

Bremen
Hamburg
Esson
Köln 1.

United Nations (UNRRA) Cattle Board Trip
Earl E. Loganbill

~~Frank~~ ~~Cruik~~

Feb. 11, 1946
I received notice to get my seaman's papers. I got my release to C.P.S. Reserve and was assigned to the U.S. Coast Guard for purposes of this shipment of heifers to Czechoslovakia.

Feb. 12, 1946
I went to Baltimore to get my seaman's pass. I met a group of CPS cattlemen. I went out to the dock to see the Gainesville Victory. I did not board ship because of the short distance back to Beltsville at CPS Camp #126 where I had lived since Feb. 1944.

Feb. 13, 1946
I went to Baltimore to get on board ship. I signed on and got acquainted with numerous men. The stevedores started loading today and will continue all night.

Baltimore, MD.
Feb. 13, ~~1944~~ 1946

Dear Elaine,

This morning I boarded ship after a couple of days of excitement and confusion. They started loading the bovine cargo this morning and should be done tomorrow evening. We will sail soon after they are done loading. We have a nice group of fellows and a good ship. It travels at 17 knots. It called the Gainesville Victory. There is a lot to get acquainted with and it is quite interesting. I brought my barber equipment along and so I'll get some business because, as far as I know, there is no one to cut hair.

I hope we can get around a lot while in port overseas. We are going to dock at Bremen or Bremmerhaven, Germany. The heifers are going to be shipped overland to Czechoslovakia. If you want to write me send the letter by airmail to Gainesville Victory, Isthmian Shipping Co. In Care of Postmaster, New York, N.Y.

I don't know where we will land when we get back but I expect to get reeleased as soon as I do get back. I'll spend a week at Beltsville and then go west. Hope maybe I can get to Kansas in May along about graduation time if not sooner.

I try to write you when I have more time.
Sincerely,
Earl

Feb. 14, 1946

Had to take care of some cattle but went to town in the night. I called home, camp and Shirley Ramsey. Loading continues. Think we'll leave at 7 A.M. tomorrow.

Baltimore, MD
Feb 15, 1946

Dear Elaine,

I hope I can still get this letter mailed before we lift anchor. I just finished feeding my 31 heifers and am waiting for breakfast. If everything goes good the work should not be

hard. I took some pills for sea sickness. I hope they work.

I'll be hoping to hear from you and will write when possible.

Sincerely
Earl

Gainesville Victory
Chesapeake Bay
Feb. 16, 1946
Posted at Virginia Beach,
VA

Dear Elaine,

I'm hoping I'll get this in the mail somewhere along the way out of the Bay. We had to stay in port longer than we expected. Our heifers are in fine shape. The boys are nice and the ship's crew seems to be willing to get along. Our quarters are quite crowded which is not very pleasant. Our work is not difficult yet. If the sea is smooth all the way we should not have much difficulty.

We hope to be in port about the 28th. We are going the southern route by the Azores and through the English Channel.

I'll do my best to write you when I can get letters mailed. I hope to get released soon after I get back and spend a few days at Beltsville. Then I guess I'll go to Missouri for a while and later make a visit to Newton. I don't know what I'll do during the summer.

I'd like very much to hear from you over there but mail delivery will be uncertain. I write when I can.

Best wishes,
Earl

Feb. 17, 1946

It was a quiet, clear day. The boat rocked some but there was little evidence of sea sickness. I read some but it was hard to keep my mind on reading.

Feb. 18, 1946

Worked pretty hard today. Had to haul up a two-days supply of feed. The sea is rough. Several guys are not feeling very good. I don't think I'll have to slow down unless it gets worse. I began to realize that the ocean is big! That is if we are going in the same direction and not moving in a circle.

