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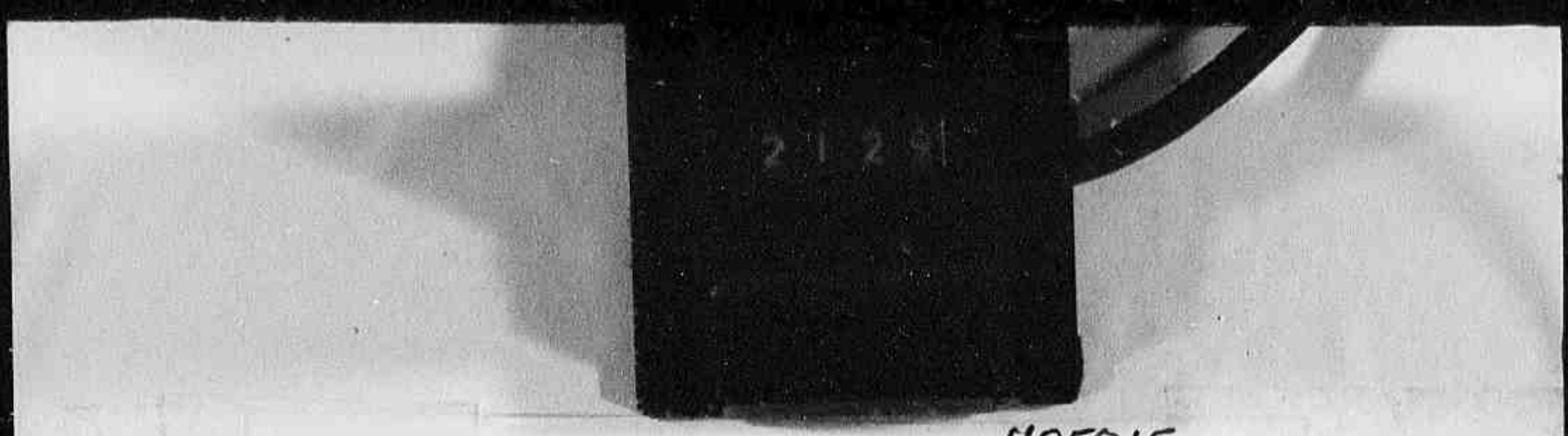
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DUPLICATE CORRESPONDENCE &
INCOMING CABLES
NOV. 1942; MAY - JULY 1943

174 pp.



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DRAFT [redacted] 15 June 1943

A.F.H.Q. Italian Region,
Intelligence Section.
P.W.B.

LIST OF SICILIAN PERSONALITIES.

I. PERSONALITIES OUTSIDE THE COUNTRY.

II. CIVIL AND PUBLIC ADMINISTRATORS, BUSINESS MEN, LAWYERS etc., etc.

III. ECCLESIASTICS.

IV. INFLUENTIAL PERSONALITIES Misc.

V. DOUBTFUL BEING.

VI. PRO-FASCISTS.

-o-o-o-o-

I. PERSONALITIES OUTSIDE THE COUNTRY.

Name	Address	Comment
SALVEMINI, Gaetano	Harvard University, Mass. U.S.A.	Born 1873 at Molfetta (Apulia), this seventy-year old Italian historian has always been regarded as a Sicilian owing to his long and distinguished connection with the University of Messina. He was teaching at the University of Florence when, in 1925, despite his eminence and popularity, he was arrested as an opponent of the new regime, and his property confiscated. Released he emigrated to France, England and eventually, the U.S.A. where he now teaches at Harvard University. He is a rather extreme Republican, fiercely opposed to the Vatican and, in particular, to the Royal Family, whom he holds partly responsible for the advent and consolidation of Fascism in Italy. He is connected with anti-Fascist groups in the U.S.A., such as the Mazzini Society. Salvemini is somewhat distrustful of Allied intentions toward Italy, but his wide knowledge would be placed at our services were he convinced of our honourable intentions. Sincere and full of integrity, he a scholar rather than a politician, and is perhaps too doctrinaire and inflexible an idealist to be politically useful.

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Name	Address	Comment
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STURZO, Don Luigi	St.Vincent's Hospital Jacksonville, Florida. U.S.A.	Sturzo, one of the most stalwart and assiduous of Italian anti-Fascists in exile, is an old and sick man of seventy-two. Born in 1871 at Caltagirone (Sicily), he was educated at the Gregorian (Jesuit) University in Rome and later at the University of Catania, taking orders in 1894. He was possessed of a passion for social justice, and became an ardent social worker. He was the founder of co-operative societies and various Catholic labour organisations. In 1915 he came to Rome as General Secretary of the Azione Cattolica, a

