

Gotg R descends of a French family of winegrowers. His grand-father and other wine-grower families as well as many German wine-growers of the Rhine-country, had been invited by the Russian Czar in the middle of the last century, to immigrate to Bessarab and to cultivate the excellent soil in this country, a Russian province between the Dneistr and the Pruth.

The descendants of these families-many of them are still living in that country-are also wine-growers. On account of their diligence and their special knowledge of wine-growing, they had made Bessarab to the leading province of Russia.

1918 this province came to Roumania and the Russian government had neglected the wine-cultivation in Bessarab, which had represented a serious competition for the wine-growing in the other parts of Russia.

Now again the Soviets promote and support the wine-growing in Bessarab because the vine can grow in South-eastern Russia, in the Krim and Caucasus.

G.R. was the butler of the vine-yard ROMANESTI, near KISHINEV, a former state property. After the occupation of Bessarab by the Soviets in June 1940, G.R. was dismissed. In June 1941 after the reconquest of Bessarab by the Germans, G.R. was reinstated as butler and stayed in this position till July 1945. The Soviets transferred G.R. from Romanesti to the Krim, to the wine Colchos TAVSABASZUR. This Colchos had about 600 ha (1482,00 acres) vine-yards and there were 80 families employed. Besides there were 70 wine-growers of the Colchos from THIGINA in Bessarab. G.R. was the butler of one of the 6 wine-cellars of the Colchos. He earned about 500 Rubels a month and this was not sufficient to feed his family. His wife who was also working in the vine-yard, earned 400 Rubels monthly and was assisted by her seventeen old boy. The boy knew to drive a tractor and earned about 400 Rubel during the year 1948.

In former times G.R. alone earned the eightfold of the sum in Roumania earned now by all three persons together and moreover the Soviet administration demands increased performances. G.R. was employed for a minor position, in spite of his great experiences and special knowledge. In October 1947, G.R. joined the Communist party as an active member hoping to improve his position. But this was a mistake. On the contrary, all the people who were transferred from Bessarab to to the Krim and the Caucasus were ill-treated by the Soviets like Convicts and were under permanent severe control by the MVD. Suddenly by no reason whatsoever, G.R. was transferred as a so called "Specialist" (EXPERT) to another Colchos in SEVERSKAJA, southwest from KRASHODAR, in November 1947.

This Colchos was in connection with a factory of preserved fruit. There he was promised by a high Soviet officer of the agricultural administration to get a better social position and to earn higher wages. But this did not come true. His wages were the same as before but he had to work harder. First, he was working in the wine-cellars than he was sent to the factory for preserved fruit, allegedly to be trained as a foreman. But the real reason was the better

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concentration of transferred people. There were workers of all nationalities, Ukrainians, Volksdeutsche from Roumania, Siebenburgen a.s.o. The factory for preserved fruit was pre-war factory and employed in prewar times 150 workers. Now there are working 400 workers. The factory had not been damaged during the war and continued the work. Modern German machines were imported.

The factory is producing particularly FRENKI (tinned fruits of all sorts) The cans are produced in special factory in KRASNODAR and the cans are filled and soldered in SEVERSKAJA.

That industry for preserved fruit is extraordinarily developed in this district of Russia. Along the coast from ODESSA to the KRIM-KERCI, along the Sea of AZOV, from ROSTOV in Caucasia to TIFLIS there are a great number of factories for preserved fruit, supplying all Russia. That industry took an enormous progress. More than 5 million people are living on the cultivation and the preserving of all sorts of fruit. Although Russia cannot by far satisfy her own demands of preserved fruit, she exports many thousand tons a year chiefly on a propaganda-reason.

The director of the factory in SEVERSKAJA was a certain SPIRIDON YARMUTSKI, who formerly had been working in the factory for tinned goods in AUSSIG in Czechoslovakia. This director was a camouflaged Communist and was highly esteemed by the officials and engineers because he was a first rate expert in this branch.

Suddenly in winter a campaign against Ing. YARMUTSKI begun and also against G.R.

In fall 1948 French colonists from Bessarab and the KRIM applied to the leader of the French Communists THOREZ for help, that the Soviet Government should grant the repatriation to France.

This urgent request was partly granted but only for ardent and trustworthy followers of the Communist party.

G.R.'s application to be enrolled for the repatriation was refused.

In January 1949 a control commission escorted by MVD members arrived in the factory. The investigation lasted scarcely half a day although, the commission was auditing the balances of the last 5 years. Result: Director YARMUTSKI was dismissed and transferred to TIFLIS and got only a third of his salary.

G.R. was degraded and became foreman of 14 can-fillers. The reason for this measure was allegedly that sabotage actions in the production had caused a non-fulfillment of the 5 years plan.