Feb. 19, 1946

I didn't have to work as hard as yesterday but the sea was rougher. Everybody felt worse. A lot of guys are really sick and everybody is affected. My cold is not comfortable but the sea sickness has not been so disagreeable. We have lots of fun with the mess boy. Several guys wish they wouldn't have come on this trip. The waves are about 20 at highest now. The heifers are in fine shape. Courtney Sizloff washed for me today and we hung our clothes in the hold with the cattle. We have been talking German to each other. I think of Shirley in D.C. a lot.

Feb. 20, 1946

It was an agreeable ^{day.} ~~day.~~ Everything is in fine shape. Some

guys still are not feeling well but I felt well except for my cold. We had a meeting to discuss plans for a recreational and educational program. I was appointed to organize some discussion programs. With the type of fellows we have it appears we should have interesting discussions.

I cut several heads of hair today as usual. The sea is only slightly rough.

Feb. 21, 1946

We had a class in German this evening. Also played some cards. The sea is fair and most of us are happy. We saw a ship today which stirred some interest. I met a guy from Centralia, Missouri today. He works in the engine room.

Feb. 23, 1946

A rainy day, the first so far. Nobody sick. German class again. I keep building anxiety for the sight of Bremerhaven.

Feb. 24, 1946--Sunday

It didn't seem like Sunday at all but it was a pleasant day never-the-less. I studied German and slept when I didn't work. Tonight is beautiful the sky is clear and we see signs of land on each side. We must be nearing the Channel. I hope we don't go through the Strait of Dover before sunrise.

Feb. 25, 1946

The sailing is very smooth. We have been in the Channel all day but we were never sure just where. We saw some white cliffs but they may not have been Dover. We will probably pass Dover during the night. We can see the light of lots of English town. We just now slowed down. We hear that it is for the purpose of picking up a pilot take us through the rest of the Channel. We wonder about rogue mines.

Feb. 26, 1946

We're still anchored in the Strait of Dover and expect to leave tomorrow. It was a dull day. The dulllest so far because of the rain and cold wind.

Feb. 27, 1946

Pulled anchor at 8:00 A.M. and took out. We viewed the coast of France and England at the same time. We saw a wrecked ship and lots of others. It was beautiful to travel along the east coast of Holland this afternoon. The sun was bright and the sea very smooth. We should arrive at Bremerhaven early tomorrow. I wrote three letters tonight.

North Sea

Feb 27, 1946

Dear Parents,

We're hoping that this will be the last evening at sea until we're docked at Bremerhaven. I thought I'd write to you tonight and than mail the letter as soon as possible after hitting the Port. Right now I'm writing in the dining hall where there are several games of checkers going on by the cattle men and members of the crew. We've been getting some good programs on the radio by short wave.

When we arrive tomorrow it will have been 13 days since we left Baltimore. Yesterday we spent 32 hours at anchor in the Strait of Dover to wait for instructions for going

through the remaining voyage. Our Captain is new in these waters and they ^{are} have to be careful because of the wartime mine fields. The trip so far has been more pleasant than I expected. Some fellows were sick and wished for "solid footing", but I wasn't sick at any time. The sea was rough at times but not enough to keep us from going about ^{our} normal duties. Our work is not difficult but could easily be if the sea was really rough.

Our bovine population has increase since we left. about 8 calves were born and only one heifer died.

When we approached the English Channel it was quite thrilling. We could see the coastal towns very plainly. We have been seeing lots of ships lately too. At one point we could see England and France at the same time. We were anchored in the Strait of Dover only 7 miles from Dover, after having passed the main part of the white cliffs during the night. We could see some of them where we were. We saw the remainder of a shipwreck in the Channel. It happened during a storm only a few days ago. The ship landed on the "sands" and broke up in two parts.

This evening was most beautiful of all because the sun was so bright and the sea so smooth. We could see the towns in Holland to our right about 3 or 4 miles away. We saw lots of small sail boats and fishing boats along the way.

