

# The David Douglas Duncan archive

J. A. Makowsky

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## 1 Duncan's Cold War Mission for LIFE Magazine

In the LIFE magazine (volume 34.4) from January 26, 1953, David Douglas Duncan published an article

To Messrs. Dulles, Stassen, Conant:  
A Memo on

### Western Aid for Red Build-UP

It described the trade routes *skirting the restrictions against smuggling and sneaking steel, machine tools, chemicals, –anything the Soviets might want to help build Stalin's armed forces–out of of the Western world and into the Russian orbit*. One of the villains described in the article is a certain **JOSEF CREMER**.

David Douglas Duncan was already a worldfamous photo journalist when he embarked on his Cold War mission in 1952. He was to document how East-West trade flourished in spite of the American imposed embargo on selling military relevant goods to Soviet block countries. Duncan's article appeared on January 26, 1953, a few days after President Eisenhower's inauguration. In the Congressional Records of the United States of America, vol. 99, one finds two occasions where the article was discussed in Congress.

Duncan's life achievements are well described in his Wikipedia entry, Appendix A, and in his many obituaries. As examples I add the obituaries from the New York Times, Appendix B and the Guardian, Appendix C. The material discussed here is contained in the David Douglas Duncan archive at the Harry Ransom Center (HRC) at the University of Texas, more precisely, in the containers, 23.8-24.1. His published article is given in Appendix D.

For my family, Duncan's article had unintended devastating effects. In it he names a certain Josef Cremer as the most important dealer in non-ferrous metals, moving huge amounts of copper from Chile and other South American countries to Czechoslovakia, selling them to the Czechoslovak state monopoly KOVO. Cremer was based in Vienna, where he owned a company, ERLCOM, Import and Export, which he had founded in 1949. Duncan, based on American intelligence reports, also names a Swiss company, TRACONT AG, registered

and domiciled in Zurich, Fraumünster Strasse 15, which handles the financial aspects of these deals. He mistakenly claims that Cremer is the sole owner of TRACONT AG. Furthermore, he insinuates that the successful execution of these deals was only made possible by large scale forgery of export documents. He describes Cremer as a German antifascist who had spent his time during WWII in various jails and concentration camps, and the time immediately after WWII as a murky black marketeer who had no scrupels in cheating his fellow victims of fascism by selling them fake food parcels filled with stones and shredded newspapers.

Duncan was misinformed by his information sources. Cremer was never involved in the food parcel business, but TRACONT AG was. Also Cremer appears in the records of the Swiss Federal Police in the Federal Archive in a different and more sympathetic way.

It is true that Cremer was the sole owner of ERLCOM and through ERLCOM a privileged trade partner for KOVO. However, the sole owner of TRACONT AG was Gabriel Makowsky, my stepfather, a naturalized Swiss of Jewish origins in Tsarist Poland. He had joined the Swiss Communist Party in 1944 and organized a trade in food parcels (SOLI-Pakete) together with the Centrale Sanitaire Suisse (CSS). The CSS was a humanitarian organisation of mostly left leaning medical doctors founded during the Spanish Civil War. In the anticommunist campaigns from the beginning of the Cold War, the CSS and TRACONT AG were frequently slanderously accused of abusing their parcel services in a fraudulent way, or even worse, for smuggling messages or non-humanitarian merchandise.

In 1950 Makowsky met his future father in law, Alexander Deutsch, my mother's father, an émigré Hungarian industrialist with connections and experience in trading and processing non-ferrous metals. Deutsch owned a trading company, HEUREKA, registered in Liechtenstein. Through an acquaintance of Deutsch, an other émigré Hungarian industrialist now living in Vienna, Cremer was introduced in Zurich to Deutsch. Cremer was looking for non-ferrous metals for KOVO, and Deutsch was looking for buyers of Chilean copper. Cremer and Deutsch were a perfect match. All they now needed was an established Swiss company for their financial operation. That's how TRACONT AG came into the picture. ERLCOM, TRACONT and HEUREKA agreed in the Spring of 1950 to sell copper in very large quantities to KOVO on a provision basis to be shared in equal parts.

A week before the appearance of Duncan's article, the Swiss Federal Police issued a warrant of arrest for Josef Cremer on suspicion of being a foreign agent using some of the profits of his business to build and finance a subversive network in the service Communist World Revolution lead by the Soviet Union. They were trying to catch the elusive Cremer after his name came up in interrogations of several people connected to an obscure espionage case in January 1951. Cremer was tracked in summer 1951 and his movements in and out of Switzerland observed since then. They managed to arrest Cremer when he landed at Zurich airport in February 1953. They also issued search warrants for the private and business premises of Makowsky and Deutsch.



Finally it turned out, as documents in the Swiss Federal Archive show, that the deals concluded between ERLCOM, TRACONT and HEUREKA on one side and ERLCOM and KOVO on the other side were perfectly legal, although they were in direct contravention of the American embargo. They were based on extremely clever exploitations of various legal loopholes in international trade rules.

**Cremer** was released after two weeks in custody and served an expulsion order from Switzerland. He was also banned from renewed entry into Switzerland. Nevertheless he was caught reentering Switzerland under a false name, Josef Stummer, in 1954 in Geneva. Cremer had moved his business from Zurich to Italy and continued without Deutsch and Makowsky while still using their business connections. As reported in the Federal Register of the US, vols 28, 29, 40, Cremer applied in 1963 for the first time at the US Department of Commerce for Export Privileges for his company, now Cremer Import and Export, with the same address as ERLCOM before. The privileges were denied, also in subsequent cases, until they were finally granted to him, for his company Josef Cremer and Grabner GmbH, at the old address of ERLCOM.

**Deutsch** was also served an expulsion order which he appealed. He lost in several instances in principle, but was allowed to stay based on humanitarian reasons. He died in summer 1959. His son, Denes Deutsch, lived since 1947 in the US, and was in the process of becoming an US citizen. After Duncan's revelations about TRACONT AG, his naturalizations proceedings were stalled and he had to prove that he was not a communist agent and that he was not involved in the copper deals. He became an US citizen in 1954 only with the aid of costly legal counsel.

For **Makowsky** the events marked the beginning of his material downfall and the desintegration of his marriage to my mother. When matters became worse financially and in his private life, he killed himself by shooting a bullet through his head in February 1958.

For the **Swiss Gouvernement** the publication of Duncan's article was a disaster. For them the article was slandering the reputation of Switzerland as a neutral state offering its good services as a trusted mediator in international conflicts, and as the world center of humanitarian causes. Duncan wrote:

*The first stop for the agent is often Zurich, Switzerland. This is where the sixth column, as well as a good deal of Europe's more legitimate trade, often arranges its financing, usually through letters of credit from behind the Iron Curtain. The Swiss are past masters at staying out of wars, financing both sides and making money regardless of what happens or who gets hurt. This takes a great deal of ingenuity as well as a certain indifference. The Swiss have both. As one economist told me recently in Switzerland, when talking about the channels of the sixth column: As a people the Swiss have got on top of the business world by three devices: 1) very hard work, 2) keeping their trade channels open and 3) keeping their mouths shut.*

## 2 Background

In the beginning of 1952 it was clear that the presidency of the Democrat H. Truman was coming to an end.

*Eisenhower gained the Republican nomination, with Senator Nixon as his running mate, and campaigned against what he denounced as Truman's failures: "Korea, communism and corruption"*<sup>1</sup>.

Truman had formulated in 1947 the Truman Doctrine, the beginning of what later would be called the Cold War. From Wikipedia entry we learn:

*The Truman Doctrine was an American foreign policy with the primary goal of containing Soviet geopolitical expansion during the Cold War. It was announced to Congress by President Harry S. Truman on March 12, 1947, and further developed on July 4, 1948, when he pledged to contain the communist uprisings in Greece and Turkey. Direct American military force was usually not involved, but Congress appropriated financial aid to support the economies and militaries of Greece and Turkey. More generally, the Truman Doctrine implied American support for other nations thought to be threatened by Soviet communism. The Truman Doctrine became the foundation of American foreign policy, and led, in 1949, to the formation of NATO, a military alliance that still exists. Historians often use Truman's speech to date the start of the Cold War*<sup>2</sup>.

However, Truman's actions in containing the advance of Communism were widely considered insufficient. In 1951 Senator O'Connor held hearings investigating whether the American imposed trade embargo of militarily relevant goods to Soviet block countries was effective. In summary of these hearing it transpires that the imposed export controls were highly ineffective.

*Herbert Romulus O'Connor (November 17, 1896 – March 4, 1960) was the 51st Governor of Maryland, serving from 1939 to 1947. He also served in the United States Senate, representing Maryland from 1947 to 1953. He was, like Truman, a Democrat. In the Senate, O'Connor served as chairman of the Special Committee on Organized Crime in Interstate Commerce from May to September, 1951, during the Eighty-first Congress*<sup>3</sup>.

Even more disturbingly, there was only one case known in which an individual was brought to trial for violating the laws imposed by the High Commission of Germany, a certain Gustav Davidovic:

Gustav Davidovic, born January 11, 1905 at Maravka in the Hungaro-Austrian Empire (today Czechoslovakia), Czechoslovak citizen, was sentenced

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<sup>1</sup> Quoted from [https://en.wikipedia.org/wiki/Harry\\_S.\\_Truman#1952\\_election](https://en.wikipedia.org/wiki/Harry_S._Truman#1952_election)

<sup>2</sup> quoted from [https://en.wikipedia.org/wiki/Truman\\_Doctrine](https://en.wikipedia.org/wiki/Truman_Doctrine)

<sup>3</sup> quoted from [https://en.wikipedia.org/wiki/Herbert\\_O%27Connor](https://en.wikipedia.org/wiki/Herbert_O%27Connor)

on September 12, 1951 by the United States Trial Court at Frankfurt a/M in Germany, for having violated Allied High Commission Laws 14, 28, 53 and 161, and received sentences totalling 6 years, 10 months and 10 days.

Duncan's mission was planned by the staff of LIFE-magazine, after the election of General Eisenhower as the successor of H. Truman. Its purpose was to convince the newly elected president and his incoming administration to take more resolute action in containing the Soviet sphere of influence. Duncan wrote in his article:

*This is one of the great problems in foreign relations, though one not generally known, that faces the new administration. John Foster Dulles as Secretary of State and Harold Stassen as Mutual Security Director leave for Europe at the end of the month, and James B. Conant will soon take over as U.S. High Commissioner for Germany. These are the men who have to cope with this huge and vexing challenge. The worlds history is full of examples of organized smuggling but there probably has never been anything before to compare with the size and menace of todays trade through the Iron Curtain.*

Duncan should illustrate with facts and photographs what the hearings of Senator O'Connor had brought to light.

The staff of LIFE provided Duncan with background material and contact persons needed for his mission. This included relevant parts of the transcripts of O'Connor's hearings, copies of the Official Gazette of the High Commission of Germany pertaining to Laws 22, 24, 53, and 61, and plenty of material concerning the Davidovic case.

### 3 Duncan's Testimonies and Itinerary

#### 3.1 US Headquarters of the Allied Highcommission of Germany

Duncan's expedition to Europe for documenting the flourishing EAST-West trade led him first, at the end of October 1952, to the headquarters of the US of the Allied Highcommission of Germany (HICOG), situated in Deichmannsaue Castle in Mehlem-Bad Godesberg near Bonn in Germany. Duncan met with the US High Commissioner Walter Donnely, with Alexander Kiefer, Division Chief of the Eastern Relations Division, and James Shea, an Economic Intelligence Officer.

On November 10, 1952 Duncan attends a Birthday Party of the US Marine Corps at the Headquarters of HICOG and again meets Walter Donnely.

#### 3.2 Vienna, I

Duncan's next stop is Vienna at the beginning of November 1952. He contacts the US Embassy, where he meets Mr. Cinton Olsen, 2nd Secretary of the

Embassy and Chief of the Trade Control Section, Economic Division and an unnamed Economic Intelligence Officer.

### **3.3 Frankfurt, Headquarters of 7751 Military Police Customs Unit**

Duncan is briefed by Major John Isgrigg, Operations officer of the 7751 Military Police Customs Unit.

### **3.4 Vienna, II**

### **3.5 Butzbach**

Butzbach is a town in the Wetteraukreis district in Hessen, Germany. It is located approximately 16 km south of Gießen and 35 km north of Frankfurt am Main. The "Landgrafenschloss" ("landgraves' castle") in Butzbach was one of the oldest and longest (1818-1992) used barracks in Europe. The former landgrave's castle was part of the barracks. In 1945 the American occupation forces confiscated the vacant buildings. They also used the local prison for people sentenced by their military courts.

Duncan visited prisoner Gustav Davidovic at Butzbach prison on November 18, 1952, in presence of Mr. Paul Gernert, Deputy Field Director, Prisons of HICOG, and an interpreter (German, Czech).