In February it was rumored that the French colonists should be repatriated. G.R. had no chance to get home, but it happened that a brother of G.R.'s, colleague gave up all his claims for repatriation, as he wanted to marry just then. G.R. succeeded in getting the documents of this man, his mother, sister and her child. Then he adapted his and his family's photographs and reported to the transport-leader who severely was checking the passes out found them in order.

They then were transported by train to KOVOUKRAJINSKA in the north-east of PERSOMAJSK where they had a delay of two days. About 3-4 km south of the station, G.R. observed many workers in the fields. First he thought they were building up a new factory, but a waiter of the station-restaurant informed him that a new airfield was made. A worker who happened to meet G.R. in the

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were in Russian forms. 90 % of the fields along the railroad were uncultivated. On the next day the transport reached the Soviet frontier in the BUCOVINA. This province is now one of the most neglected provinces of the USSR.

It was very interesting that most of her inhabitants showed a mongoloid type. The Soviets had removed the greatest part of the original population to Asia.

Then the transport had a long stay in OZERNOWITZ. The informant went into the city and was astonished to see a very neglected town - the elegant sector of the town known in former times. There were no shops, and coffeehouses, there were dirty buildings and houses with many pictures of Stalin and Ukrainian Ministers.

Many of the houses had been destroyed during the war, heaps of rubbish could be seen.

The train started now in direction STANISLAW, LEMBERG, KRAKAU, OSWIECIM, Vienna Switzerland and France.

In Krakau the transport leader told the informant that the further route would be via ODERBERG to PRAGUE and then from PRAGUE to BERLIN, STETTIN and from there by ship to France.

The informant told the transport-leader he had to go to Vienna, because he had relations there which were waiting for him, as they intended also to emigrate to France.

The transport leader wouldn't give the tickets, but after having received three bottles of wine and two bottles of Caucasian Cognac by the informant, he gave in. The informant had to get out of the train in ODERBERG and had to buy new tickets to VIENNA. On March 24th, he arrived in VIENNA where he stayed till March 30th, and then booked a ticket to PARIS.

On March 31st, in the afternoon he arrived in SALZBOURG - for the first time in the American zone.

When dining with his family in VIENNA during his stay, the informant had a little intermezzo. An unknown man came to the table where G.R. was sitting and took a seat because he had found out that he was a compatriot of the informant. He introduced himself as an engineer from ROSTOV. Then he told that he was an employee in a factory which was producing parachutes for the Russian Air force. The parachutes were made of a kind of NYLON silk.

He intended to go to PARIS and had charged by the Government to buy some raw-material in France and Belgium. He spoke very fluently French and asked the informant to bring a message to a certain address in PARIS. The informant refused to do so. That man had a French passport. He pretended to have lived in PARIS in former times. He spoke also fluently Russian. He told the informant he had very good connections with Communist circles and he could help him. R.G. didn't mention his residence in VIENNA. The man was about 180 cm high, black hair, parting left, dark eyebrows, oval face, a light scar on the left side of the neck. A golden ring on his middle-finger of the left hand. His name was RODIN

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restaurant told him that the airfield would serve for modern superplanes needing a rollfield of 3 km. In fall 1948 the airfield building was begun and was interrupted during the winter. On March 1st, thought there was still snow on the fields and the ground was frozen, the building was started and now many barracks for workers and engineers and 1 km of the rollfield was finished. There were many subterranean petrol-tanks and depots constructed 2 km east of the airfield with a marshalling-yard and a line to the station of NOVOUKRAJINSKA. A pipe-line from the petrol-tank with a compressor apparatus leads to the airfield. On the airfield is a narrow-gauge railway with many branch lines for transport of material. Many depots and barracks and a canteen for workers were finished. There were 200 workers and when the weather would be better more workers should be employed. (500) The airdrome should be finished till October 1st, 1949. During the worldwar II, NOVOUKRAJINSKA allegedly had been a German airfield and later on it was taken over by the Russians.

The workers did not know the manager of the airfield but G.R. had often seen a GERMEN colonel (Pioneer colonel) named NAUMOV and his engineer a certain FEDZIA JABOTINSKI from KIEV. The a.n. colonel had also often been seen on other airfields e.g. in KIROVO, according to the colonel's driver. The driver told the informant that his chief had said, that about hundred airfields would be established in European Russia, respectively would be rebuilt.

In Kirovotoc is an airfield rebuilt and the rollfield is a special construction for jet-planes. Some officers of the Russian Air Force told the driver that the Soviet Union would construct 20,000 Jetplanes (Düschflugzeuge) in series. The new Russian construction of a jet-plane allegedly was better than the similar English type.