Our meals are plentiful but not too well balanced at this point on our voyage. The crew is nice to get along with. However their vocabulary is heavy laden with cuss words. Some of the crew are fairly decent and respectable.

The C.P.S. guys are a swell group. The other cattle men are from pacifist church groups mostly.

I don't know what to expect in Germany but another fellow and I plan on getting down to Essen in the Rhur Valley if at all possible to see some people whom he promised to visit if possible. (pause)

March 1, 1946: We docked at Bremen and I'm now at the Red Cross and in a hurry. Have talked with several Germans. They are friendly as far as my experance has gone so far. Will write later.

Sincerely
Earl

An almost identical letter was sent to Elaine in Newton, Kansas.

Feb. 28, 1946

We arrived in Bremerhaven today at 1:30 P.M. and anchored in the river Wesser to await orders. We saw a ship and a sub sunken in the river. The buildings show plenty signs of wreckage. Very few lights in Bremerhaven tonight. The river pilot said 60% of the city is destroyed and the population has gone to the country.

March 1, 1946

We stayed at anchor all night at Bremerhaven. This morning

big tugboat came to our ship and the members of its crew got on board. We talked with them and asked them lots of questions. They could speak English fairly well. They wanted cigarettes and offered to trade souviners for them. They seemed intent on being friendly.

March 2, 1946

We heard that our cattle will not be unloaded until Monday. Wally and I went to the Market Place to the Red Cross and also to the Oprenhaus just to see where it was located. We came back to the Red Cross to inquire about the M.P. who had a brother in C.P.S. we found him and had a long interesting talk with him. His name is Charles Lindstrum. In the Red Cross restaurant we met a fellow from Lima, Ohio by the name of Willard Watkins. He knows Fred Troyer.

Bremen, Germany
March 2, 1946

Dear Folks,

I was in the city of Bremen last evening with a gang of fellows to look the place over and to ~~see~~ observe. I hardly know how to begin to describe the situation here. In fact it is bewildering. The city is under American occupation and we see numerous American soldiers. The streets are all dark and few lights are seen anywhere. Remember this was a city of sixty thousand people! The harbor facilities are operational. The equipment seems first rate. The destruction I have seen so far is heaviest in the "arbeiter Wohnviertel" (workers living quarters). This destruction can not be overemphasized because in great sections it is total. Yes, teetotal! There are wall standing with roofs fallen. and the contents burned out. They can not be repaired. The street cars are operating in essential sections. We rode several miles into town to the Bahnhof. It was intact but battgered. A few weary travelers with a pack on their back would be coming or going. The place is dirty and ill lighted. I saw a couple of kids in the train station who had no coats but were traveling with a blanket as their outer clothing. They had no coat. You see some poeople with very excellent clothes left over by the German army. On the street at night the section around the Red Cross station are quite a number of German street walkers. Most of them are very anaxious to give information in the hope they can barter for cigarettes or any thing that can be used. They offer cheap types of souviners in exchange. No one seems hostile and all are polite.

Our ship has not yet begun to be unloaded but we hear they will start today. Four of us are hoping to go to Koln, Essen or Kassel if we can get a permit to leave the city of Bremen. Travel on streetcars and trains is free for Americans if you have the proper papers. We tried to pay our fare on the strassbahn but the conductor resfuse to accept the money.

Love, Earl

March 3, 1946

After we did our chores Courtney and I went to a church to

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inquire for Pastor Paulo. We were too late for the services and Pastor Paulo was not there but a young German boy who could speak English took us to a delinquent girls home where Pastor Paulo soon arrived. We talked for over two hours. He had very interesting stories to tell. He was forced to go into the army and managed to get in hospital duty. He was injured when a Russian mine exploded and put out one eye. He fears the Russians. He showed us the the Dom (Cathedral) which was severely damaged in the war by bombs.

Bremen, Germany
March 4, 1946

Dear Elaine,

This evening they started unloading the ship after a long delay over a controversy about who would pay for the work of the stevedors to unload the ship: UNRRA or the Czech government.

