

Speaking of equipment, he told us the British were in a bad way for commercial planes after the war, as they had manufactured principally fighter planes, while we, the Americans, had manufactured bombers and large aircraft which could be converted into commercial carriers. He said he would sell every pound of equipment to the Belgians and give nothing away. Telling of the returning American prisoners of war, who are referred to as "ramps", he said their service records were lost and that AWOLs were mixed in with the released boys, and there were some 85,000 of these. He told of the difficulty in feeding these liberated American boys. Immediately upon their release, he said, they demanded steaks and other coveted meats they had not seen. The doctors had found that such a diet would, and did, kill some of the boys, so they were placed on a baby diet of chicken broth, strained foods, etc. This caused great discontent among them, and all were waiting the day when they could "tear into" a big steak and French fried potatoes.

Motoring to the Brussels airport, we departed at 12:20 p.m. for Bremen. We flew up through Nijmegen, the scene of heavy fighting last December; crossed the Waal River, and proceeded westward, crossing the Rhine at Emmerich, which is completely devastated.

American Headquarters at Bremen

The farms beneath us, as always, looked perfectly manicured. We flew in a northwesterly direction cutting off a corner of Holland, entering Germany again at Schuttorf, continuing on to badly-damaged Bremen.

Col. Daley, of Chicago, met us and motored us to the headquarters of the Bremen enclave. Bremen, including Bremerhaven, is in the American zone of occupation—a zone about 90 miles long and 30 miles wide with a railroad running down the southern part. Eventually it will become the sole port

of entry for supplies for the American Army of Occupation.

At the old Reich house, headquarters of the American Army, we were briefed for an hour on the workings of the Bremen enclave, and were then taken for a motor ride to inspect port and city.

Many of the large harbor basins had been put out of service with ships sunk across the entrance. Most of the cranes in the basins were destroyed—out of 25 cranes, 5 were working in one section. The port is 75% in working order. Among demolished warehouses and factories, we watched them pumping out a sunken cargo ship and learned that it had just been floated. A grain elevator that held 75,000 tons of grain had not been hit. Of 119,000 buildings in Bremen, 50,000 had been completely destroyed and 15,000 partially demolished. The big Roland Muhl flour mills were intact—they have a storage space of 50,000 tons and a milling capacity of 20,000 tons monthly.

Everywhere on the walls we could see Werewolf signs, but we were told that the Germans are thoroughly docile and that nowhere had anyone seen any signs of the once-feared Werewolves.

Approximately 250,000 people are now living in Bremen. The people knew nothing of what was going on in other parts of Germany—that there was absolute Nazi censorship.

Visiting the submarine ways, we saw 16 German submarines under construction. These had been fabricated all over Germany and shipped here for assembly.

The Weser River from Bremen to Bremerhaven was mined and had not been cleared and was to date impassable.

Saw cone-shaped air raid shelters 50 feet high, holding from 2,000 to 5,000 people. These bee-hive shelters were the most effective—a direct hit of a bomb would slip off the bee-hive and not cause as much damage as on a square-shaped shelter.

Of the 8 large harbor basins, when under the Nazis, 5 were maintained for industry while 3 were used for war work. There are some 5,000 or 6,000 D.P.s in the Bremen enclave.

Motoring from Bremen to Bremerhaven we saw farmers working everywhere and the entire country under cultivation. We were

told that the British, upon their arrival here, killed most of the cattle.

We saw the fishing harbor, the largest in Germany.

Bremerhaven was almost wholly demolished by one air raid lasting 20 minutes.

We dined with Col. Connor, the Port Commander at Bremerhaven. He is living with his officers in a large assembly house—formerly headquarters of the German admiralty. We had an enjoyable dinner—the steak was served by waiters formerly of the SS Bremen and Europa. The musicians—all from the German liners—played Viennese waltzes. Due to their ship training, the servants spoke perfect English.

Rehabilitating Steamship Europa

After dinner we motored out to the basins in Bremerhaven which are undamaged. Here we saw the Europa, which is being converted into a troop transport for the U. S. Navy. We went aboard and made a complete tour of the ship. Col. Skinner, in charge, tells us that the Europa's engines are in fine order—are turned over at least once a week. The ship, covered by netting had been camouflaged to resemble a farm.

We saw the Bremen sunk in a basin, demolished and gutted by fire. Col. Skinner told us that Capt. Sharf, formerly captain of the Europa, whom I knew in pre-war days, is working with him on the rehabilitation of the ship. Every stateroom on the Europa still carries the German markings of the proposed German troop occupancy of each room for the British invasion.

We saw cranes working, one crane unloading a locomotive from one of our Victory ships, handling the locomotive as if it were a match-stick. In this port is the largest floating crane in the world, undamaged; also the world's largest dredge.

A ship-load of German soldiers was alongside the dock, having just returned from Norway. They, like all German soldiers,