### **3.6 The Senate hearings**

May 16 - June 14, 1951 held in Washington, D.C.

US Senate. Committee on Interstate and Foreign Commerce.

Subcommittee on Export Controls and Policies.

**Hansen:** May 16, 1951 (mid-morning)

Present: Senators H.R. O'Connor (Maryland, Chairman), B. McMahon (Connecticut), J.J. Williams (Delaware)

O'Connor gives an introduction. XXX

Mr. Kenneth R. Hansen, associated with the Economic Cooperation Administration (ECA) and consultant to the Export Control Subcommittee testifies. XXXX (9 pages)

**Golding:** May 16, 1951 (afternoon).

Present: Senators H.R. O'Connor (Maryland, Chairman), McMahon (Connecticut), J.J. Williams (Delaware)

Counsel: J.J. Kelly Jr.

Mr. Robert N. Golding, Special Assistant for East-West Trade Affairs in ECA, testifies. XXXX (3 pages)

**McCloy:** June 14, 1951

Present: Senators H.R. O'Connor (Maryland, Chairman), J.J. Williams

(Delaware)  
Counsel: J.J. Kelly Jr.  
John J. McCloy, United States High Commissioner for Germany, testifies.  
XXXX (7 pages)

xxx:

### 3.7 Duncan's interviews

October 16 - December 13, 1952

**Mehlem:** Some time after mid-summer (possibly October 16), 1951.  
Office of Economic Intelligence, Eastern Relations Division (Ex-East-West Trade Group)  
Present: James Shea, Economic Intelligence Officer  
No text.

**Mehlem:** October 17, 1951.  
Office of the Chief, Eastern Relations Division  
Present: Division Chief Alexander Kiefer

**Mehlem:** Late October 1952. Office of HICOG  
Present: Mr. Walter J. Donnely, Amercian High Commissioner (replacing McCloy).

**Some place in Western Europe:** Late October 1952  
Present: An Allied Economic Intelligence Officer

**Vienna:** November 4, 1952  
The Amercian Embassy in Vienna. Office of Chief of Trade Control Section, Economic Division.  
Present: Mr. Cinton Olsen, 2nd Secretary of the Embassy and Chief of Section.

**Vienna:** November 6, 1952  
Present: An Intelligence Agent (speaks Russian, German, English, French, of unspecified nationality)  
Extensive briefing XXXX

**Frankfurt a/M:** November 8, 1952  
Headquarters of 7751 Military Police Customs Unit  
Present: Major John Isgrigg, Operations Officer  
Extensive briefing XXXX

**Mehlem:** November 10, 1952  
Birthday Party of US Marine Corps.  
Present: Mr. Walter J. Donnely, Amercian High Commissioner.

**Vienna:** November 11, 1952

The American Embassy in Vienna. Office of Chief of Trade Control Section, Economic Division.

Present: Mr. Clinton Olsen, 2nd Secretary of the Embassy and Chief of Section.

**Vienna:** November 15, 1952

Present: An Intelligence Agent (speaks Russian, German, English, French, of unspecified nationality)

Extensive briefing XXXX

**Butzbach:** November 18, 1952

Butzbach Prison

Present: Prisoner Gustav Davidovic, Mr. Paul Gernert, Deputy Field Director, Prisons of HICOG, fluent in German An interpreter (German, Czech)

Visiting and interviewing Davidovic

Extensive text, XXXX

**Salzburg:** Late November 1952

Check Point 7751 Military Police Customs Unit, Salzburg

Present: Captain Mauhon Ramey, Officer in Charge, Sgt. Pete Malaga, Sgt. John Monahan; Steffen Roehlich (interpreter), Erich Liebich (interpreter)

**Passau:** Late November 1952

Check Point 7751 Military Police Customs Unit, Passau

Present: Captain Mauhon Ramey, Officer in Charge, Sgt. Gail Forsyth. Sgt. Joseph Galloway

**Fürth i/W:** Late November 1952

Check Point 7751 Military Police Customs Unit, Fürth a/W

Present: Lt. Donald Ruedisueli, Officer in Charge, Bayreuth Sub-Post, Sgt. Ralph Chadwick, Cpl. Norman Piper

**Schirnding:** Late November 1952

Check Point 7751 Military Police Customs Unit, Schirnding

Present: Lt. Donald Ruedisueli, Officer in Charge, Bayreuth Sub-Post, Sgt. Glenn Johnson, Pvt. Raymond Kujava

**Rotterdam:** November 28, 1952

At the Port

Present: An Official of the Rotterdam Port Authority, Department of Commerce and Traffic

**Antwerp:** November 29, 1952

At the Port. A dockmaster's control house.

Present: A dockmaster

**Berlin:** December 5, 1952

Present: An Allied Economic Intelligence Agent

**Zurich:** December 13, 1952

Present: A businessman (English, French, German, Swedish, Turkish speaking)

Gives Duncan the record concerning Josef Cremer. Chronological report of Cremer's TRACONT operation in supplying copper to the Czechs.

**A Capital in Western Europe:** Late December, 1952

Present: An Economic Intelligence Agent

Ruminations on what can be done to contain the East-West trade.

### 3.8 Duncan's film rolls

- (I) Vienna. Introduces Clinton Olsen, 2nd Secretary and Chief of Trade Control Section of the American Embassy in Vienna. —
- (II) Vienna. Introduces Pacik<sup>4</sup>, Czech, a mystery man. Describes Cremer's office and domicile at Prinz Eugen Strasse 44, near the Belvedere. The building is still bomb and bullet damaged. The building is still bomb and bullet damaged. Mentions TRACONT as Cremer's Zurich officie. Mentions that Cremer at the time was in Italy (Milan) setting up another dummy firm. —
- (III) Vienna. Pictures of PANAM offcies. Head of PANAM Vienna helped Duncan identifying people. Pictures from Cafe Carlton, Cafe Mozart, Reports about difficulties shooting pictures in the Cafes.
- (IV) Vienna.
- (V) Salzburg
- (VI) Passau
- (VII) Passau
- (VIII) Passau
- (IX) Passau
- (X) Fürth i/W
- (XI) Fürth i/W
- (XII) Fürth i/W
- (XIII) Rotterdam

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<sup>4</sup> From the Swiss Federal Archive it seems that this is one of the Cover names (Primas, Papez, Pacak) of Aloys Petak, Staff-Captain of the Czechoslovak secret service, also a former successful cyclist, aged 37 in 1952, domiciled in Pilsen CSR.

- (XIV) Antwerp
- (XV) Antwerp  
Frankfurt
- (XVI) Berlin
- (XVII) Berlin
- (XVIII) Berlin  
Hamburg
- (XIX) Basel
- (XX) Basel
- (XXI) Zurich
- (XXII) Zurich
- (XXIII) Vaduz
- (XXIV) Buchs
- (XXV) Zurich (Tracont)
- (XXVI) Frankfurt



# A The Wikipedia entry

WIKIPEDIA

## David Douglas Duncan

**David Douglas Duncan** (January 23, 1916 – June 7, 2018) was an American photojournalist, known for his dramatic combat photographs,<sup>[1]</sup> as well as for his extensive domestic photography of Pablo Picasso and his wife Jacqueline.

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### Childhood and education

Duncan was born in Kansas City, Missouri, where his childhood was marked by interest in the outdoors, helping him earn the rank of Eagle Scout in the Boy Scouts at a relatively young age. A lantern-slide presentation by big-game hunter and physician Richard L. Sutton, Sr., M.D., at Duncan's elementary school in Kansas City inspired an early interest in photography and world travel. Duncan briefly attended the University of Arizona, where he studied archaeology. While in Tucson, he inadvertently photographed John Dillinger trying to get into a hotel. Duncan eventually continued his education at the University of Miami, where he graduated in 1938, having studied zoology and Spanish. It was in Miami that his interest in photojournalism began in earnest. He worked as picture editor and photographer of the university paper.

### Career

His career as a photojournalist began when he took photographs of a hotel fire in Tucson, Arizona, while he was then studying archaeology at nearby University of Arizona. His photos included one of a hotel guest who made repeated attempts to go back into the burning building for his suitcase. That photo proved to be newsworthy when the guest turned out to have been notorious bank robber John Dillinger and the suitcase to have contained the proceeds of a bank robbery in which he had shot a police officer. Unfortunately, after the film was turned over to the *Tucson Citizen*, it was lost forever, and the photos were never printed.<sup>[2]</sup>

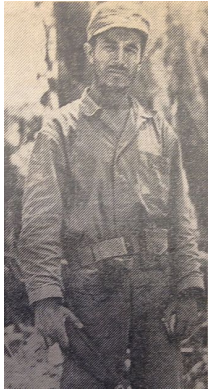
After college, Duncan began to freelance, selling his work to journals such as *The Kansas City Star*, *Life* and the *National Geographic Magazine*.

After the attack on Pearl Harbor, Duncan joined the Marine Corps, earned an officer's commission, and became a combat photographer. After brief postings in California and Hawaii, he was sent to the South Pacific on assignment when the United States entered World War II. As a 2nd lieutenant, he initially served with Marine Aircraft Group 23 and was later assigned to photograph operations of the South Pacific Combat Air Transport Command.<sup>[3]</sup> Though combat photographers are often close to the action, they rarely fight. However, in a brief engagement at Bougainville Island, Duncan found himself fighting against the Japanese. Duncan also covered the Battle of Okinawa, and was on board the USS *Missouri* for the Japanese surrender.

Duncan's wartime photographs were so impressive that after the war he was hired by *Life* to join its staff at the urging of J.R. Eyerman, *Life* chief photographer. During his time with *Life*, Duncan covered many events, including the end of the British Raj in India and conflicts in Turkey, Eastern Europe, Africa, and the Middle East.

Perhaps his most famous photographs were taken during the Korean War. He compiled many of these into a book, *This Is War!*, (1951), with the proceeds going to widows and children of Marines who had been killed in the conflict. Duncan is considered the most prominent combat photographer of the Korean War.

David Douglas Duncan



<b>Born</b>	January 23, 1916 <div>Kansas City, Missouri, U.S.</div>
<b>Died</b>	June 7, 2018 (aged 102) <div>Grasse, France</div>
<b>Allegiance</b>	United States
<b>Service/branch</b>	United States Marine Corps <div></div>
<b>Battles/wars</b>	<b>World War II</b> <div>*Battle of Bougainville</div> <b>Korean War</b> <div>*Battle of Pusan</div> Perimeter <div>*Battle of Chosin Reservoir</div>
<b>Other work</b>	Photographer

His photo and talk with Marines in the Battle of Chosin Reservoir are notable:

"I asked him, 'If I were God, what would you want for Christmas?'" Duncan says. "He just looked up into the sky and said, 'Give me tomorrow.'"<sup>[4]</sup>

Out of the Vietnam War, Duncan eventually compiled two additional books, *I Protest!* (1968) and *War Without Heroes* (1970). Here, Duncan abandoned impartiality and challenged the US government's handling of the war.

Aside from his combat photographs, Duncan is also known for his photographs taken informally at the homes of Pablo Picasso and his second wife Jacqueline Roque, initiated in 1956 on the suggestion of fellow photographer Robert Capa.<sup>[5]</sup> He published seven books of photographs of Picasso in all. Duncan became a close friend of Picasso and was the only person allowed to photograph many of Picasso's private paintings. Duncan lived in Castellaras, France, close to Mougins, where Picasso spent the last 12 years of his life.

Duncan greatly assisted Nippon Kogaku (Nikon) during its early years, and in 1965 he was presented with the 200,000th Nikon F built in recognition for his use and popularization of their camera.<sup>[6]</sup>

In 1966 he published *Yankee Nomad*, a visual autobiography that collected representative photographs from throughout his career. In 2003 this was revised and published under the title of *Photo Nomad*.

Duncan photographed both the 1968 Democratic and Republican national conventions, and published photographs from those conventions in a coffee-table book titled *Self-Portrait U.S.A.* in 1969.

