

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)



1. In the part of Riga called Sarkandaugava there was no war damage and no change, except that a trolley-bus line was installed in place of the bus-line. [REDACTED] the following installations are still in existence and suffered little or no war damage:

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Provodniks Factory, an internment camp for civilians, with barbed wire around the premises.

Buffalo Factory, textile factory still in operation.

Rutenbergs Chemical Factory, still in operation.

Sarkankalns Hospital for Mental Diseases, still serving same purpose.

Aleksandra Augstumi Hospital for Mental Diseases, still serving same purpose.

The Central cietums and Termina cietums (prisons) were without changes.

Laima Chocolate Factory; premises stood and production was going on; the factory was known as the biggest candy and chocolate producer in Latvia.

Goegginger Factory still stood, but nothing was known about production.

Sports stadium near 1905 Gada Park, and the former YMCA stadium; the latter was called Dynamo Stadium, and a new hall for indoor winter sports had been erected there, on the former tennis courts, near the firehouse.

The customs place and buildings were as before.

The Citadele area and the Church of the Citadele were without change.

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The Riga Power Station near the harbor still stood, but the area was fenced in and restricted.

There was an underground power station, diesel operated, near the Babelite Lake.

The Milgravja Superphosphate Factory had been enlarged.

Swimming pool at the ponton bridge operated in the summer as before.

The castle still stood and was called the Castle of the Pioneers.

The building of the Bank of Latvia was still standing

The State Technical School still stood and served the same purposes.

The soldiers' cemetery was still there. the crosses on the graves of German soldiers had been removed.

The Luna Cafe was in operation.

There was a modern banking house on Kalku iela, formerly the Akciju Bank.

The big department store, formerly the Armijas Ekonomiskais Veikals, was still in operation.

The telephone exchange was on Zigfrida Meierovica bulvaris.

The house of the former Latvian Association is an officers' club now.

The premises of the former Officers' School in Kr. Barona iela were still used for military purposes

The premises of the former Officers' Club of the Latvian army were the same; even the guns in front of the building had not been removed.

The house of the former Ministry of Foreign Affairs probably was used for the same purpose.

The premises of the former second and third gymnasiums were still in use.

Arts'Museum was at the Esplanade.

The Orthodox church was still standing at the Esplanade.

The monument of the writer Blaumanis near Bastejkalns was still standing, but it was not at the corner of Blaumana iela and Kr. Barona iela anymore.

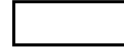
The large factories, Kuznecovs and Kvadrats, were in operation.

Between the Volfsmits Factory and the big mill nearby was a big. new bakery supplying almost all of Riga with bread.

it was probably Plkv. Brieza iela.

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The barracks of the former Latvian Air Force in Pardaugava, still were used by the Air Force.

The opera house was still standing.

The former National Theater was still standing.

The university was on both Raina bulvaris and Kronvalda bulvaris.

Besides the Central Market there was a market on Matisa iela.

The main post office building was not used as a post office; in 1949 it was a technical school, and the post office was in the former Feitelberg storehouse at Brivibas bulvaris and Kalpaka bulvaris.

Other factories were VEF, Vairogs, and Erenpreis (sic, possibly Erenbreit), the latter also called Sarkana Zvaigzne.

All churches were intact except Peter's Church, which had burned down.¹

The main restaurants were Mazais Vermana Garden and Rudzisa.

On Balasta Dam a PW camp was established, consisting of five wooden barracks, each large enough for 200 men.

A new swimming pool in the Daugava River was built near Balasta Dam, where the Vidzemes Yacht Club was formerly.

A new bridge was built across the Daugava from the end of Valdemara iela to Balasta Dam, to the site of the former Vidzemes Yacht Club. It was of wooden construction with only one pair of streetcar rails laid on it. Usually the streetcar did not go over this bridge, except when the ponton bridge was out.

The steel-construction bridges, Zemgales, and the railroad bridge, which were blown up by the Germans, were repaired for temporary use, and the repair work was still going on.

At the northern end of Zvirgzdu Island there was a bridge from Krasta iela at the end of Speka iela, and on the island there was a second-hand market, called the lice market. It was legal to sell only personal belongings here, and militia checked whether somebody bought an item and then resold it for more money.