The driver stated that many Russian experts were working under false names in various factories in England and America producing airplanes. There they had the occasion to learn something about new constructions and manufacturing. They were supported with documents and money by friends in the American and English Trade-Unions. The informant asked the driver whether he knew something about atom-production. He said literally: Believe me, the imperialists will be surprised when the new STALIN bomb will fall in LONDON and in New York. Our scientists are working on the development of magnetic rays to annul the effect of bombs. However the driver didn't know exact details. He had heard all this from a quarrel between his colonel and two high ranked officials in MOSCOW when he was driving them.

On March 14th, the transport was continued. Passing PERSONAJSKNE BALTA they came to BALTE. The train was well heated and the travel proceeded quickly. The informant had no difficulties with his documents which had always been found in order by the controll-guards. In BALTI 8 Bessarabian families joined the transport. They were very happy to have the chance of leaving Russia.

The transport crossed Roumania that means it crossed the MOLDAV upstream JASSY. The following facts had been established in Roumania: The cars were in poor condition, people in rags, neglected stations unpolite officials, everywhere controls and abdicaries. Russian and Rumanians

Specific Line: Roumania

was born in CARANSEBES in TRANSILVANIA (Siebenbürgen Roumania) and his wife, born in LOVCIN (near TIMISVARA) were coming from Roumania over Hungaria on March, 19th, into the American zone of Austria.

was reports:
I was a professor at a public school in CARANSEBES. On account of the change of personnel in the Roumanian Ministry of Education carried through by the Communist Government, I was dismissed on Sept. 15th, 1949. I was informed by the Ministry that I hadn't made an examination in the Russian language. When I entered my name for the examination in January 3rd, 1949 in TIMISVARA, I failed to pass the examination because the examiner told me I had too little knowledge about Russian literature, scientists and writers. I was removed from my office till March 1st, and got only the half of my salary. Before I could go to TIMISVARA to make my Examination, I got a confidential communication I never would be well classified, as I was a "Reactionary" teacher and such people could not live in a free "peoples democracy. On March 1st, a commission promised to improve my situation, if I would accept their terms to go to MOHACSV as teacher at the Russian Roumanian public school replacing a Russian professor, there. This too was a deportation and my wife and I decided to get away.

We had sold our furniture and we had taken our fortune into safe keeping in CARANSEBES and LOVCIN and crossed without any incident the Hungarian frontier and arrived on March 4th, in MAKO (eastwards of SZOMBATHELY)

Our flight was well prepared. My wife had many relations beyond the Hungarian frontier in SZEGED and in KAPOSVAR and from there we prepared the flight to Austria. We speak perfectly Hungarian. My wife had an uncle in Kaposvar, a railway man. That uncle helped us. There is no possibility to go by train in HUNGARIA without a permit stamped by the police and the military office. So I got a permit and a uniform of a railroad man by the uncle and we went to NAGYKANISZA. There was a friend of the a.m. uncle, a border-officer, who is on duty in KORMEND. We had no passports and the officer ordered an old sergeant of the frontiers-police to deliver us to the Austrian border-office. There we were confined and got a permit under the condition to pass through Austria. At present we are living in VORARLBERG.

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In fall and in winter 1948/1949 there was a rumor among the people of Roumania, that a recruiting office propagated an action against Greece and Jugoslavia and recruited volunteers. Tito would be removed by an inner revolution directed from outside powers and should be replaced by a Cominform government. Many military-and-material-movements along the Bulgarian-Roumanian border and the Hungarian-Roumanian border have been said to be preparations for that action.

ooo was often going by train from CARANSEBES to CRAJOVA (180 km from Bucharest) the highway runs parallel to the railroad. ooo could observe on the street and on the railroad many Soviet military-and-material-transports in the East-West direction.

ooo could remember the following dates:

October 10 th, 1948 a complete Soviet Inf. Division (motorized) coming from CRAJOVA (ooo and other persons in the compartement counted about 500-600 cars and trucks)

November 5 th, 1948. A train with about 450 Soviet cars and trucks from CARANSEBES to TEMESVAR, and loaded with motorized howitzers and light guns.

December 8 th, 1948 a Soviet Army transport in STREHAIA (45 km eastwards from TURN SEVERIN) and 2 So. A. transport-trains in CRAJOVA, the first train was loaded with heavy artillery, the two others with tanks, type STALIN - tank.

January 1st, 1949 on the high-road in LUCOS in direction TEMESVAR 65 light tanks and armored cars and scout-cars.

February 26 th, 1949 on a trip with a bus from RESITA to ORAVITA, in all villages and towns, military units, consisting of Roumanians and soldiers of other nationalities had been seen. The units were quartered in the villages and towns, partly they were motorized. (RESITA, COMU NA, CACOVENI, TRCOONI and ORAVITA) Often the bus was controlled by officers and non-coms of the division "TUDOR WLADIMIRESCU" and gendarmes. Every passenger had to have a permit (PERMIS de CALATORIE) issued by the police-office in RESITA.