Duncan traveled extensively in the Middle East, having been stationed there ten years after World War II for *Life Magazine*. He later published *The World of Allah* in 1982.<sup>[7]</sup>

He turned 100 in January 2016<sup>[8]</sup> and died in June 2018 in Grasse, France, aged 102.<sup>[9][10]</sup>

## Books

- *This Is War!* (1951)
- *The Private World of Pablo Picasso* (1958)
- *The Kremlin* (1960)
- *Picasso's Picassos* (1961)
- *Yankee Nomad* (1966)
- *I Protest!* (1968)
- *Self-Portrait: USA* (1969)
- *War Without Heroes* (1970)
- *Prismatics* (1972)
- *David Douglas Duncan* [portfolio] (1972?)
- *Goodbye Picasso* (1974)
- *The Silent Studio* (1976)
- *Magic Worlds of Fantasy* (1978)
- *The Fragile Miracle of Martin Gray* (1979)
- *Viva Picasso* (1980)
- *The World of Allah* (1982)
- *New York/New York* (1984)
- *Sunflowers for Van Gogh* (1986)
- *Picasso and Jacqueline* (1988)
- *A Secret Garden* (1992)
- *Thor* (1993)
- *Picasso Paints a Portrait* (1996)
- *Yo-Yo* (1999)
- *Faceless* (2001)
- *Photo Nomad* (2003)
- *Picasso & Lump* (2006)
- *Grand Prix of Monaco* (2013)
- *Yesterday* (2016)
- *The Forest World of Ann West* (2018)

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- A War Photographer's 99-Year Journey (<https://web.archive.org/web/20150319044416/http://time.com/3735936/david-douglas-duncan/>) – slideshow by *Life magazine*
- David Douglas Duncan Online Exhibition at the Harry Ransom Center, The University of Texas at Austin (<https://web.archive.org/web/20190508052950/https://www.hrc.utexas.edu/exhibitions/web/ddd/>)
- Finding aid for the David Douglas Duncan Papers and Photographic Collection at the Harry Ransom Center, The University of Texas at Austin (<http://research.hrc.utexas.edu:8080/hrcxtf/view?docId=ead/00485p1.xml>)

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## B The New York Times obituary

David Douglas Duncan, 102, Who Photographed the Rea... <https://www.nytimes.com/2018/06/07/obituaries/david-...>

**The New York Times** <https://www.nytimes.com/2018/06/07/obituaries/david-douglas-duncan-102-who-photographed-the-reality-of-war-dies.html>

### *David Douglas Duncan, 102, Who Photographed the Reality of War, Dies*

By Robert D. McFadden

June 7, 2018

Under the helmets, the faces are young and tormented, stubbled and dirty, taut with the strain of battle. They sob over dead friends. They stare exhausted into the fog and rain. They crouch in a muddy foxhole. This goddamn cigarette could be the last.

There are no heroes in David Douglas Duncan's images of war.

Dark and brooding, mostly black and white, they are the stills of a legendary combat photographer, an artist with a camera, who brought home to America the poignant lives of infantrymen and fleeing civilians caught up in World War II, the Korean conflict and the war in Vietnam.

"I felt no sense of mission as a combat photographer," Mr. Duncan, who was wounded several times, told The New York Times in 2003. "I just felt maybe the guys out there deserved being photographed just the way they are, whether they are running scared, or showing courage, or diving into a hole, or talking and laughing. And I think I did bring a sense of dignity to the battlefield."



Capt. Ike Fenton, commanding officer of Baker Company, 5th Regiment of the 1st Marine Brigade, during the battle to secure No-Name Ridge along the Naktong River, Korea. September 1950. David Douglas Duncan, via Harry Ransom Center

Mr. Duncan, who had lived since 1962 in Castelleras, France, died on Thursday at a hospital in Grasse, in the South of France, his wife, Sheila Macauley, said. He was 102.

He was among the most influential photographers of the 20th century, a Life magazine peer of Alfred Eisenstaedt, Margaret Bourke-White and Carl Mydans. In addition to his war work, Mr. Duncan spent years with Pablo Picasso, creating a pictorial record of the artist's life, and roamed the world making photographic essays on the Kremlin, the city of

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Paris and the panorama of peoples in Asia, Africa and the Middle East.

A globe-trotting adventurer sometimes likened to Hemingway, he climbed mountains, crossed jungles and was a deep-sea diver, a marine zoologist, a fisherman, an aerial and undersea photographer, an archaeologist in Mexico and Central America and a connoisseur of Japanese art and culture.

His work filled more than 25 books, including eight on Picasso. "This Is War!" (1951), about Korea, was his best-known combat work and brought worldwide acclaim. The renowned photographer Edward Steichen called it "the greatest book of war photographs ever published."



Marines engaged in combat against North Korean troops in September 1950, from Mr. Duncan's book "This Is War!" David Douglas Duncan/Time Life Pictures

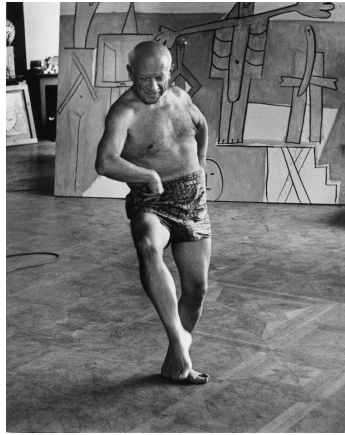
Mr. Duncan was a Marine officer and combat photographer in World War II, covering the American invasions of the Solomon Islands and Okinawa. He was aboard the battleship Missouri in Tokyo Bay in 1945 photographing the formal Japanese surrender under the stern gaze of Gen. Douglas MacArthur.

He joined Life after the war, and his assignments took him to conflicts in Palestine, Greece and Turkey and to India, Egypt, Morocco and Afghanistan. He was in Japan in 1950 when North Korean troops crossed the 38th parallel, igniting a United Nations police action that would leave 36,500 Americans dead.

Mr. Duncan was soon on the front lines, exposed to the same dangers as the allied troops and civilian refugees. He also flew on bombing missions, taking pictures from jets swooping over targets. He wrote the text for "This Is War!," as he did for his other books, but critics said it was his pictures that captured the essence of war.

"My objective always is to stay as close as possible and shoot the pictures as if through the eyes of the infantryman, the Marine or the pilot," he told an interviewer in 1951. "I wanted to give the reader something of the visual perspective and feeling of the guy under fire, his apprehensions and sufferings, his tensions and releases, his behavior in the presence of threatening death."

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A vigorous Pablo Picasso at 76 in 1957 at his home, the Villa La Californie, in a suburb of Cannes, France. David Douglas Duncan, from "Photo Nomad" (W.W. Norton & Company)

In Vietnam, where he worked for Life and ABC News, Mr. Duncan again focused on the vulnerability of soldiers and civilians, often against backgrounds of lush jungles and burning villages. His most powerful images were made in the 1968 siege of Khe Sanh. But in contrast to the objectivity he showed in earlier wars, he was critical of the United States' role in Vietnam, which he denounced in his book "I Protest!" (1968).

Mr. Duncan's friendship with Picasso began in 1956, when, at the suggestion of a colleague, the war photographer Robert Capa, he went uninvited to Picasso's home, the Villa La Californie, in the South of France. Admitted by Picasso's wife at the time, Jacqueline Roque, he found his subject taking a bath. Mr. Duncan stayed for months, and they were simpatico for 17 years, until Picasso's death in 1973.

Exploring the artist's daily life and extraordinary creativity, Mr. Duncan's pictures were collected in "The Private World of Pablo Picasso" (1958), "Picasso's Picasso" (1961), "Goodbye Picasso" (1974), "The Silent Studio" (1976), "Viva Picasso" (1980) and other volumes.

"You cannot imagine how simple it was," Mr. Duncan told Le Monde in 2012. "I was there, like someone belonging to the family, and I took pictures."

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Alone in his hotel room, the presidential nominee Richard M. Nixon wrote his acceptance speech during the Republican National Convention in Miami Beach in 1968. David Douglas Duncan, via Harry Ransom Center

David Douglas Duncan was born to Kenneth and Florence (Watson) Duncan on Jan. 23, 1916, in Kansas City, Mo., where he and three brothers and a sister grew up. He was fascinated with photography from an early age.

He studied archaeology at the University of Arizona in 1934, but dropped out to join expeditions to Mexico and Central America. He then majored in zoology and Spanish at the University of Miami, graduating in 1938.

Resolved to freelance, he began deep-sea fishing, diving and photographing aquatic life. On a schooner from Key West, Fla., to the Cayman Islands, he took pictures of giant sea turtles. In Mexico, he photographed Indians, Gila monsters and jaguars, and shot Mayan ruins in the Yucatan. Off Peru and Chile, he caught and photographed swordfish and marlin. His pictures ran in National Geographic magazine and many newspapers.

After World War II, he went to Palestine for Life and covered fighting between Arabs and Jews in 1946, before the creation of the State of Israel.

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Mr. Duncan titled this 1950 photograph simply "Korea." David Douglas Duncan, from "Photo Nomad" (W.W. Norton & Company)

His marriage to Leila Khanki, in 1947, ended in divorce. He married Ms. Macauley in 1962. She is his only immediate survivor.

Mr. Duncan covered the Republican and Democratic National Conventions for NBC News in 1968. He was just back from Vietnam, and what might have been a hiatus from combat turned violent in Chicago, where National Guardsmen with rifles and police officers with nightsticks and tear gas clashed with antiwar demonstrators outside the convention hall where Democrats were meeting. His photographs showed helmeted troops on Michigan Avenue, protesters with gashed and bleeding heads, and a sobbing girl who pleaded with him, "Please, tell it like it was." The grim scenes were published in his 1969 book, "Self-Portrait: U.S.A."

Mr. Duncan's archives — including thousands of combat photographs, works on Picasso and others for "The Kremlin" (1960), "Sunflowers for Van Gogh" (1986) and other books — were acquired in 1996 by the Harry Ransom Humanities Research Center at the University of Texas in Austin.

He went to war with only essential equipment: helmet, poncho, spoon, toothbrush, compass, soap and backpack containing two canteens, an exposure meter, film and two cameras. He used a Rolleiflex in World War II, but preferred a 35-millimeter. He took two Leica IIIc cameras into Korea, and said they stood up well in the rain and mud. He often used 50-millimeter f/2 and 135-millimeter f/3.5 Nikkor lenses.

A 1972 exhibit of his war photos at the Whitney Museum of American Art in New York was hailed in The New York Times. "Again and again," the photography columnist Gene Thornton said of Mr. Duncan, "he approaches and crosses the line that divides the journalist's interest in the here and now from the artist's concern with the timeless and universal."



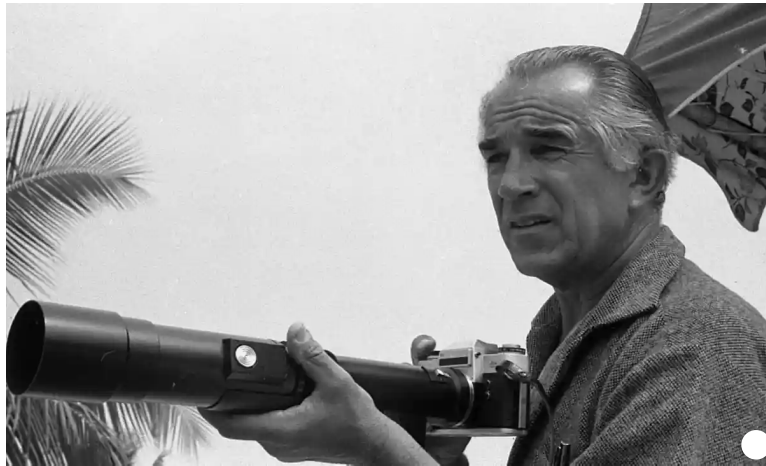
## C The Guardian obituary

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Photography

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### War photographer David Douglas Duncan dies aged 102

*Agence France-Presse in Nice*

Fri 8 Jun 2018 14:19 BST

War photographer David Douglas Duncan dies aged 102... <https://www.theguardian.com/artanddesign/2018/jun/0...>

The American photographer David Douglas Duncan, who was acclaimed for his stark photographs of war and also took some of the most famous pictures of Pablo Picasso, has died in France aged 102.

Duncan, who had lived on the French Riviera since the 1960s, had a home in Castellaras, near Cannes. He died at a hospital in the southern town of Grasse “following complications from pneumonia, surrounded by those close to him”, said Jean-Louis Andral, the director of the Picasso museum in Antibes.



▲ Some of David Douglas Duncan's war images on show in Perpignan, France, 2008. Photograph: Raymond Roig/AFP/Getty Images

Duncan began working as a freelance in the 1930s, travelling across North and South America, according to the University of Texas at Austin, to which he donated his archives in 1996.

After fighting in the second world war as a marine, he made soldiers a focus of his work while shooting for Life magazine, beginning with an assignment during the Korean war. The experience would mark the rest of his career.

“To learn their stories, each page of photographs must be read as carefully as you might read a page of written text in a novel,” he wrote in the preface to his 1951 collection *This is War*.

Duncan also became close to Picasso, gaining rare access and capturing the Spanish artist in relaxed and playful poses at his home and studio, with one of the most emblematic showing him eating a fish clean off the bone in his kitchen.

“He met Picasso in 1956 and they remained good friends until his death in 1973, and also with his widow Jacqueline and his daughter Catherine,” Andral said.



War photographer David Douglas Duncan dies aged 102... <https://www.theguardian.com/artanddesign/2018/jun/0...>



Duncan and Claude Picasso, son of Pablo Picasso, pictured in Stuttgart with a 1956 Mercedes that Duncan gifted to Claude. Photograph: Action Press/REX/Shutterstock

But it was his war photography that made him famous, as his raw portraits captured the grim fate of soldiers in Korea and Vietnam.