Beginning at Strugu iela there was between Maskavas iela and Krasta iela a penicillin factory, on the premises of the former Farmakon Factory. The premises were enlarged, and a fence extended to the Daugava, so that Krasta iela was not a through street any more.

There was a new store for raw rubber between Strautu iela - Madonas soseja and the Riga-Daugavpils railroad. There were six brick warehouses for storage of the rubber, in pieces of one cubic meter, and railroad tracks leading to this storage place from the Riga-Daugavpils main line. In the winter of 1948/49 rubber from England and India was stored here.

North of this storage place there were old German planes on a field, not smashed, but not used for flights. The planes still had the German insignia on them, and among others there were also jet planes. It was definitely not an airfield but rather a sort of storage place.

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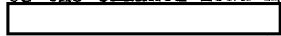
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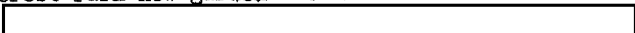
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PW camp No. 9 was outside the brick wall surrounding the Export Harbor; the PWs went to work in the harbor through a gate on the eastern side of the fence, not through the main gate to the south.

The warehouses in the Export Harbor were destroyed and PWs built new, modern warehouses in the same area.

25X1 The entrance to the channel leading along the Central Market was closed at the Daugava end.  the channel was filled with earth, stones, and garbage due to the war, and that eventually it would be cleaned again, but by 1949 it was impossible for vessels to carry goods to the Central Market through the channel.

The monument of the first Latvian president, Janis Cakste, on the square before the castle, was removed, and the square was called Pionieru Square instead of Janis Cakstes Square.

25X1 In the area of the Forest Park new gardens for recreation were laid out, called the Park of Culture. 

Along Karla iela, also called for a period 13 Janvara iela, many houses were destroyed and not rebuilt, among others the building where the Jaunatnes Petisanas Instituts was located.

The building of the former Kreditbanka at Doma Square, now 17 Junijs Square, was still standing but had been rebuilt inside, and adapted for broadcasting studios for the Riga Broadcasting Station. Several walls were broken down and new ones put in and covered with special material for acoustics. This house was chosen for broadcasting because it was near the Doma Church and thus would be protected against possible air raids.

The building of the former Opera Cafe was leveled and a square established there with a lawn and benches; in the evenings the square is illuminated.

The house adjoining the former Opera Cafe was standing, but all the area including Hotel Rome was razed, and new buildings were under construction there, though nothing seems to be planned for the site of the former Opera Cafe.

Along Kalku iela there was much damage; many houses were destroyed and at several places squares were established instead of replacing the former buildings. The street was much broader, and there were few shops.

There was much war damage around the Guildhouse; the ruins were cleared and gardens established, with no buildings there.

The banks of the Daugava were blown up by the Germans and were rebuilt by German PWs. All along the banks there were gardens, and streetcar tracks ran only from the ponton bridge toward the Central Market, not toward the castle.

Victory Place was leveled, including the part which was not finished before the war. The place was used for army parades and big meetings.

On the Esplanade a stage was erected, and in summer 1948 there was an all-Latvia song festival.

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25X1 Near the stadium in Grizinkalns, at the gardens called 1905 Gada Park, there was a small PW camp, which was broken up in the fall of 1949, and from the material thus obtained the hall for winter sports activities on Dynamo Stadium was built (see Page 1).

25X1 The house at the corner of Brivibas iela and Karlines iela, called Feitelberga House, was razed and a square established there instead, with grass.

25X1 At the corner of Valcu iela and Trikatas iela PW camp No. 13 was established, consisting of wooden barracks.

25X1 Between Ganibu Dam and the freight depot track, at the top of Piluzizas iela, PW camp No. 15 was established.

25X1 In the area of the Vairogs Factory most of the old buildings were damaged and razed, and many new buildings erected.

In the area of the VEF Factory, at Unijas iela, a big, new building was erected adjoining the Gushodor area.

