and what discriminatory laws were passed were in favor of the African, protecting African interests.

White and black mix freely in social life, without the stigmas and prejudices so characteristic of other colonial societies. Even mixed marriages are not uncommon.

With all her advantages, however, Uganda does face independence with a big problem—the bewildering variety of peoples and tribes. Although her land surface is slightly smaller than Britain's, Uganda is the meeting place of three ethnic groups—Bantu, Nilotes and Hamites, all with different languages, cultures and psyiques.

Her minority groups now include the world's smallest men—the pygmies in the western Ituri forest — and the world's tallest—the Batutsi, 40,000 of whom fled into Uganda when their rule was broken in the neighboring republic of Rwanda.

Cultural levels vary more than in any other single African territory.

The Karamoja district in the northeast is populated with naked cattle-herding nomads who live on blood and milk and practice war as pastime.

The people of the northwest are of Nilotic stock, grain farmers, famous dancers and fighters and a steady recruiting reservoir for police and army.

Bantu tribes, settled in the fertile south and center, are a sophisticated people who developed a monarchical system with ministers, a parliament and a civil service long before the white man penetrated these parts.

Among these Bantus the Buganda are the dominant tribe. Their Kabaka, or king, is the 36th in direct line of descent from the oldest dynasty in Africa (and older than most in Europe.)

Knitting this patchwork quilt of peoples and terrain into a united nation has been the politicians' main headache.

The proud, populous and intensely tribalistic Buganda people were the main stumbling block. For long they demanded either dominance or independence as a separate nation.

It fell to a Nilotic tribesman, 37-year-old Milton Obote, to engineer an agreement by which the Buganda kingdom would become a semi-autonomous stage within a federal Uganda. He also won the country's second elections last April and emerged as Uganda's premier.

Obote knows what violence means in emergent Africa. He has the Congolese example next door and in Kenya he saw the havoc wreaked by mau-mau terrorism.

While the capitol streets were being decorated for independence day, the cabinet behind the door of Government Building was working out Uganda's foreign policy.

As outlined by Obote this summer it will be one of "closer relations with our immediate neighbors and, through them, with the rest of Africa—an Africa that must be free and united."

Uganda, with her federalism and tribal institutions, leans more toward the west than to the east. At this summer's London conference her delegates unanimously accepted Queen Elizabeth as queen of independent Uganda and applied for full commonwealth membership.

Uganda is the biggest coffee producer in the British commonwealth and the fourth largest cotton producer, and has a sizeable tea crop.

The United States is her best coffee customer.

Your Money's Worth

By SYLVIA PORTER
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SWEEPING CURBS ON SOVIET-CUBA TRADE

As the United States gets set to clap on the most sweeping shipping curbs in modern peacetime history to stop the free world's ships from carrying cargoes from the Soviet Union and its satellites to Communist-run Cuba, two obvious questions arise: How big has the Soviet bloc's trade with Cuba become? How lucrative has carrying these cargoes from Russia to Cuba been to non-Communist shipping nations?

In brief, the answers to both questions are: The Soviet bloc's trade with Cuba has grown at an enormous rate in the past two years and carrying the cargoes has been exceedingly lucrative to shipowners in the free world's maritime nations, including our closest allies.

To be specific, Soviet trade with Cuba this year will reach $750 million, according to a study just published in Geneva on the Iron Curtain economies by the Economic Commission for Europe. The ECE is a key United Nations organization with headquarters in Geneva.

This represents a 40 per cent jump over Russian-Cuban trade in 1961 and this trade in 1961 was in turn 300 per cent above 1960.

Poland's sales to Cuba simultaneously more than tripled between 1960 and 1961, rising from $4 million to $23 million, while her purchases from Cuba more than doubled, rising from $10 million to $24 million.

Rumania's sales to Cuba climbed from next to nothing in 1960 to $11 million in 1961. Czechoslovakia's trade followed a similar course, is scheduled to increase another 20 per cent this year.

While our trade with Cuba has been slashed from 4.3 million tons in 1959 to a picayune 75,000 tons in 1961 (mostly medicines), the Soviet bloc nations have taken our place.

Implicit in the statistics on the tremendous rise in Soviet Russia's trade with Cuba is the answer to the second question about its financial value to nations whose ships are transporting the millions of tons of food, material, machinery. The estimate is shipping fees on the traffic are now running at over $100 million a year—a welcome bonanza at a time of world-wide maritime recession.

Between Jan. 1 and the end of August, a total of 433 ships carrying Free World flags docked at Cuban ports.

During June, July and August, the U.S. Maritime Commission reports, owners of 169 ships of Free World nations made 185 trips in and out of Cuban ports, with ships of such countries as Greece, Britain, West Germany and Norway accounting for more than 60 per cent of the trade.

Under mounting pressure from us, though, the nations have begun to act. Turkey has banned all shipments: West Germany and Italy are blocking the trade via licensing policies; Denmark has told shipowners she doesn't approve of the shipments; Norway has asked shipowners to "reconsider" hauling cargoes; Britian is "considering" our request for restrictions; Greece is asking shipowners to cancel chartering agreements.

And now the U. S., on its own, is taking unprecedent action in peacetime to tighten the trade noose around Russia's new satellite.

(1) We're going to close all U. S. ports to all ships of any country if any of that nation's ships carries arms to Cuba.

(2) We're going to withhold any U. S. owned or financed cargoes from a foreign shipowner if any of that shipowner's vessels is used to carry Soviet cargoes to Cuba after the crackdown goes into effect.

(3) We're going to bar from all U. S. ports any ship which delivers even clearly non-military Soviet cargoes to Cuba and then tries "on the same continuous voyage" to come to our ports to pick up cargoes to carry home.

(4) We're forbidding all U. S. flagships of U. S. owned ships to carry goods to and from Cuba.

The "kicker" is No. 2—for what it does is give the free world's shippers a choice between making short-term profits on Soviet-Cuban trade or long-term profits on hauling U. S. cargoes—and we offer the world's largest total of cargoes of all ports. The choice, experts believe, is almost certainly to be what we want it to be.

Russia will, of course, be able to replace the ships. But it'll be far more expensive, far tougher, far more burdensome for her to push the Cuban buildup. From an economic-commercial standpoint, this is truly drastic action against the Soviet satellite 90 miles from our shores.