Describing one of his most iconic pictures, a hooded marine vacantly staring into the distance in December 1950, Duncan became emotional even decades later.

"It was dawn. It was very cold, around -30 degrees, we were hungry, we could no longer talk," he said at a show of his work at the Visa Pour L'Image festival in Perpignan, [France](#), in 2008. "I'm sorry for crying like this ..."

Later in his career, Duncan became an outspoken anti-war advocate, particularly during the presidency of George W Bush. Giving advice to young journalists at the Perpignan festival, he said: "You have cameras. They are political weapons, you have to use them."



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Duncan's picture of US Marines loading five-inch rockets under the wing of a Corsair fighter during the Battle of Okinawa in the second world war. Photograph: David Douglas Duncan/Alamy

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## D Duncan's LIFE article

In the LIFE magazine (volume 34.4) from January 26, 1953, David Douglas Duncan published an article

### To Messrs. Dulles, Stassen, Conant: A Memo on Western Aid for Red Build-UP

It described the trade routes *skirting the restrictions against smuggling and sneaking steel, machine tools, chemicals, –anything the Soviets might want to help build Stalin's armed forces–out of of the Western world and into the Russian orbit.* One of the villains described in the article is a certain **JOSEF CREMER**.

#### Full text, without pictures

Vienna is still a great town for the coffee house and the Kaffee Klatsch. Two of the big coffeehouses, indeed, are doing a better business than ever. From 11 oclock until one, and again from 5 oclock to 7:30, the Cafe Mozart and the Cafe Carlton are crowded to the walls. Great urns of coffee and hot chocolate are brewed, emptied and refilled. The conversation almost entirely masculine goes on and on and on. Once this talk might have concerned the wheat trade or Strauss music or Balkan politics, but now it has a very different subject.

The chief topic of conversation at the Mozart and Carlton is how to skirt the restrictions against smuggling and sneaking steel, machine tools, chemicals anything the Soviets might want to help build Stalins armed forces out of the Western world and into the Russian orbit.

This is one of the great problems in foreign relations, though one not generally known, that faces the new administration. John Foster Dulles as Secretary of State and Harold Stassen as Mutual Security Director leave for Europe at the end of the month, and James B. Conant will soon take over as U.S. High Commissioner for Germany. These are the men who have to cope with this huge and vexing challenge. The worlds history is full of examples of organized smuggling but there probably has never been anything before to compare with the size and menace of todays trade through the Iron Curtain.

When the Communists want something badly enough, they will pay fantastic prices. The high prices have attracted Europes most talented operators, black-marketeers, crooks and near-crooks, to assist Russia in overcoming her shortages. These connivers constitute Stalins sixth column, a busy little army of termites eating away the barriers the Western nations have tried to erect to keep their own strategic and often scarce materials away from the Russian war machine.

Few of the sixth columnists are Communists, most of them are probably not even Communist sympathizers. They are simply men who will do almost anything and deal with anyone for money. The biggest of them got his postwar start by selling food packages for starving refugees and made a lot of money in a

hurry because his pack ages, when opened, turned out to contain old newspapers and stones. (The odd thing about this grisly hoax was that he himself had once gone hungry as a concentration camp prisoner and later as a refugee.) Many have been black-marketeers trading on the human weakness for coffee, sugar and cigarettes. Some are merely businessmen who feel that if they don't take advantage of this opportunity to get wealthy, someone else will, so...

Their operations start in Vienna because that city's international zone is the one place where men from the West can meet rather openly with men of the East. There are many observers who believe that Stalin keeps the city open just for this reason. The sixth column agents from the West have no trouble getting to Vienna and are inconspicuous there because they look and act no different from businessmen on more respectable missions.

Probably even more important to the Russians is the fact that the men with whom the sixth columnists meet the various Communist agents from behind the Iron Curtain can be kept under complete surveillance by secret police. Many of them are working for the Soviets only under pressure and would doubtless never return if they once got safely outside the Iron Curtain. In Vienna Stalin can allow them all the contact they need with the smuggling network of the West and still keep them safely on his string.

Over the coffee cups the smuggler from the Western world meets the man from the East and the deal is cooked up. A factory in Czechoslovakia urgently needs 1,000 tons of copper, probably to help make radar equipment for Russian war planes. A shipyard urgently needs heavy steel plate for the decks of a destroyer. A steel mill needs minerals to make tool-steel alloys. A machine-tool works needs a big lathe to turn out more machines that can cut tank parts. A uranium mine in Soviet Germany needs new conveyor equipment. Whatever it is, the sixth column agents will try to find it, buy it and ship it in. The specifications are drawn up, the terms arranged, the delivery date set. Now the sixth columnist has to act fast. He has to latch on to the goods, which are often scarce and hard to locate, before someone else does. He has to slip the material in either by taking advantage of legal technicalities or using the good offices of a customs official. He has to get or forge complex and multitudinous export and shipping licenses. Somehow, while he is juggling a lot of similar deals at the same time, he has to see this one through to completion before the Russians, who have no compunctions about deals of this kind, change their minds or get delivery from another sixth columnist whom they have sent out, just to be sure, on the same errand.

The first stop for the agent is often Zurich, Switzerland. This is where the sixth column, as well as a good deal of Europe's more legitimate trade, often arranges its financing, usually through letters of credit from behind the Iron Curtain. The Swiss are past masters at staying out of wars, financing both sides and making money regardless of what happens or who gets hurt. This takes a great deal of ingenuity as well as a certain indifference. The Swiss have both. As one economist told me recently in Switzerland, when talking about the channels of the sixth column: As a people the Swiss have got on top of the business world by three devices: 1) very hard work, 2) keeping their trade

channels open and 3) keeping their mouths shut.

Since Switzerland holds aloof from NATO and the UN, the sixth column finds Zurich a fine place to get all the financial service that an enterprising U.S. middleman would find in New York or Chicago. The telephone and telegraph wires between Vienna and Zurich are always humming. The porters on the sleeping cars of the Vienna-Zurich express are growing wealthy on the tips they get for carrying sealed envelopes bearing messages too secret to be trusted to the wires. And since the sixth columnists must often visit Zurich in person, the planes and trains between the two cities are always crowded.

The sixth columnist gets his order in Vienna and his money in Zurich. He then proceeds to buy his goods wherever he can and ship them by whatever route looks open.

We can consider here the case of Josef Cremer, who, I am told on good authority, is the most active of all the sixth columnists now at work. Cremer is of German birth. He has offices both in Vienna and Zurich. He frequently travels to other parts of Europe; he suffered a minor inconvenience recently when his automobile, driven by a chauffeur, hit and killed a pedestrian in Italy.

Cremer has had a standing contract to supply 1,000 tons of copper a month to the Communists in Prague. He will also deal in practically anything else. He even jests about his activities as he once did with the Communist boss to whom he was delivering the copper. I see youre getting fat, said the Communist. Cremer laughed loud and long. We're all getting fat, he said. You with my copper. Me with your money.

I talked to many people about Cremer and tried to trace some of his contacts. As a result I was able to compile a partial record of his activities in the first three months of 1952. Obviously this business diary is very incomplete but it shows Cremer to have been intensely busy during that time. Here it is:

Sometime in January he was in touch with Josef Mizera of the Communist Czech metals combine, METALLIMEX. Cremer offered Mizera aluminum ingots at \$935 per ton (\$555 above the U.S. price at the time) and mentioned a previous deal whereby he would deliver 750 tons of copper to Prague.

A few days later, contact with an associate named Franze de Daille, of Nessonvaux, Belgium. Subject: copper for Czechoslovakia. Cremer complained that a deal for 300 tons of copper plates had collapsed.

At about the same time Cremer informed the firm of Elaboradora de Cobre, a copper company in Chile, that he needed to know as soon as possible the shipping date for the balance of an order of 350 tons as well as information on an additional 350 tons which was to be sent to the General Transport Co. of Basel, Switzerland.

A week later Cremer was in touch with Mizera again, informed him that he was shipping 284 tons of 6 mm copper wire aboard the steamship Margarete Bakke. He explained that a new minister of economics in Chile had ordered that no export licenses be issued for an indefinite period but was happy to report that he had got two licenses just before the ban. Mizera complained that Cremer's last shipment of 7.5 mm wire was of poor quality, difficult to process. Cremer offered Mizera 60 tons of Austrian aluminum, also some ferrochrome. Said he

planned to visit Trieste in search of other ferroalloys.

On this day also Cremer heard from Nicholas Frenchel, one of his contacts in Chile, who told him that export regulations were being changed and there would therefore be a delay of 10 to 15 days at least. Frenchel urged him to accept 1,200 tons of refined copper, 99.9 pure, of the same specifications prescribed in a license obtained under the old regulations and begged him to decide quickly.

Soon afterward Cremer explained to Mizera that the resignation of the Chilean economics minister had made things difficult but that 750 tons had been loaded on the 25th. He hoped to have another 200 tons loaded in less than a month and 150 tons shortly thereafter.

A few days later Cremer registered a complaint that Prague had been slow in depositing a letter of credit for his copper purchases. He inquired if the Czechs wanted lead at \$550 per ton (\$174 over the U.S. price) and should he try to supply molybdenum, aluminum and nickel?

A week went by and Cremer got a message from a dealer in Britain who offered to sell him some lead.

A few days later he was informed by Nicholas Frenchel, his Chilean man, that he would deliver 1,500 tons of electrocopper wire bars of 1/2 inch in rolls of 58 to 60 kilos and 500 tons of 15 mm plates. The first shipment, 600 tons, was to be ready in less than 30 days, the rest to follow in two lots.

A month later Cremer negotiated with Hans Dusechek of the METALLIMEX outfit in Prague for quick action on letters of credit for 3,000 tons of copper. Cremer was reprimanded by Dusechek for failure to supply adequate delivery guarantees and for shipping some low-grade wire, Dusechek claiming it cost 170,000 Czech koruny (\$3,400) to reclaim.

Cremer was apparently having delivery troubles and asked a contact named Heilper at the Hotel Palace in Madrid to set a time and place for discussions of his problem.

Shortly thereafter Cremer discussed with his Prague contact a deal for 150 tons of ferrowolfram being arranged in Switzerland by a Chilean named Ovidio Oltra. He also asked if Prague would be interested in some 99.07

And so on, day after day. There can be no doubt about what Cremer is up to, and yet nobody is stopping him. Indeed he seems to have very friendly connections with firms in Chile, Mexico and Canada. He gets business calls from England, France and Belgium. And in Zurich he operates, at least indirectly, under some very high auspices. His Zurich firm of **TRACONT** works hand in glove with Dr. Max Bombis of the General Transport Co. of Basel. Dr. Bombis obtains some financing from the Zurich banking firm of Widemann & Co. and that firm has close contacts with the busy Bank Hofmann. Men like Cremer and his associates are highly skilled in the art of adapting traditional international trade practices to their shady operations. One of these is the principle of in transit? as formulated by an international group that met in Barcelona in 1921.

The in transit agreement allows goods from Country A to be shipped through Country B for a final destination in Country C without being held up or charged any customs duties while passing through B. Country B contents itself with the revenue it receives directly or indirectly from transportation payments on the



goods passing through, on the theory that the shipment can have no effect on its own economy, Thus a Western firm can send a sealed shipment by train (but not by road or air, since these transportation methods did not come into wide use until later) to Czechoslovakia, across Germany, without any inspection ordinarily taking place until the shipment reaches Czechoslovakia. In peace time this makes great sense, since transportation across all the many countries of Europe would be impossible if every customs and tax collector en route insisted on inspection and tribute. (Very few people would fly from New York to California if the plane had to land at each state border for an inspection of passports, luggage and contents of pockets.)

But in a halfway sort of strategic-goods embargo, such as has been brought on by the cold war, the in transit convention can be a dangerous anachronism.

The tradition of the free port is another advantage Stalins sixth columnists appreciate and use regularly. A free port is one that does not ordinarily inspect or charge customs on goods shipped there for temporary storage or transshipment to another country. Other ports offer the same hands-off service by means of bonded storage space. Thus it is easy to ship goods with a minimum of scrutiny via Antwerp, Rotterdam or Hamburg.

Shielding its hot goods behind in transit privileges and routing them through free ports, the sixth column seldom has trouble getting its goods to the Communists. It seldom has trouble obtaining supplies either. One of the great sources of sixth column supplies, ironically, is West Germany, where the U.S., the British and the French are still supposed to have final say as the occupying powers. In West Germany is the Ruhr with its great heavy industries and its coal mines. In West Germany also are some of the most ingenious of the always ingenious German technicians, the people who can make anything from wonderful toys and cameras to entire factories of marvelous design and efficiency. With the help of about \$3.5 billion in U.S. assistance funds, West Germany has made an almost total economic recovery and indeed is producing at an index rate of 167, compared with the 100 prewar average.