2. The trolleybuses had no numbers, just the place of destination. [redacted]

25X1 [redacted] The itinerary was as follows: The trolleybus line with the destination Sarkandaugava went from the railroad station along Raina bulvaris - Valdemara iela - Karlotes iela - Dunties iela - Sarkandaugava. There was a turning point at Tiltas iela, and then back the same way to the railroad station. Dunties iela was one-way, and after turning at Tiltas iela the trolleybus went back along Aleksa iela until it came to Dunties iela again. Some cars of this line went farther, to Meza Park along Meza prospekts to Kokneses prospekts. Another trolleybus line went from Viestura Gardens along Kirova iela, formerly Elizabetes iela - Kalpaka bulvaris - Terbatas iela - Gertrudes iela to the railroad crossings and turned there along Polockas iela - Katolu iela, and then back along Gertrudes iela again. The third line went from the Central Market to the Maskavas suburb [redacted]

25X1 [redacted] it was a very wide street, and [redacted] it might be Jekabpils iela. No streetcar used the Ring around the Old City. There were no streetcar tracks from the ponton bridge toward the castle, and all streetcars from across the Daugava turned toward Central Market and made a turn here. The lines Nos. 6, 13, 2, and 11 followed the old itinerary, except that they also went to the market but not around the city. [redacted]

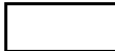
25X1 [redacted] a streetcar line in 1949 ran from the corner of Kr. Barona iela and Brivibas iela along Brivibas iela - Matisa iela - Kr. Barona iela - Raina iela - Radio iela [redacted] - Marijas iela - Stabu iela - Avotu iela - Jana Asara iela - Pernavas iela - Kr. Barona iela to the corner of Brivibas and Kr. Barona ielas. Thus, there was no streetcar along Matisa iela from Kr. Barona iela to Marijas and along Marijas iela from Matisa iela to Reveles iela and the Stadium. [redacted] The streetcar line which previously ran to the Kuznecovs Factory ran to Kvadrats Factory.²

3. There was still steamboat transportation from the western bank of the river to Agenskalns. [redacted]

25X1 [redacted] on the Agenskalns side there were a new pier, ticket offices, and waiting rooms, built east of the old site, toward Balasta Dam, where the new bridge from Valdemara iela ends. This new house was in oriental style. The steamboat traffic was not as heavy as before the war. The steamboats were old ones. [redacted]

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25X1 4. The PW camps were under the supervision of the MVD. Besides the uniformed officers and soldiers, there were inspectors in civilian clothes without any military rank who did the questioning. [redacted]

[redacted] the MVD building at Raina bulvaris. It was the location of the former Latvian Ministry of Agriculture, which was connected with two other buildings on Raina bulvaris, probably numbers 4, 6, and 8 or 6, 8, and 10. There were three entrances from Raina bulvaris, but inside the buildings were connected and it was possible to go from one into another. [redacted]

25X1 [redacted] in the Cheka House at the corner of Stabu iela and Brivibas iela. Conditions were terrible, and [redacted] if somebody was summoned to this building, he usually did not return at all. [redacted] this building was an MGB installation. [redacted]

25X1 The officials are called simply milicis. The office of the town militia district was on Marijas iela. The town militiamen were both Latvians and Soviets, and not all of the Latvians spoke perfect Russian. The headquarters of the town militia was in the former building of the Prefecture near the station. [redacted]

25X1 5. Prices for clothing were very high. [redacted] the following prices for items bought by him in Riga [redacted]

Article	Unit	Price (in rubles)
Work trousers, poor quality	1 pair	190 rb
Work suit, poor quality	1	296 rb

25X1 A good suit cost thousands of rubles. Prices in general went down from 1947 to 1949, and [redacted] that prices still were dropping after 1949.

25X1 6. [redacted] Militiamen were on the tracks in the bigger stations, but they were mostly concerned with travellers who had no tickets and were riding outside the carriages. The tickets were sold in Riga in the booths of the Riga Jurmala station, both in the hall and on the street. There was another ticket office on Marijas iela near the main station. This office was for long-distance trips. The fare from Riga to Tallinn was 38 rb for a child's half-fare ticket. As to the time-tables, the train to Riga left Tallinn at 2030 and arrived in Riga early the next morning.