Sunday some of us ^{went} ~~went~~ to an Evangelical (Lutheran) church but got there too late for the sermon. However we wanted to talk with the pastor even more than hear the sermon in the German language. We spent most of the afternoon talking with him. He is a friend of Martin Niemuller. He was very interesting and appreciated our visit.

In the evening we went to a musical held at the ~~Red~~ Cross Club. The Red Cross provides concerts, shows and snack free to all Americans. We hope to go to the German Obrenhaus to hear a concert.

As I mentioned in my previous letter most buildings are destroyed and there is very little to go to. You can buy nothing.

Courtney and I expect to leave tomorrow for Hanover and Essen. He has some food to take to some Quakers (Friends) who live there. I hope we don't get into difficulty.

This crew of merchant marines are sure a sorry bunch of degenerated humanity. We have gotten along fairly well with them but when they hit port they don't stop at any form of immorality.

I am anxious to get released and expect to about the first of April. I will probably work at the Relief Center in New Windsor, Maryland, for a couple of weeks if we get back soon enough.

(Tuesday morning) I have nothing to do now that the stevedors are in charge. I am waiting for Courtney who went to see an officer about going to Essen. I don't know if we go legally or not. We thought that UNRRA papers would permit us to go. Merchant seamen can not go outside the port city. They are very strict about not letting American money in circulation in Germany.

A German ex-soldier is out here talking to a group of C.O.s. He is telling about his experiences in the war.

How are things at Bethel? I suppose you seniors are beginning to get anxious for graduation. I'd like very much to come to Kansas for a visit during May. I have not decided what I will do this summer.

Please write to me at C.P.S. 126, Beltsville, Md,
because I will be there at various times until I go back to
Missouri.

Sincerely,
Earl

March 4, 1946

They started unloading late today. I went to a musical at the Red Cross which was very good. We talked to a lot of Germans who came aboard ship.

March 5, 1946

Courtney and I started on our trip towards Essen at 2:40 P.M. We hurried to the station with our two large duffel bags of food. We didn't have any trouble getting through the guards at the gate. We inquired at R.T.O. and they told us to get on the train but hurry and ~~se~~ we went right through the ticket taker saying "we're Americans". Just as we got to the platform the train was pulling out. We were very confused but we jumped aboard and squeezed in and rode in a crowded car to Hanover. We arrived at about 7:30 P.M.

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We got to Hanover at about 7:30 P.M. on Tuesday March 5, 1946.

At Hanover we inquired about some people whose address Courtney had and we made an attempt to find them but were not successful. We went to a British T.O.C. Club and Canteen to inquire about a place to stay and eat. After learning that we were interested in relief work we were well received and were shown to private rooms with a very welcome feeling. Later we went down stairs to the officers' mess to eat. There we had an interesting discussion about world affairs, economics and relief work. It was my first experience with a group of Britishers. (Brits) We had a nice meal but one could tell that food was rationed. After the meal a dance was being held in the unheated basement.

Attending the dance were British soldiers and a number of Polish girls. These girls had been liberated from Buchenwald. The orchestra was Polish. The music was lively. Some drinks were served. They served some kind of drink that burned as it went down. I never knew what it was. Beforehand I had become aware of a shortage of safe drinking water.

We went to bed and asked to be awakened early to catch a 5 A.M. train to Essen.
March 6, Wed. 1946

We made our train on schedule and it was some train! We got in a box car that had for ventilation and observation purposes two small holes in one side. We were very crowded. The people had all kinds of belongings and were people of all ages. It was not until daylight that we were distinguishable from this horde of refugees. Later we known as "Auslanders" and were becoming a novelty to others on board. This was probably because we gave away cigarettes and tried to smile and display a measure of congeniality.

We had many interesting interviews. Any kind of notebook would have been out of place, so all insights and quotes we would have to commit to memory. I never tried to use my camera.