Unfortunately for us there are about 815 miles of border between West Germany and the Russians East Germany, Czechoslovakia and Austria. Unfortunately also, the division between West and East Germany is completely artificial. The two zones have always traded materials, food, manufactures and men with one another, even as Pennsylvania and Ohio. In any rational world, they could hardly exist without one another.

The Allied occupation authorities made the ruling and the West German government now officially accepts it that West Germany must not ship any war goods to East Germany. War goods includes all kinds of strategic materials and machinery. But the ban is terribly hard to enforce, although U.S. authorities have known about the traffic in strategic materials since 1949. A Senate subcommittee sent investigators to Europe which resulted in hearings during 1951, but various echelons of John J. McCloy's administration as High Commissioner (1949-52) seemed to prefer to keep the whole issue under cover.

At one time trucks left West Germany with cargoes of strategic goods intended the papers said for West Berlin. This was fine with our occupation

authorities, for it had always been our policy to maintain West Berlin even when this involved the expensive airlift of 1948-49. But while going through the Soviet Zone of Germany, as they must to get to Berlin, the trucks sometimes disappeared. Railroad freight cars, while making the same journey, turned up with new bills of lading and new destination stamps. The most fascinating plot along these lines involved a sixth columnist who arranged to buy crucial parts of a steel-rolling mill in West Germany. Such a big shipment is of course not easy to move without attracting notice. So the sixth columnist connived with another West German firm that had a branch in West Berlin. This firm, armed with forged invoices showing that it had bought a rolling mill plant a few years earlier, applied for permission to ship the plant to its West Berlin branch. A shipping license was granted and the brand-new machinery was shipped from Western Germany to West Berlin. While in the Soviet Zone, the new stuff was unloaded and similar machinery from an old plant, worn out and worthless except as scrap, was substituted. The crates showed up in West Berlin carrying what was listed on their papers: rolling mill equipment. In this case the plot was discovered and the owners of the two: West German firms involved in the smuggling were fined \$2,383 each and sent to jail for a year. But this seldom happens. The ban on shipments to the East is not very popular among many West German manufacturers and authorities, who doubt that their area can be economically prosperous without its traditional trade in that direction. The Germans themselves have been allowed to control the licensing of exports, and it is my observation that they have often been quite lenient.

My impression after seeing some of the things that move across the border with German export licenses is that the Germans are not absolutely sure a consignment is warlike unless it actually explodes in their faces. A Socialist leader of West Germany, Herbert Wehner, once got up a list of about 600 German firms which he said he could prove were collaborating with the sixth column. He turned some of the names over to the West German government, but all that happened, according to him, was that his sources of information in the plants got fired. The office of the U.S. High Commissioner for Germany finds itself in an awkward dilemma on West-East trade. One of four chief goals in Germany has been economic recovery. Another goal has been to persuade the West Germans to contribute troops to a NATO defense army, so we try to avoid offending German sensibilities. These considerations make it difficult for our authorities to crack down on shipment of contraband.

We do have some very tough Army cops, the 7751 MP Customs Unit, stationed along the borders of our zone to help the rather diffident German customs inspectors enforce the ban. But the men of the 7751 are among the most frustrated soldiers in uniform today, for final decisions on what may or may not pass depend on the German licensing authorities.

It works like this: the MPs stop a suspicious looking shipment at the border and ask the Eastern Economic Relations Division of the U.S. High Commission for instructions. The Eastern Economic outfit usually telephones to the German licensing authorities, who generally reply that the shipment is noncritical. Eastern Economic orders the MPs to let it go through.

At a customs checkpoint along the border between the U.S. Zone of Germany and Austria, an MP sergeant recently stopped shipment of what he believed was two micro-hardness testers, critically important in the manufacture of high-test steels such as are used in armor plating. They were bound from West Germany to Budapest in Communist Hungary.

The sergeant told me the story: It felt good. I figured I had something big to show for all those months out here on the border. But that didn't last long. We got orders from the High Commission saying they had checked with the German license authority, and through them with the factory, and the instruments weren't the kind of hardness testers used for critical steels. So we had to release the shipment.

Well, a thing like that could easily happen. We MPs aren't technical experts, and how can we be sure whether a strange-looking machine part is designed to make steel or to knit underwear? But this case was really funny except that it wasn't funny at all. Before I started this hitch in the Army, I had a job for three years at Great Lakes Steel in Detroit. It just so happened that my job was to work with micro-hardness testers! The German license authorities and the people in the High Commissions trading division may be right. They say that it is perfectly possible to make an accurate check on shipments by comparing serial and model numbers against manufacturers lists and catalogs, without seeing the goods. But nobody will ever convince the sergeant that he did not see a pair of critical micro-hardness instruments.

One expert, with no special ax to grind, gave me the estimate that the total sixth column trade to East Germany amounted to \$225 million in 1951. This, he figured, included \$7.5 million worth of highly critical machinery and \$15 million worth of chemicals, plus some 32,500 tons of copper, zinc, aluminum, mercury, bronze, cobalt and cadmium. For 1952, my source thought, the illegal trade was perhaps a third higher than this. Exactly how much of the goods comes from West Germany is unknown. It is certainly larger than the German authorities and our Eastern Economic Division would like to think.

Yet only one man has ever been convicted as a sixth columnist in West Germany. (The convictions mentioned earlier in the article took place in West Berlin, where the authorities have been somewhat tougher.) This exception is an engineer named Gustav Davidovic, now serving a prison sentence. He was convicted of helping smuggle to Czechoslovakia such goods as a \$68,000 calibrated lathe, a \$152,000 smelting conveyor, \$300,000 worth of electrical equipment.

A very useful sixth columnist, while he lasted, Davidovic is a Czech and one of the few people from behind the Iron Curtain let out by Soviet authorities to work in the West. He regards himself as a fall guy sent to prison at a time when U.S. authorities in Germany decided to get tough, mostly as a matter of window-dressing. None of the West German businessmen with whom he dealt, although they obviously loved him and even supplied a Mercedes sedan for his personal use, has ever been in grave danger of accompanying him behind the bars.

When Davidovic's sentence came up for review by the U.S. Court of Appeals in West Germany, it was upheld but over the violent dissent of the chief justice.

Mindful of the fact that Davidovic seemed to be the only person taking the rap, the chief justice said, I do not believe in taking the pawns and letting the castles go.

The 7751 MPs have worked hard to try to seal off the border from West Germany to the Iron Curtain countries but such success as they have had, has only inspired the sixth column to prove how many different ways there are of skinning this particular cat. Davidovic had the simplest of all answers for transportation problems. For maximum speed he preferred shipping by rail. But when his shipments were stopped by the 7751 MPs, he rerouted them through the free port of Hamburg. They went by rail to Hamburg, with manifests indicating that they were destined for some Western factory. While they lay inside the free port, somebody changed the papers and the destination stencils. They left the port on a ship flying the Red flag.

All European free ports are regularly visited by Soviet ships. One dock master told me frankly, The captains never tell us where they came from or where they are going and we don't ask. It is the business of free port officials, and has been from time immemorial, not to ask embarrassing questions.

Davidovic's successors have grown even smarter. They too use the free ports. But since shipping by sea is sometimes too slow, they have developed some fine techniques of smuggling by land. A West German factory, at the behest of a sixth columnist, makes a high-quality lathe designed for a munitions factory in Czechoslovakia. Rather than being shipped directly to its destination, the lathe is sent westward out of Germany.

Somewhere in France, Holland or Belgium, the sixth columnist takes delivery. In one way or another perhaps even by using phony shipping papers and licenses that certify the contents of the crate to be merely old Coca-Cola bottles the sixth columnist gets permission to send it to Czechoslovakia.

It crosses West Germany by rail under the sacred-cow category of in transit goods. The 7751 MPs can stop it only if they can prove it originated in West Germany. But the MPs can rarely furnish proof. One of them said, We see all this machinery going through labeled in transit. It looks amazingly like some of the stuff we used to see from factories in the Ruhr. But nowadays it's a little bit different. There's no serial number, no trademark, no code name, no nothing. The damn stuff isn't made any place!

The authorities in West Germany, German and U.S. alike, will tell you that this MP was talking through his hat, that it would be impossible to manufacture anything important and get it into trade channels without obeying the conventions of trademark and serial number. Again you have to take your choice as to whom you believe.

In smuggling with the avowed enemy, no country has completely clean hands. The Russians are certainly getting strategic goods from West Germany, France, Holland, Belgium, England, Scandinavia, Spain, South America, Africa and Canada. Although the U.S. has been the leader in the attempt to embargo strategic materials, some U.S. businessmen have also been offenders.

The problem is by no means a simple one that could be solved by putting some unscrupulous villains behind bars. Western Europe needs a lot of the

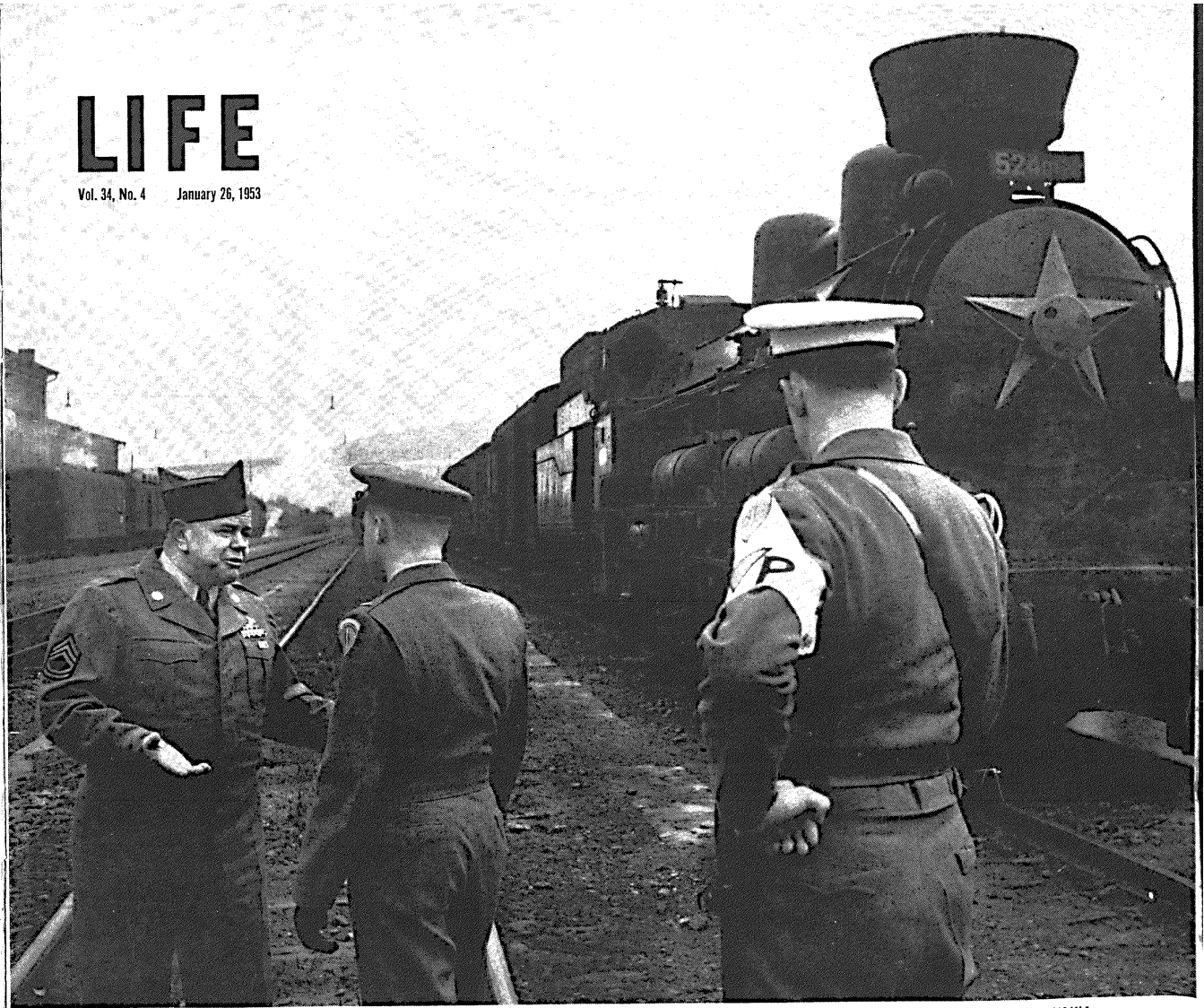
things the Iron Curtain countries can provide, notably coal, timber and food, and the only way it can get them is by some kind of exchange. As long as the U.S. tariff makes it difficult for West Europe's surplus manufactures to find profitable markets here, we are not too convincing when we condemn those countries for selling where they can.

The answer cannot be provided by the U.S. alone but must be worked out internationally in such groupings as NATO. Inside the U.S., however, the problem deserves a good deal more attention and open discussion than it has been getting. Smuggling is as old as sin and almost as hard to dispel. But as recent history has proved, it is silly to make money selling scrap iron which is earmarked for a Pearl Harbor.