25X1 7. [redacted]

25X1 8. [redacted] The salaries in Kaliningrad were better than in Riga, and [redacted] it was because Kaliningrad salaries were adjusted to Soviet workers with no regard to the indigenous laborers. As a matter of fact, there were few Germans, either some

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25X1 specialists who had stayed in Kaliningrad, or Germans who returned from the
 25X1 Baltic countries. The Germans in Kaliningrad were repatriated in May 1951.
 They were sent from Kaliningrad to a repatriation camp near Sovetsk and
 transported to Germany from there. [redacted] very few Germans re-
 mained in Kaliningrad, as indispensable specialists.

9. [redacted] the population of Riga was about one million, compared
 25X1 with about 400,000 before the war. Now there are many Soviets, mostly military
 personnel, militia, and officials in the city. The best apartments were taken
 by high-ranking Soviets. The area of Meza Park was inhabited largely by Soviets.

10. From the bus station, or Autoosta, between the main railroad station and
 25X1 Central Market, there were buses to Milgravis, Balozi, Bolderaja, and Ciekurkalns.
 Buses have a number in the front of the car and also the destination.

11. There were four trolleybus lines in Riga. [redacted]
 [redacted] In the front of the trolleybus there was a plate with the
 destination in Latvian. Three of the four lines turned at the corner of Raina
 bulvaris and Marijas iela, probably in the area of the former gardens. The
 fare varied with the distance; from terminus to terminus the fare was 90 kopeks.
 The trolleybuses came by every ten minutes and ran until after midnight. There
 was always only one car. The itineraries of the respective trolleybus lines
 were as follows:

- a. From a theater at a square on Vidzemes soseja, formerly Zemitana Square,
 along Vidzemes soseja, Brivibas iela, now Lenina iela, Raina bulvaris to
 the turning point at the corner of Raina bulvaris and Marijas iela, without
 crossing Marijas iela, and back.
- b. From the railroad station, same turning point as for the line mentioned
 above, along Raina bulvaris, Brivibas iela, Kirova iela, formerly Elizabetes
 iela, Valdemara iela, and Dunties iela to Tilta iela, where it turned at the
 Sarkandaugava Theater, formerly Viktorija, and went back to the station.
 Some cars went farther than Tilta iela, to Meza Park, and sometimes there
 were special cars from Tilta iela to Meza Park.
- c. From the railroad crossings at Gertrudes iela, now Karla Marksa iela,
 where there was a turning point at Gertrudes iela and Katolu iela, along
 Gertrudes iela, Terbatas iela, Kirova iela, Viestura Gardens, and from
 there back.
- d. From the turning point at the corner of Raina bulvaris and Marijas iela
 25X1 crossing Marijas iela, past the station, through the subway in the direct-
 ion of Central Market [redacted]

12. Streetcar lines were numbered and the lines were as follows:

Line No. 1: From Bikernieku iela along Vidzemes soseja, Brivibas iela, Matisa
 iela, Kr. Barona iela to the turning point behind the Main Post Office, prob-
 ably Radio iela, and back.

Line No. 2: From Brasla, the former terminus, along Miera iela, Karlines iela,
 Matisa iela, Kr. Barona iela to the turning point around the Main Post Office
 and the former Prefecture, probably Radio iela.

Line No. 3: Round trip from the Gaisa Bridge along Brivibas iela, Matisa iela,
 Kr. Barona iela, Aspazijas bulvaris, now Padomju bulvaris, Marijas iela, Stabu
 iela, Ayotu iela, Jāna Asare iela, Pervavas iela, Kr. Barona iela to Gaisa
 Bridge. This line had cars running both directions, and the streetcars of this
 line did not use the turning point around the Main Post Office and Prefecture,
 running instead along Padomju bulvaris, formerly Aspazijas bulvaris.

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25X1 Line No. 4: Follows the route of former line No. 3, starting at Jāna Asara
25X1 iela, along Avotu iela, Stabu iela, Marijas iela and then turning around the
25X1 Main Post Office and Prefecture similar to lines No. 1 and No. 2, and back to
the terminal of former line No. 3 at Jāna Asara iela.