We met a Lithuanian who could speak English. His vocation was to teach agriculture. It was interesting to note that he was anxious for the Western Powers to go to war with Russia.

We talked at length with a German merchant who was a good friend of an American soldier. We talked also with some German women. The only English one could speak was, "I am hungry. Are you hungry?" We rode for ten hours on that train. It was cold and cloudy with snow on the ground. When the train would stop the people of both sexes and all ages would get off and meet their need to defecate and urinate with no humiliation at all. Something of a cultural shock to Courtney and me.

When we arrived at Essen we found a streetcar that took us near the Rathaus where we inquired for information about the people we wanted to see. The officials were very helpful. We met a nice young German woman who had lived in America and she was especially helpful. She made us feel welcome and as

it was time for her to leave she took us in her car to the address where we wanted to go. The people were not at home yet. Neighbors told us they would come. So then our friendly driver delivered us to the British Friends Ambulance Unit where we were well received and invited to stay overnight.

One of the F.A.U. later drove us to the address which we were to deliver some concentrated food items from Quakers in Baltimore. The people were very glad to see us and we were happy to know that they were alive. Their friends in Baltimore did not know if they were in fact alive. They could not speak English but we made ourselves understood. That is Courtney did because of his language skill. We took a picture of them. The father was a newspaper man. They offered us beer and bread. We took the beer because we had no water the whole day. We refused the bread because we were there to give them food. Late that evening we ate supper at the F.A.U. This was the first we had eaten that day except a small sandwich. We had taken no water all day.

We had cots to sleep on but not enough covers and no heat in the building. The house was ostentatious. It had belonged to a Nazi official. The boys there were an interesting group.

March 7, 1946

We ate breakfast at the F.A.U. which consisted of a bowl of oatmeal and bread with butter and two pieces bacon (the meat was exclusively for us visitors). I ate only one half of the meat. Hot tea. (Boiled) No water!

One of the boys drove us down to the station to board a train to Koln. We arrived there shortly afternoon. We inquired for the R.T.O. or M.P. and had to walk across the Rhine River on a Victory Bridge. That was a scene never to forget. Broken bridges on either side and a mad rush on the narrow pontoon bridge with trucks intermingled with thousands of people walking and pulling loaded wagons or carrying a variety of belongings on their backs. We found two British M.P.'s who gave us great help after we identified ourselves. They made about six telephone calls helping us arrange for transportation back to Bremen, the port city. They also helped us locate the people we wanted to see in Koln.

The first person we went to see was a lady who lived along on the outskirts of Koln. She had a lot to say about the bombings and the last days of fighting in Koln. Se told about the plundering and cruelty of the Americans when they came through Koln. Soldiers would rape victims and inflict pain and suffering without mercy. Soldiers evicted her from her home where she had many valuable pieces of art. Her house had been hit by an incendiary bomb. The fire was put out after only partial damage. She said she slept in her day-time clothing for over five years. She offered us tea and bread. We drank the tea. We left some clothes for her to distribute and gave her some concentrated food supplies.

In the evening we went to visit a Quaker family and also

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brought them some food. We did not have very long to stay because we wanted to catch a streetcar back down town. The elderly lady told about organizing church activities for young people.

When we got to the train station we bought tickets to Krefeld. We had hoped that we could get accommodations with the British military and make a connection by military train to Bremen.

It was about dusk when Courtney and I decided to walk to the Koln Cathedral. We didn't know what to expect to see except the magnificent exterior. When we got there a priest greeted us as he was about to leave the church. Not another soul was present. It was quiet and the priest was friendly. We explained how we came to be in Koln. We just wanted to acknowledge the historical Gothic church. The priest was generous in explaining the history of the city and the cathedral. All the stained glass and the great collection of relics and art treasures of a millennium had been removed into bomb shelters. The scene was drab but also awesome. Ninety percent of the city had been destroyed but the cathedral survived a total of 14 hits from bomb damage that were considered to be minor in comparison to medieval buildings such as the Overstolzenhaus, the Gothic Town Hall, and the Gurzenich, or Festhaus (banquet hall).