# LIFE

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FRUSTRATED MP SOUNDS OFF BECAUSE U.S. CUSTOMS MAY NOT STOP RED-STARRED TRAIN TAKING SUSPECTED GOODS FROM GERMANY TO CZECHOSLOVAKIA

## TO MESSRS. DULLES, STASSEN, CONANT: A MEMO ON WESTERN AID FOR RED BUILD-UP

by DAVID DOUGLAS DUNCAN

Vienna is still a great town for the coffee-house and the *Kaffee Klatsch*. Two of the big coffeehouses, indeed, are doing a better business than ever. From 11 o'clock until one, and again from 5 o'clock to 7:30, the Cafe Mozart and the Cafe Carlton are crowded to the walls. Great urns of coffee and hot chocolate are brewed, emptied and refilled.

The conversation—almost entirely masculine—goes on and on and on. Once this talk might have concerned the wheat trade

or Strauss music or Balkan politics, but now it has a very different subject.

The chief topic of conversation at the Mozart and Carlton is how to skirt the restrictions against smuggling and sneaking steel, machine tools, chemicals—anything the Soviets might want to help build Stalin's armed forces—out of the Western world and into the Russian orbit.

This is one of the great problems in foreign relations, though one not generally

known, that faces the new administration. John Foster Dulles as Secretary of State and Harold Stassen as Mutual Security Director leave for Europe at the end of the month, and James B. Conant will soon take over as U.S. High Commissioner for Germany. These are the men who have to cope with this huge and vexing challenge. The world's history is full of examples of organized smuggling but there probably has never been anything before to compare with the

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## SOME VIENNESE SPECIALISTS IN ARRANGING SHIPMENTS



**COPPER** is the specialty of Austria-born Theodor Petrina, who also sells ferrochrome and sulphur.



**ALUMINUM** flows East from Canada through Boris Dolar, Yugoslav who uses contacts in Munich.



**STEEL** and iron enrich Austrian Johann Haselgruber, who fled arrest by West German police.



**NICKEL** is business of Otto Ploss, an Austrian once jailed for dealing in imitation penicillin.



**MEDICINE** and drugs keep Czech Oskar Hubrich busy. He runs a sideline in smuggled copper.



**SCRAP**, got as far off as New Guinea and Turkey, made a \$2 million profit for Martin Mitterbacher.

### Sixth Column CONTINUED

size—and menace—of today's trade through the Iron Curtain.

When the Communists want something badly enough, they will pay fantastic prices. The high prices have attracted Europe's most talented operators, black-marketeers, crooks and near-crooks, to assist Russia in overcoming her shortages. These connivers constitute Stalin's sixth column, a busy little army of termites eating away the barriers the Western nations have tried to erect to keep their own strategic and often scarce materials away from the Russian war machine.

Few of the sixth columnists are Communists, most of them are probably not even Communist sympathizers. They are simply men who will do almost anything and deal with anyone for money. The biggest of them got his postwar start by selling food packages for starving refugees and made a lot of money in a hurry because his packages, when opened, turned out to contain old newspapers and stones. (The odd thing about this grisly hoax was that he himself had once gone hungry as a concentration camp prisoner and later as a refugee.) Many have been black-marketeers trading on the human weakness for coffee, sugar and cigarets. Some are merely businessmen who feel that if they don't take advantage of this opportunity to get wealthy, someone else will, so . . .

Their operations start in Vienna because that city's international zone is the one place where men from the West can meet rather openly with men of the East. There are many observers who believe that Stalin keeps the city open just for this reason. The sixth column agents from the West have no trouble getting to Vienna and are inconspicuous there because they look and act no different from businessmen on more respectable missions.

Probably even more important to the Russians is the fact that the men with whom the sixth columnists meet—the various Communist agents from behind the Iron Curtain—can be kept under complete surveillance by secret police. Many of them are working for the Soviets only under pressure and would doubtless never return if they once got safely outside the Iron Curtain. In Vienna Stalin can allow them all the contact they need with the smuggling network of the West and still keep them safely on his string.

Over the coffee cups the smuggler from the Western world meets the man from the East and the deal is cooked up. A factory in Czechoslovakia urgently needs 1,000 tons of copper, probably to help make radar equipment for Russian warplanes. A shipyard urgently needs heavy steel plate for the decks of a destroyer. A steel mill needs minerals to make tool-steel alloys. A machine-tool works needs a big lathe to turn out more

machines that can cut tank parts. A uranium mine in Soviet Germany needs new conveyor equipment.

Whatever it is, the sixth column agents will try to find it, buy it and ship it in. The specifications are drawn up, the terms arranged, the delivery date set.

Now the sixth columnist has to act fast. He has to latch on to the goods, which are often scarce and hard to locate, before someone else does. He has to slip the material in either by taking advantage of legal technicalities or using the good offices of a customs official. He has to get—or forge—complex and multitudinous export and shipping licenses. Somehow, while he is juggling a lot of similar deals at the same time, he has to see this one through to completion before the Russians, who have no compunctions about deals of this kind, change their minds or get delivery from another sixth columnist whom they have sent out, just to be sure, on the same errand.

The first stop for the agent is often Zurich, Switzerland. This is where the sixth column, as well as a good deal of Europe's more legitimate trade, often arranges its financing, usually through letters of credit from behind the Iron Curtain. The Swiss are past masters at staying out of wars, financing both sides and making money regardless of what happens or who gets hurt. This takes a great deal of ingenuity as well as a certain indifference. The Swiss have

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**SMUGGLERS HANG OUT** at Cafe Mozart, where agents deal in contraband in the international sector of Vienna. Cafe is accessible to both East and West.



**SMUGGLERS WORK** among patrons, intently whispering over coffee cups, in the Cafe Carlton, near the Mozart. Duncan was ejected for making this picture.





## WORD GOES BY COURIER



**CLANDESTINE MESSAGE** goes aboard departing Vienna-Zurich Express, a favorite communications channel of smugglers. Watched by third man (*left*), possibly a confederate, man places messages in porter's papers, whispers to porter, stands aside as porter speaks to passenger, then hurries away as the third man stays to watch train get under way.





BUSY HAMBURG, BIGGEST GERMAN PORT, IS UNDER NOMINAL ALLIED CONTROL BUT RANKS THIRD IN EUROPE IN MOVEMENT OF EMBARGOED CARGOES. SOME



ZURICH RENDEZVOUS of agents and bankers is expensive Hotel Baur au Lac, seen behind gate.

#### Sixth Column CONTINUED

both. As one economist told me recently in Switzerland, when talking about the channels of the sixth column: "As a people the Swiss have got on top of the business world by three devices: 1) very hard work, 2) keeping their trade channels open and 3) keeping their mouths shut."

Since Switzerland holds aloof from NATO and the UN, the sixth column finds Zurich a fine place to get all the financial service that an enterprising U.S. middleman would find in New York or Chicago. The telephone and telegraph wires between Vienna and Zurich are always humming. The porters on the sleeping cars of the Vienna-Zurich express are growing wealthy on the tips they get for carrying sealed envelopes bearing messages too secret to be trusted to the wires. And since the sixth columnists must often visit Zurich in person, the planes and trains between the two cities are always crowded.

The sixth columnist gets his order in Vienna and his money in Zurich. He then proceeds to buy his goods wherever he can and ship them by whatever route looks open.

We can consider here the case of Josef

Cremer, who, I am told on good authority, is the most active of all the sixth columnists now at work. Cremer is of German birth. He has offices both in Vienna and Zurich. He frequently travels to other parts of Europe; he suffered a minor inconvenience recently when his automobile, driven by a chauffeur, hit and killed a pedestrian in Italy.

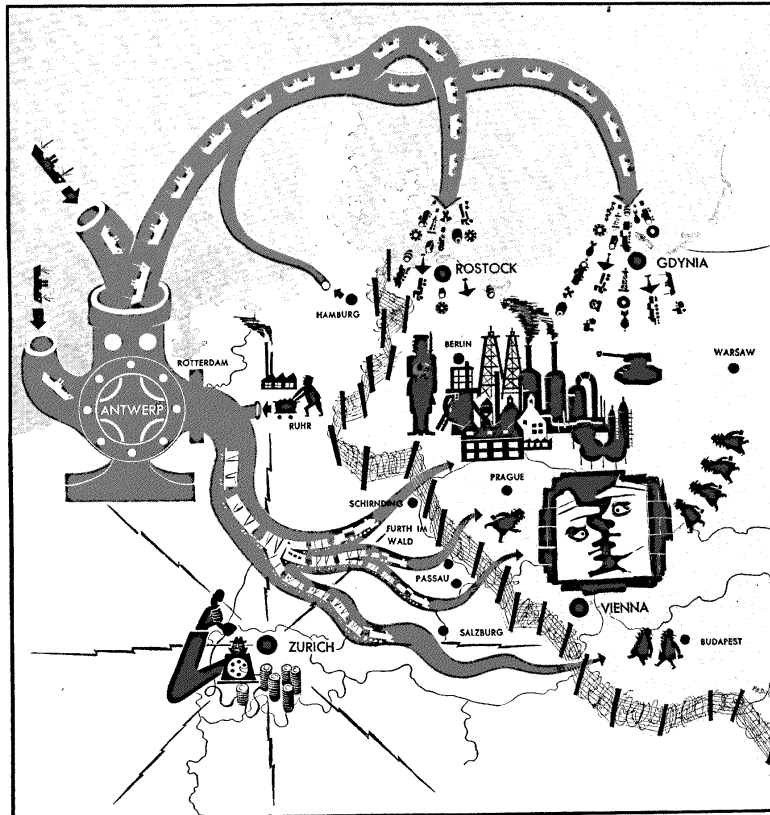
Cremer has had a standing contract to supply 1,000 tons of copper a month to the Communists in Prague. He will also deal in practically anything else. He even jests about his activities as he once did with the Communist boss to whom he was delivering the copper. "I see you're getting fat," said the Communist. Cremer laughed loud and long. "We're all getting fat," he said. "You with my copper. Me with your money."

I talked to many people about Cremer and tried to trace some of his contacts. As a result I was able to compile a partial record of his activities in the first three months of 1952. Obviously this business diary is very incomplete but it shows Cremer to have been intensely busy during that time. Here it is:

Sometime in January he was in touch with Josef Mizera of the Communist Czech metals combine, METALLIMEX. Cremer offered



JAPANESE STEEL WAS SEIZED HERE RECENTLY



### HOW STRATEGIC MATERIAL CIRCULATES

This map shows how strategic pipeline is filled and then pumped out. Cycle begins in Vienna (*lower right*) where Iron Curtain buyers place orders with agents. Deals are financed through Zurich, from which orders go out purchasing goods around world. Embargoed materials are shipped through Antwerp

or Rotterdam (in pump) or smuggled from Ruhr. Transshipped and joined by flow from Hamburg, goods go to Rostock, East Germany, or Gdynia, Poland, or pass checkpoints "in transit"—main ones are Schirnding, Furth im Wald, Passau, Salzburg. Finally they holster East Europe or go to Russia.

Mizera aluminum ingots at \$935 per ton (\$555 above the U.S. price at the time) and mentioned a previous deal whereby he would deliver 750 tons of copper to Prague.

A few days later, contact with an associate named Franze de Daille, of Nessonvaux, Belgium. Subject: copper for Czechoslovakia. Cremer complained that a deal for 300 tons of copper plates "had collapsed."

At about the same time Cremer informed the firm of Elaboradora de Cobre, a copper company in Chile, that he needed to know as soon as possible the shipping date for the balance of an order of 350 tons as well as information on an additional 350 tons which was to be sent to the General Transport Co. of Basel, Switzerland.

A week later Cremer was in touch with Mizera again, informed him that he was shipping 284 tons of 6 mm copper wire aboard the steamship *Margarete Bakke*. He explained that a new minister of economics in Chile had ordered that no export licenses be issued for an indefinite period but was happy to report that he had got two licenses just before the ban. Mizera complained that Cremer's last shipment of 7.5 mm wire was of poor quality, difficult to process. Cremer

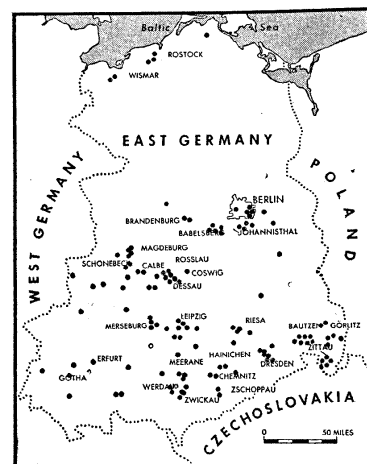
offered Mizera 60 tons of Austrian aluminum, also some ferrochrome. Said he planned to visit Trieste in search of other ferroalloys.