Line No. 5: From Moscow suburb [redacted]
[redacted] to the Central Market, along
25X1 Aspazijas bulvaris, Valdemara iela, Plkv. Brieža iela, Ganību Dam to Sarkandau-
gava and back. A streetcar line also went on from Sarkandaugava to Milgrāvis,
[redacted] the number; it might be 13, 14, or 15.

25X1 Line No. 6: From the turning point around the Main Post Office and Prefecture
to Sarkandaugava. [redacted]

Line No. 7: The old route from Childrens' Hospital to the Central Market,
turning there and going back along the river to the ponton bridge, not around
the City as before. There was a line going on past the Childrens' Hospital, a
continuation of No. 7, [redacted]

25X1 Line No. 8: The old route to Zaulauks, turning from the ponton bridge to
the Central Market, passing Central Market and coming back through the subway
again to the ponton bridge, not around the City as before.

Line No. 9: The old route to Ilgeciems, but turning along the Central Market
and not around the City.

25X1 All streetcars from Pardaugava, i.e., Nos. 7, 8, and 9, crossed the river on the
ponton bridge, and no streetcar went over the new bridge at Valdemara iela.
25X1 When the ponton bridge was taken out, these streetcars turned at the bridge-
head on the Pardaugava side, and the passengers were taken over by buses run-
ning to the City over the new bridge at Valdemara iela. For this trip the
25X1 passengers had to pay extra, since there were no interline tickets.

Line No. 10: [redacted]

25X1 Line No. 11: From terminus of No. 2 to Meža Park, the old route, but not coming
into the town. [redacted] this line went farther than the zoo [redacted]

25X1 Line No. 12: From Bikernieku iela along Ropazu iela to Šmerlis as the con-
tinuation of No. 1—the old route, except that it did not go to the city.

Line No. 13: [redacted]

25X1 Line No. 14: [redacted] such a number existed [redacted]

25X1 Line No. 15: [redacted] such a number existed, but does not know the
itinerary.

25X1 The fare for all lines was 30 kopeks, and there were no transfers. The street-
cars were usually crowded, and a train consisted usually of three cars.

13. There were still horsecabs in Riga. They were a private enterprise, [redacted]

[redacted] The horses were in very poor condition.

25X1 There were parking lots for horsecabs near the Central Market and at the rail-
road station. [redacted]

14. The taxi-cabs in Riga belonged to the municipality and were not owned privately.
The Pobeda make was the car most commonly used as a cab. Rarely did the cabs

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25X1 have automatic meters; usually the amount to be paid for a trip was figured out by the number of kilometers, and the fare was 50 kopeks per kilometer. Some people ran a black market taxi-service, driving private cars as taxicabs without any license, and also driving at night, and outside the town.

25X1 [redacted] driver of a car belonging to a factory. After working hours the driver had the car at his disposal, though he was not supposed to make private trips, and had no gasoline for that purpose, since gasoline was rationed. Nevertheless, this driver used the car as a taxi, fully aware of the risk of being caught. He purchased gasoline from air force men at the barracks in Pardaugava, and made trips at night, even to Lithuania. 25X1 When buying gasoline on the black market one had to pay 2 to 3 rubles per liter, whereas the official price was about 1 ruble per liter. Each properly licensed automobile received a certain amount of gasoline tickets [redacted]

15. 25X1 The local river transportation operated from the landing-place on the right bank of the Daugava River below the ponton bridge. The destinations of the local steamships were: Agenskalns; Sarkandaugava; Milgravis, stopping also at Kundzinsala; Daugavgriva, stopping also at Bolderaja; and Meza Park or Kisezers, only in the summer. There is another line upstream. The stop in Riga for this line was not at the same place downstream from the ponton bridge as for the other lines; these steamships left from a place upstream from the ponton bridge.

16. 25X1 [redacted] not able to estimate the percentage of active communists and active resistance, but [redacted] as to the feelings of the Latvian part of the population was that 80% was anti-communist, even among the young people, though the percentage must have been higher among older people.

1. 25X1 [redacted] Comment: [redacted] only the tower of the church had been destroyed.
2. 25X1 [redacted] Comment. The streetcar lines were numbered in 1951, according to an article in Cina in July 1952.

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