We were preparing to wait in the great train station until 5:00 A.M. to go to Krefeld. We met a Belgian soldier who was hoping to do the same thing. He could speak German but not English. We went to the British M. P.'s and they were busy searching German travelers. We were suspect because of no papers. So they instructed us to go to the German Railway Police station. There we met an American who was posing as a native citizen of The Netherlands who was wearing a U. S. Army uniform.

When the British M.P.'s came to interview us they questioned us and asked for proof of identity. We didn't have any permit to travel and so they were suspicious. They called up the American M.P.'s in the American zone but received no cooperation. Then they called their own headquarters and were told to let Courtney and me go but hold the guy in the U.S. Army uniform. This was a warm place to sit so we stayed around for a time anyhow.

It must have been about midnight we went to large unheated waiting room in the great train station. It was so crowded that we could hardly find a place to lie down. We tried to sleep for about an hour and found it too cold. We went back to the police station and slept there on the benches as best we could.

March 8, 1946 (Fri.)

We made our way to Krefeld where we again inquired at the R.T.O. for transportation. We were told to go to the transit camp for something to eat and for a possible ride by motor. We arrived there and was directed to a mess hall. We had no mess kits but were able to eat with our hands. We

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gathered apples out of a barrel full of outcasts. We scraped some cooking pans for some hash and we were given some bread and butter.

Later we discovered that our only possible way to get to Hanover in time to arrive in Bremen for sailing date we must take a military train to Hanover from Krefeld. A military truck took us down to the military entrance but the officer in charge said he would not be responsible for our getting on the train. That meant that we had to run over a dozen rail tracks separated by elevated dock to get to the passenger train that was starting to move. We barely made it!

We crossed the Rhine on a Victory Bridge which was interesting. The children along the railroad were reaching out begging for food.

We arrived the same day in Hanover at sundown. We went directly to Toc H where we were again well received. They insisted that we have tea and something to eat which we gladly accepted. Our good friend Captain Paul Saunderson was anxious for us to send him American editorials and magazines. He was very much interested in feeding the Germans. Some of the clergymen were there visiting while we were there. They belonged to the Church of England.

A British soldier from Jamaica took us along to a movie in town but we had some difficulty in getting in because we were civilians. I was so sleepy that I could hardly enjoy the the movie.

We got on our train by forcibly squeezing in and rode a miserable 3 and one half hour ride to Bremen. When we got there we were searched by American M.P.s after trying to break through the German M.P.s. We arrived at Bremen train station in the wee hours of the morning. No city transportation was moving at that time. We had hoped for transportation by army Jeep but our plea was rejected. Nothing was available so we had to walk to the boat dock about ten miles. We got to ship at about 4:30 A.M. We were glad to see our ship and the bed bunks. I was very tired, hungry and thirsty when we got back. I didn't drink a drop of water from Tues. noon to Sat. morning. We had a little tea and some coffee to keep from becoming dehydrated.

March 9, 1946 (Sat.)

I slept late and didn't go to town until Sat. night when Courtney and I went to see Pastor Paulo. We took him a sea bag full of clothes and other items contributed by the cowboys on the ship.

Pastor Paulo was happy to talk to us and he read from the Bible. We discussed some of the passages. He told us about his associations with Pastor Nieomuller and how he was handled by the Gestapo. He told of the terror he had seen in Poland with the Jews.

We never discussed pacifism but when we left he seemed anxious to know more of our ideas. He asked us to send him religious material.

March 10, 1946 (Sunday)

We left Bremen and dropped anchor near Bremerhaven. I had a long discussion with a group of seamen in the dining hall which included religious principles, marriage and pacifism.