On this day also Cremer heard from Nicholas Frenchel, one of his contacts in Chile, who told him that export regulations were being changed and there would therefore be a delay of 10 to 15 days at least. Frenchel urged him to accept 1,200 tons of refined copper, 99.9 pure, of the same specifications prescribed in a license obtained under the old regulations and begged him to decide quickly.

Soon afterward Cremer explained to Mizera that the resignation of the Chilean economics minister had made things difficult but that 750 tons had been loaded on the 25th. He hoped to have another 200 tons loaded in less than a month and 150 tons shortly thereafter.

A few days later Cremer registered a complaint that Prague had been slow in depositing a letter of credit for his copper purchases. He inquired if the Czechs wanted lead at \$550 per ton (\$174 over the U.S. price) and should he try to supply molybdenum, aluminum and nickel?

A week went by and Cremer got a message

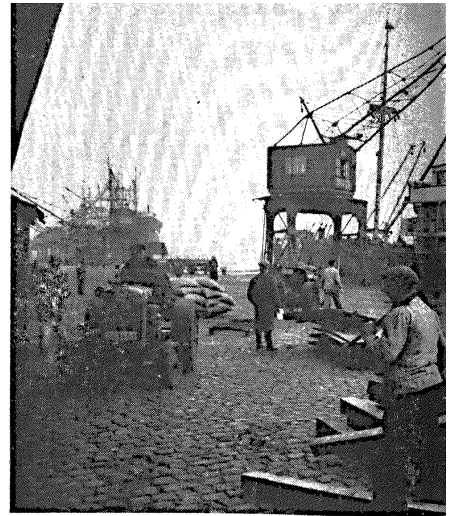


### WHERE MATERIAL GOES

Smuggled material helped build up East Germany with key Red-owned or nationalized industries (black dots) and armament centers (red dots). These include 26 iron and steel and 17 heavy machinery plants, as well as rubber, chemical, petroleum, tank, airplane and shipbuilding and related industries,



**BARRELED PETROLEUM** fills storage yard in Rhine River free port of Basel, one of foremost forwarding points for rerouted materials bound East. A guard told Duncan to stop taking pictures here.



**TOOL STEEL**, ingots and steel rods, are being loaded from Antwerp docks onto Russian freighter



**CRATED JEEPS**, reaching Basel via Antwerp, are consigned to Zurich, but may be sent anywhere.



**BALED RUBBER**, officially "nonstrategic," is reloaded aboard an eastbound ship in Rotterdam.

### Sixth Column CONTINUED

from a dealer in Britain who offered to sell him some lead.

A few days later he was informed by Nicholas Frenchel, his Chilean man, that he would deliver 1,500 tons of electrocopper wire bars of ½ inch in rolls of 58 to 60 kilos and 500 tons of 15 mm plates. The first shipment, 600 tons, was to be ready in less than 30 days, the rest to follow in two lots.

A month later Cremer negotiated with Hans Duschek of the METALLIMEX outfit in Prague for quick action on letters of credit for 3,000 tons of copper. Cremer was reprimanded by Duschek for failure to supply adequate delivery guarantees and for shipping some low-grade wire, Duschek claiming it cost 170,000 Czech *koruny* (\$3,400) to reclaim.

Cremer was apparently having delivery troubles and asked a contact named Heilper at the Hotel Palace in Madrid to set a time and place for discussions of his problem.

Shortly thereafter Cremer discussed with his Prague contact a deal for 150 tons of ferrowolfram being arranged in Switzerland by a Chilean named Ovidio Oltra. He also asked if Prague would be interested in some 99.07% pure aluminum and was told yes.

And so on, day after day. There can be no doubt about what Cremer is up to, and yet nobody is stopping him. Indeed he seems to have very friendly connections with firms in Chile, Mexico and Canada. He gets business calls from England, France and Belgium. And in Zurich he operates, at least indirectly, under some very high auspices. His Zurich firm of Tracont works hand in glove with Dr. Max Bombis of the General Transport Co. of Basel. Dr. Bombis obtains some financing from the Zurich banking firm of Widemann & Co. and that firm has close contacts with the busy Bank Hofmann.

Men like Cremer and his associates are highly skilled in the art of adapting traditional international trade practices to their shady operations. One of these is the principle of "in transit" as formulated by an international group that met in Barcelona in 1921.

The "in transit" agreement allows goods from Country A to be shipped through Country B for a final destination in Country C without being held up or charged any customs duties while passing through B. Country B contents itself with the revenue it receives directly or indirectly from transportation payments on the goods passing through, on the theory that the shipment can have no effect on its own economy.

Thus a Western firm can send a sealed shipment by train (but not by road or air, since these transportation methods did not come into wide use until later) to Czechoslovakia, across Germany, without any inspection ordinarily taking place until the shipment reaches Czechoslovakia. In peacetime this makes great sense, since transportation across all the many countries of Europe would be impossible if every customs and tax collector en route insisted on inspection and tribute. (Very few people would fly from New York to California if the plane had to land at each state border for an inspection of passports, luggage and contents of pockets.)

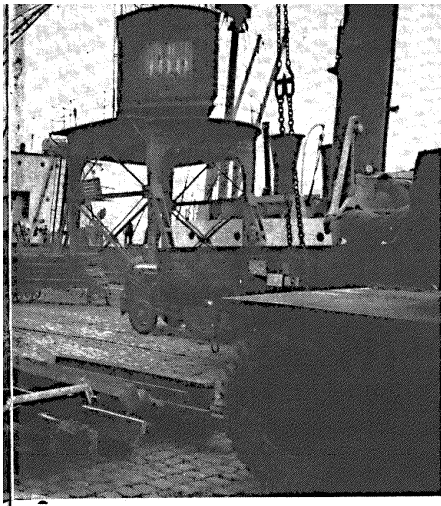
But in a halfway sort of strategic-goods embargo, such as has been brought on by the cold war, the "in transit" convention can be a dangerous anachronism.

The tradition of the "free port" is another advantage Stalin's sixth columnists appreciate and use regularly. A free port is one that does not ordinarily inspect or charge customs on goods shipped there for temporary storage or transshipment to another country. Other ports offer the same hands-off service by means of bonded storage space. Thus it is easy to ship goods with a minimum of scrutiny via Antwerp, Rotterdam or Hamburg.

Shielding its hot goods behind "in transit" privileges and routing them through free ports, the sixth column seldom has trouble getting its goods to the Communists. It seldom has trouble obtaining supplies either.

One of the great sources of sixth column supplies, ironically, is West Germany, where the U.S., the British and the French are still supposed to have final say as the occupying powers. In West Germany is the Ruhr with





*Kara (right).* Among ports, Antwerp holds top place in tonnage shipped out to Red Rostock and Gdynia.

its great heavy industries and its coal mines. In West Germany also are some of the most ingenious of the always ingenious German technicians, the people who can make anything from wonderful toys and cameras to entire factories of marvelous design and efficiency. With the help of about \$3.5 billion in U.S. assistance funds, West Germany has made an almost total economic recovery and indeed is producing at an index rate of 167, compared with the 100 prewar average.

Unfortunately—for us—there are about 815 miles of border between West Germany and the Russians' East Germany, Czechoslovakia and Austria. Unfortunately also, the division between West and East Germany is completely artificial. The two zones have always traded materials, food, manufactures and men with one another, even as Pennsylvania and Ohio. In any rational world, they could hardly exist without one another.

The Allied occupation authorities made the ruling—and the West German government now officially accepts it—that West Germany must not ship any war goods to East Germany. "War goods" includes all kinds of strategic materials and machinery. But the ban is terribly hard to enforce, although U.S. authorities have known about the traffic in strategic materials since 1949. A Senate subcommittee sent investigators to Europe which resulted in hearings during 1951, but various echelons of John J. McCloy's administration as High Commissioner (1949-52) seemed to prefer to keep the whole issue under cover.

At one time trucks left West Germany with cargoes of strategic goods intended—the papers said—for West Berlin. This was fine with our occupation authorities, for it had always been our policy to maintain West Berlin even when this involved the expensive airlift of 1948-49. But while going through the Soviet Zone of Germany, as they must to get to Berlin, the trucks sometimes disappeared. Railroad freight cars, while making the same journey, turned up with new bills of lading and new destination stamps.

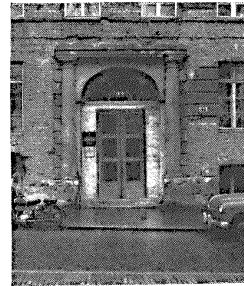
The most fascinating plot along these lines

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## BIGTIME OPERATOR HAS POWERFUL CONNECTIONS TO HELP HIM



**DEALER** Josef Cremer of Vienna, moving from shabby Vienna apartment (center) to unobtrusive



Zurich office, Tracont (right), works to fill monthly contract for 1,000 tons of copper to Czech Reds.



**SHIPPER** Dr. Max A. Bombis, who deals heavily with Red countries from Switzerland, runs a Basel

firm, General Transport. It handles some Cremer shipping orders and also finances some of his deals.



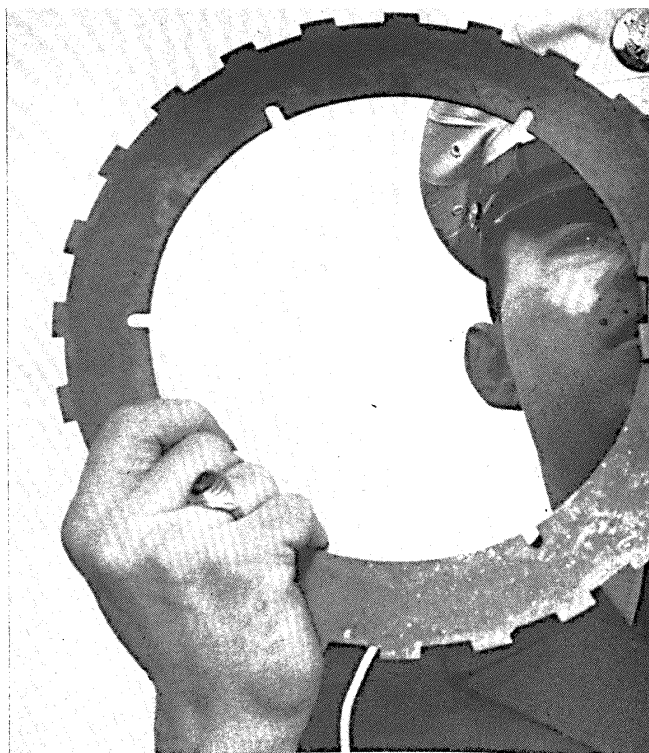
**BROKER**, Widemann & Co. of Zurich, has handled deals for both Cremer and General Transport.



**BACKER**, the powerful Bank Hofmann of Zurich, channels funds to Widemann firm for its dealings,



**HIGHWAY SEARCH** takes MP along a train of trucks held on autobahn at Dreilinden, Berlin checkpoint, after ordering one driver to uncover his cargo.



**INTERCEPTED CLUTCH PLATES**, possibly for tanks, are held by an MP after discovery at Frankfurt airport. Suspicious MPs opened cases, finding 1,000

## Sixth Column CONTINUED

involved a sixth columnist who arranged to buy crucial parts of a steel-rolling mill in West Germany. Such a big shipment is of course not easy to move without attracting notice. So the sixth columnist connived with another West German firm that had a branch in West Berlin. This firm, armed with forged invoices showing that it had bought a rolling mill plant a few years earlier, applied for permission to ship the plant to its West Berlin branch. A shipping license was granted and the brand-new machinery was shipped from Western Germany to West Berlin.

While in the Soviet Zone, the new stuff was unloaded and similar machinery from an old plant, worn out and worthless except as scrap, was substituted. The crates showed up in West Berlin carrying what was listed on their papers: rolling mill equipment.

In this case the plot was discovered and the owners of the two West German firms involved in the smuggling were fined \$2,383 each and sent to jail for a year. But this seldom happens. The ban on shipments to the East is not very popular among many West German manufacturers and authorities, who doubt that their area can be economically prosperous without its traditional trade in that direction. The Germans themselves have been allowed to control the licensing of exports, and it is my observation that they have often been quite lenient.

My impression after seeing some of the things that move across the border with German export licenses is that the Germans are not absolutely sure a consignment is warlike unless it actually explodes in their faces. A Socialist leader of West Germany, Herbert

Wehner, once got up a list of about 600 German firms which he said he could prove were collaborating with the sixth column. He turned some of the names over to the West German government, but all that happened, according to him, was that his sources of information in the plants got fired.

The office of the U.S. High Commissioner for Germany finds itself in an awkward dilemma on West-East trade. One of our chief goals in Germany has been economic recovery. Another goal has been to persuade the West Germans to contribute troops to a NATO defense army, so we try to avoid offending German sensibilities. These considerations make it difficult for our authorities to crack down on shipment of contraband.