March 2 nd, 1949. In ORSOVA, in the marshalling-yard of the station about 100 tank-cars had been seen, which tanked petrol and oil from tankers on the Danube nearby. About 70-80 tank-cars and trucks were loaded with barrels.

February 20 th, 1949. In CARANSEBES, 3 officers of the 112 th armored division (Panzer-Division) from ODESSA were quartered at ooo's house. Hundred of Czech volunteers in Czech-Sovjet uniforms could be seen in the streets of CARANSEBES. After two days they were transported in direction RESITA with trucks. An officer, a SoA pioneer captain, who spoke the Roumanian language perfectly told the informant the following facts. His unit came from ODESSA and consisted of several officers of various SoA armored divisions. Their task was to examine the carrying capacities and the solidities of the bridges and streets in the Roumanian-Jugoslavian and Roumanian-Bulgarian border-districts. The plan was to march in and to support the revolts in GREECE and to establish an autonomous government in MACEDONIA, and to march to SALONIKI. Jugoslavia, Bulgaria and Greece would have to cede some parts to form MACEDONIA. First Jugoslavia should be called on to do this voluntary. If Tito was not willing to do so, Russia would address

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an ultimatum to Tito and a resolution of the Cominform should force Tito to obey. The most important condition was, that Tito allow a through-marching of Russian troops, to Albania, the Adriatic Sea and to Northern Greece. The chief purpose would be to support the Communists in Greece, to bring about the fall of the Greek Government and to acquire SALONIKI. This would be a base for the proclamation of the free republic of MACEDONIA. Albania has an important military roll in that case. Yugoslavia and the fall of Tito would be a matter of secondary importance. Hundreds of SOA officers and technicians are in Albania and are working on bridges and streets. The officer told our informant that he would go to ELBASAB in Albania and would do service in a technical unit. Inquired about the Czechs, the Captain answered that would be an accidental coincidence. Czechoslovakia was bound to the Cominform and had to send several thousands of "Volunteers and Recruits (chiefly Communist workers) for this action. The USSR had formed several divisions of volunteers and had transported them by air. Many airplanes in Hungary and in ODESSA are kept in readiness for this purpose.

On the Danube in GALAPAT, GIURGIU, NOVA MOLDAVA, RELOBREST and RAZIAS many pontons with motors, material for bridges and motorboats have been brought by trucks and lorries. The Captain's superior, a colonel had got an order from the SOA lieutenant colonel PRODENKO to be ready for a secret military conference of the Cominform General-Staff (place unknown).

Railway men and soldiers reported, that units of the 1st, 2nd and the 4th Roumanian division have been transferred to the border districts. Battalions have been formed of workers from RESITA, MALAXA factories from the Coal mines PETROSANI and from GRWITZA Works in Bucharest.

Observations made during the flight through Hungary:

KAPOSVAR, March 10-14. many Honveds, Yugoslavians (opponents of Tito) and volunteers of other Cominform countries. A Russian artillery unit was unloaded in KAPOSVAR.

March 14th, 1949 on the street from KAPOSVAR to NAGY KANISZA the informant had seen columns of SOA Units (total length about 20 km). The units had scout-cars, tank-cars and cars with wireless sets. At every station were petrol tank-cars guarded by Honveds or Volunteers. Along the highroad and the railroad from NAGYKANISZA to ZALA were SOA units.

Among the soldiers the rumor of a march to Yugoslavia against Tito was spread. Many women and girls could be seen, who had been hastening away from Yugoslavia, because they feared a war. Hungarian and SOA officers had maps of Greece. The informant saw Khaki-summer uniforms worn by soldiers of an transportation train. A volunteer unit in ARAD had mosquito-nets. On March 1st, it was rumored in TENESVAR that an order of the prefect had been given to all municipalities to report all possibilities for billeting of troops (March and April). The brother-in-law of the informant, a civil engineer, told him

that the high cost of the roads and bridges were not to be paid by the district, but by the government budget. Many modern German machines for road construction and cement mixers, with directions had been brought from the Russian German zone to Bucharest and from there to CRAJOVA, TURN SEVERIN and TIMISVARA. When the technical officials took over the machines many accessories were missed and the machines couldn't be used. The directions had to be translated into Roumanian and the Soviet engineer had not the slightest idea how to handle the German machines and he was forced to demand German operators from the German Soviet zone. A chief physician Dr. Lazarescu reported that in CRAJOVA, HERCULESBAD, PITESTI and other places many supplies for drugs, medicaments and remedies have been prepared, especially Penicillin. A nationalized weaving mill was ordered to deliver a great quantity of bandaging material and the wadding factory BUFTEA near Bucharest to deliver cottonwool.

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