March 11, 1946, (Monday)

A rather dull day with several in a bad humor. The stowaway on board had to leave. He was a 13 year-old boy. I talked with the chief cook and the steward about communism.

March 12 to 17, 1946

The sea has been rough and progress very slow. Moving at 5 to 12 knots. Many fellows are not feeling well.

March 18, 1946

It was a bright sunshiny day and a lot of fellows spent several hours leisurely absorbing the sun. Our discussion was centered around the subject of sex. Wally Lornell who had been with me while stationed at Hill City, So. Dakota, was the leader.

March 23, 1946

Arrived at Hampton Roads, VA. and dropped anchor to await orders.

March 24, 1946 (Sunday)

Still at anchor and hoping for the commissioner to come aboard to sign us off. I went to church. We had a nice time with the youth group and heard a lady speak who was from India. Later we heard the sermon. We got acquainted with a British naval officer whom we enjoyed talking with. D. Paul Miller, Herschel Elliott, and Leonard Reimer were with me. We stayed all night at the Merchant Marines Hotel.

March 25, 1946 (Monday)

We all got up at 5:30 and went to catch a launch out to our ship in hopes of getting signed off early. The commissioner came at about 11:00 A.M. and we finally got off ship. We left Norfolk at 1:00 P.M. by bus to Washington. We arrived at Beltsville at about 8:00 P.M.

March 26, 1946

I was in Washington today with John Brant and Clyde Keeney and took them around to the interesting spots. The Japanese cherry tree were in bloom but it was too cloudy to take good color pictures.

This evening I had a date with Shirley Ramsey. I picked her up at work at the British Embassy to go view the cherry trees along the Tidal Basin. Then we went to have dinner at a Hot Shoppe. Later we went to the Calvary Methodist Church and visited Robbie, our pastor, and Jane and Virginia.

March 28, 1946 (Wed.)

Paul King and I left for New Windsor after I first went

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to see the little Logan girls (our neighbors at the Beltsville dairy department). I said farewell to Virgil Brennemann and Dorsa Mishler. We arrived at New Windsor at 10:30 and went to work immediately. I unloaded brick and then went to bailing diapers.

I went to Westminster to look for Ray Via and Mildred Vanderbeek but they are having spring vacation at Western Maryland University. They had gone home to D. C.

March 29, 1946

I helped sort clothes all day. We had a ball game this evening.

March 31, 1946

Didn't work today but had a good talk with Roy Umble. Went to Beltsville and later to Calvary Methodist to the "shine" in the youth room where we cleaned up the youth room.

April 2, 1946

My release was effective April 1. I am a free man again! I went to church and then out to dinner with the gang from Calvary. In the afternoon we walked around the Tidal Basin and took pictures. In the evening we had youth meeting and church service. In the afterchurch hour I talked to the young people about my trip to Europe.

I later went to see Shirley R. after having called me at church. She was very lovely to me and we had a nice evening talking together.

April 3, 1946

I had a date with Shirley and went to see "Life of Beethoven" at the Pix. We had a nice time but neither of us seemed to know just where we stood with each other. I would soon be back in the Mid-west. She, in a matter of months would be back in Winnipeg, Canada. I had met Elaine when I was last on furlough. She helped persuade me to come to Bethel College for college training.

Shirley gave me her picture which I treasure.

April 4, 1946

I called up Shirley to bid her farewell. I packed my clothes in the morning. At 12:35 P.M. Dale Stutzman, Menno Diener and I left for Ohio. We traveled on the PA Turnpike and arrived at Stutzman's home at 1:00 A.M. where I stayed all night.

April 5, 1946

After visiting with Dennis Miller for a while I left at 9:45 A.M. for my home in Missouri. I stopped very little. I had car trouble for a while but didn't stop except for essentials.

April 6, 1946

After driving through St. Louis in the rain without new license I arrived home at 2:00 A.M.