We do have some very tough Army cops, the 7751 MP Customs Unit, stationed along the borders of our zone to help the rather diffident German customs inspectors enforce

the ban. But the men of the 7751 are among the most frustrated soldiers in uniform today, for final decisions on what may or may not pass depend on the German licensing authorities.

It works like this: the MPs stop a suspicious looking shipment at the border and ask the Eastern Economic Relations Division of the U.S. High Commission for instructions. The Eastern Economic outfit usually telephones to the German licensing authorities, who generally reply that the shipment is noncritical. Eastern Economic orders the MPs to let it go through.

At a customs checkpoint along the border between the U.S. Zone of Germany and Austria, an MP sergeant recently stopped shipment of what he believed was two micro-hardness testers, critically important in the manufacture of high-test steels such as are used in armor plating. They were bound from West Germany to Budapest in Communist Hungary.

The sergeant told me the story: "I felt good. I figured I had something big to show for all those months out here on the border. But that didn't last long. We got orders from the High Commission saying they had checked with the German license authority, and through them with the factory, and the instruments weren't the kind of hardness testers used for critical steels. So we had to release the shipment.

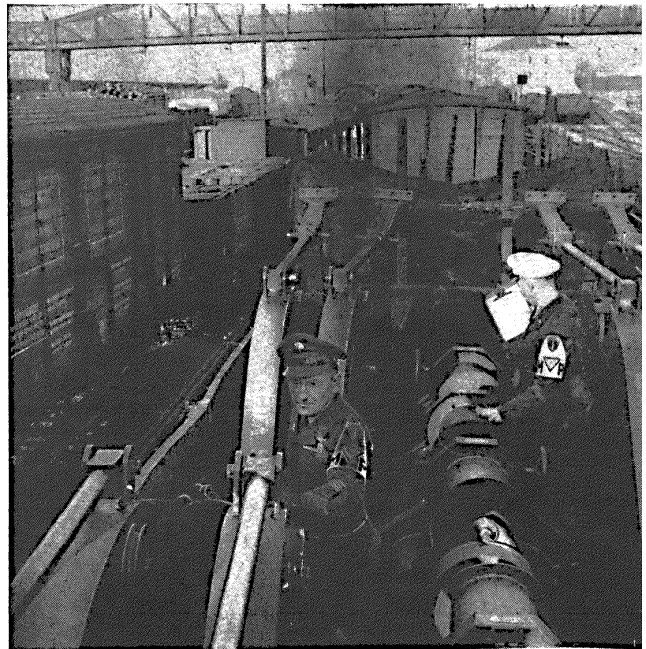
"Well, a thing like that could easily happen. We MPs aren't technical experts, and how can we be sure whether a strange-looking machine part is designed to make steel or to knit underwear? But this case was really funny—except that it wasn't funny at all. Before I started this hitch in the Army, I



**ONLY SMUGGLER JAILED** in West Germany to date is Gustav Davidovic (foreground), here in court with lawyer. He pleaded guilty, got eight years for sending \$600,000 in goods to Czechoslovakia.



of these, after German licensing office, declaring that suspected shipment contained only locomotive parts, had persuaded U.S. High Commission to release it.



**RAILWAY CHECKUP** sends MPs scrambling among winches stopped at Salzburg en route to Trieste. Military police is only U.S. agency actually inspecting.

had a job for three years at Great Lakes Steel in Detroit. It just so happened that my job was to work with microhardness testers!"

The German license authorities and the people in the High Commission's trading division may be right. They say that it is perfectly possible to make an accurate check on shipments by comparing serial and model numbers against manufacturers' lists and catalogs, without seeing the goods. But nobody will ever convince the sergeant that he did not see a pair of critical microhardness instruments.

One expert, with no special ax to grind, gave me the estimate that the total sixth column trade to East Germany amounted to \$225 million in 1951. This, he figured, included \$7.5 million worth of highly critical machinery and \$15 million worth of chemicals, plus some 32,500 tons of copper, zinc, aluminum, mercury, bronze, cobalt and cadmium. For 1952, my source thought, the illegal trade was perhaps a third higher than this. Exactly how much of the goods comes from West Germany is unknown. It is certainly larger than the German authorities and our Eastern Economic Division would like to think.

Yet only one man has ever been convicted as a sixth columnist in West Germany. (The convictions mentioned earlier in the article took place in West Berlin, where the authorities have been somewhat tougher.) This exception is an engineer named Gustav Davidovic, now serving a prison sentence. He was convicted of helping smuggle to Czechoslovakia such goods as a \$68,000 calibrated lathe, a \$152,000 smelting conveyor, \$300,000 worth of electrical equipment.

A very useful sixth columnist, while he lasted, Davidovic is a Czech and one of the

few people from behind the Iron Curtain let out by Soviet authorities to work in the West. He regards himself as a fall guy sent to prison at a time when U.S. authorities in Germany decided to get tough, mostly as a matter of window-dressing. None of the West German businessmen with whom he dealt, although they obviously loved him and even supplied a Mercedes sedan for his personal use, has ever been in grave danger of accompanying him behind the bars.

When Davidovic's sentence came up for review by the U.S. Court of Appeals in West Germany, it was upheld but over the violent dissent of the chief justice. Mindful of the fact that Davidovic seemed to be the only person taking the rap, the chief justice said, "I do not believe in taking the pawns and letting the castles go."

The 7751 MPs have worked hard to try to seal off the border from West Germany to

the Iron Curtain countries but such success as they have had has only inspired the sixth column to prove how many different ways there are of skinning this particular cat. Davidovic had the simplest of all answers for transportation problems. For maximum speed he preferred shipping by rail. But when his shipments were stopped by the 7751 MPs, he rerouted them through the free port of Hamburg. They went by rail to Hamburg, with manifests indicating that they were destined for some Western factory. While they lay inside the free port, somebody changed the papers and the destination stencils. They left the port on a ship flying the Red flag.

All European free ports are regularly visited by Soviet ships. One dockmaster told me frankly, "The captains never tell us where they came from or where they are going—and we don't ask." It is the business of free port officials, and has been from time immemorial, not to ask embarrassing questions.

Davidovic's successors have grown even smarter. They too use the free ports. But since shipping by sea is sometimes too slow, they have developed some fine techniques of smuggling by land. A West German factory, at the behest of a sixth columnist, makes a high-quality lathe designed for a munitions factory in Czechoslovakia. Rather than being shipped directly to its destination, the lathe is sent westward out of Germany.

Somewhere in France, Holland or Belgium, the sixth columnist takes delivery. In one way or another—perhaps even by using phony shipping papers and licenses that certify the contents of the crate to be merely old Coca-Cola bottles—the sixth columnist gets permission to send it to Czechoslovakia.



**INSPECTING A SHIPMENT**, German customs man measures bearing held by MP. Germans seldom inspect cargoes, bar them only for faulty papers. They held this because it was called "bushings."





**PAPERWORK** occupies MP checking manifests at Passau, Germany. The cargo is sealed, untouchable.

### Sixth Column CONTINUED

It crosses West Germany by rail under the sacred-cow category of "in transit" goods.

The 7751 MPs can stop it only if they can prove it originated in West Germany. But the MPs can rarely furnish proof. One of them said, "We see all this machinery going through labeled 'in transit.' It looks amazingly like some of the stuff we used to see from factories in the Ruhr. But nowadays it's a little bit different. There's no serial number, no trademark, no code name, no nothing. The damn stuff isn't made any place!"

The authorities in West Germany, German and U.S. alike, will tell you that this MP was talking through his hat, that it would be impossible to manufacture anything important and get it into trade channels without obeying the conventions of trademark and serial number. Again you have to take your choice as to whom you believe.

In smuggling with the avowed enemy, no country has completely clean hands. The Russians are certainly getting strategic goods from West Germany, France, Holland, Belgium, England, Scandinavia, Spain, South America, Africa and Canada. Although the U.S. has been the leader in the attempt to embargo strategic materials, some U.S. businessmen have also been offenders.

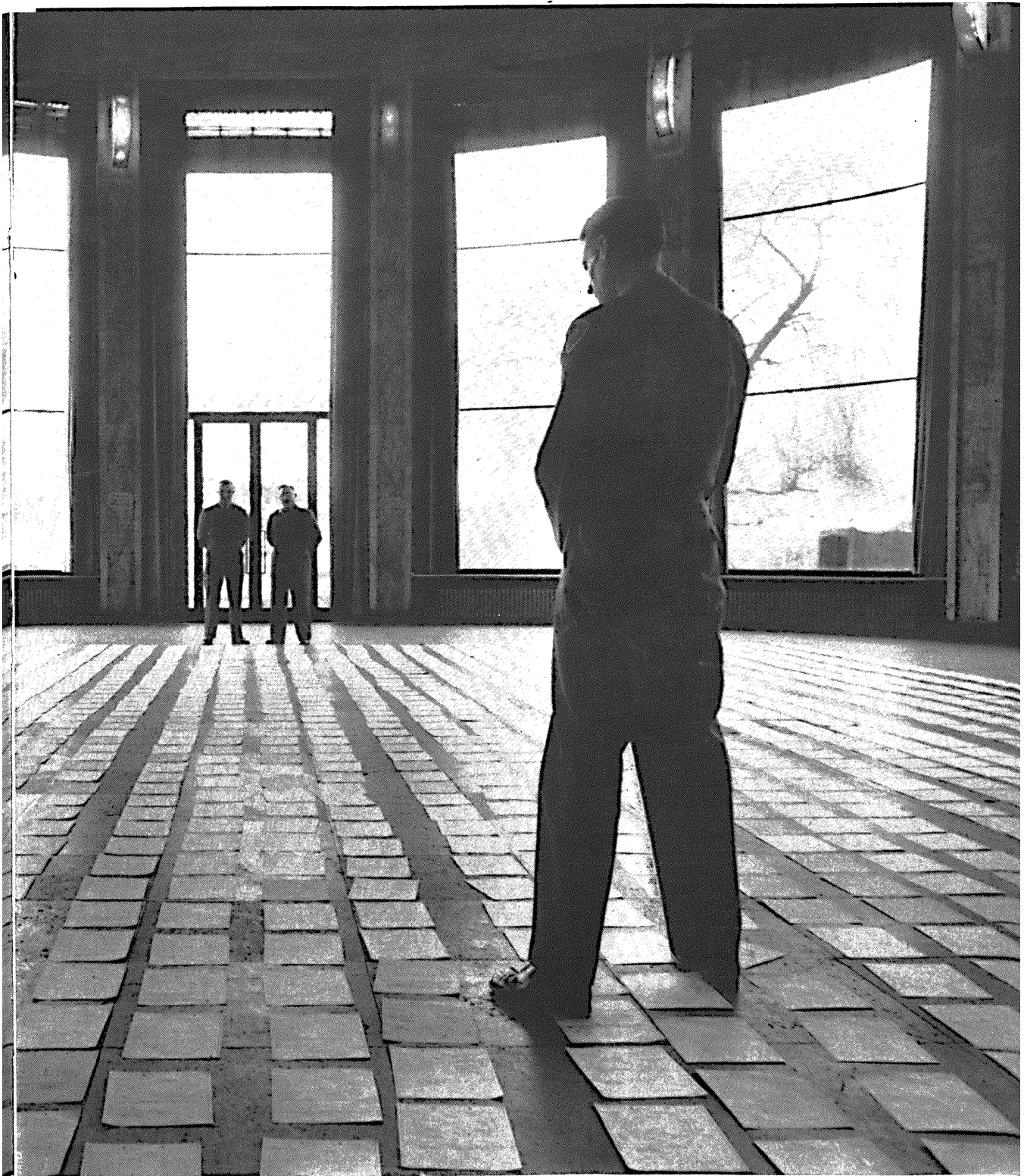
The problem is by no means a simple one that could be solved by putting some unscrupulous villains behind bars. Western Europe needs a lot of the things the Iron Curtain countries can provide, notably coal, timber and food, and the only way it can get them is by some kind of exchange. As long as the U.S. tariff makes it difficult for West Europe's surplus manufactures to find profitable markets here, we are not too convincing when we condemn those countries for selling where they can.

The answer cannot be provided by the U.S. alone but must be worked out internationally in such groupings as NATO. Inside the U.S., however, the problem deserves a good deal more attention and open discussion than it has been getting. Smuggling is as old as sin and almost as hard to dispel. But as recent history has proved, it is silly to make money selling scrap iron which is earmarked for a Pearl Harbor.



**PAPER TRAIL** left by strategic material going to Iron Curtain countries under protection of the "in

transit" code is laid out by MPs in the rotunda of I. G. Farben building, Frankfurt. Each sheet records



the passage of one shipment through the border by train or truck. The MPs know all about almost all

shipments even though they can't do a thing about many. This accumulation of what is called *The Daily*

*News* totals more than 1,500 reports and represents only a fraction of one month's east-bound traffic.