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Name	Addr	Comment
STURZO, Don Luigi (continued)		post which he held until 1917. In 1919 he founded the Partito Popolare. This part obtained the bulk of its support from peasants and agricultural labourers, though including in its ranks extreme Conservatives drawn from the black aristocracy and the Venetian nobility. His party won almost a fifth of the seats in the Chamber in 1919 and made further gains in the elections of 1921. Though refusing on principle to stand for parliament, Sturzo, as leader of the Popolari, was virtually in control of the Cabinet. He was opposed alike to reactionary and revolutionary courses in politics. He stood for the expropriation and division of the big estates whose owners were to be fairly compensated by the taxpayers' money. On Mussolini's advent to power, two leading members of the Popolari accepted seats in the Duce's cabinet and the party agreed to support the motion according him full powers. Sturzo disapproved, but strove to preserve his party's unity. In 1923 a violent press campaign was started against him. Denounced as an enemy by Mussolini, Sturzo courageously led the Popolari in the 1924 elections with the avowed purpose of forcing the repeal of the new electoral law favouring the Fascists. It was only when the rumour became current that his name stood next to that of the murdered Matteotti on the Fascist black list, that Sturzo resolved to leave Italy. He came to England in 1924 and went to the U.S.A. at the end of 1940. Having played a leading part in the convulsive post-war period and in the first years of the Fascist regime, Don Sturzo may still retain some of his politician's arts of twenty years ago. Though long absent from Italy, he may still have a numerous following among the Catholic peasantry. Aged and ailing, he is apparently still possessed of the agile and fiery spirit of a far younger man, and is likely to prove apt and useful as a political negotiator.

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/ II. CIVIL ADMINISTRATORS etc., etc.

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II. [illegible] ADMINISTRATORS etc., etc.

Name	Address	Comment
DUCROT, Enrico	Piazza Olivuzza Palermo	Aged 60. Eldest son of aeroplane manufacturer in Palermo. Married a rich and intelligent American. Energetic, able and reliable, very friendly to the English. Has a thorough knowledge of Sicily. Lukewarm Fascist. (1939 A2 source).
DE LUCA, Commendatore Ettore	c/o F.Agnel & Co. Palermo, Via Roma.	Manager of F.Agnel & Co. (affiliated with the American express). Married a Frenchwoman, three sons, one daughter. Intensely pro-French with an admiration for Great Britain, all his children having been made to learn English. Eldest son, Marcello, came to England before the war and is stated to have been interned on his return.
FLORIO, Vincenzo	Via della Liberta Palermo	Was head of Primavera Siciliana (organisation to attract tourists). Manager of wine business in Marsala. His father founded Florio steamship line. Is the brother of Princess TRABIA (q.v V., below). Anti-Fascist. (1939, A2 source).
LE PAPE	Palermo	Aged 55 - 60. Leading and independent lawyer. Used to defend the Mafia. (1939, A2 source).
LAMANTIA, Vito	Via Noturbartolo Palermo	Aged 75 - 80. Head of a Mafia group but escaped arrest at time of Mori's purge owing to his followers' loyalty. Uneducated but influential. Very anti-Fascist and, if still alive, might supply valuable information. (1939, A2 source)
LO PRESTI, Ottavio	Agrigento	Mayor of Agrigento (1939). Member of well known Sicilian family and respected by all classes. Was very pro-British before the war.. (1939, A2).

III. ECCLESIASTICS

LACCHO, Mgr. Giovanni	Caltanissetta	Bishop of Caltanissetta. Said to be anti-Fascist and a friend and admirer of Mgr. PERUZZO (q.v. below).

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		English. Eldest son, Marcello, came to England before the war and is stated to have been interned on his return.
FLORIO, Vincenzo	Via della Liberta Palermo	Was head of Primavera Siciliana (organisation to attract tourists). Manager of wine business in Marsala. His father founded Florio steamship line. Is the brother of Princess TRABIA (q.v V., below). Anti-Fascist. (1939, A2 source).
LE PAPE	Palermo	Aged 55 - 60. Leading and independent lawyer. Used to defend the Mafia. (1939, A2 source).
LAMANTIA, Vito	Via Noturbartolo Palermo	Aged 75 - 80. Head of a Mafia group but escaped arrest at time of Mori's purge owing to his followers' loyalty. Uneducated but influential. Very anti-Fascist and, if still alive, might supply valuable information. (1939, A2 source)
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III. ECCLESIASTICS

LACONO, Mgr. Giovanni	Caltanissetta	Bishop of Caltanissetta. Said to be anti-Fascist and a friend and admirer of Mgr. PERUZZO (q.v. below).
PERUZZO, Mgr. G.B.	Agrigento	Bishop of Agrigento. Formerly coadjutor of Mantua where he was reported to be in touch with many anti-Fascist elements. Is much trusted by the Holy See. It is probable that he continues his anti-Fascist activities in Agrigento.

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IV. SOCIAL WORKERS

Name	Address	Comment
FIUMARA, Paolina	Palermo	Born about 1880. Spinster. Is very efficient and does a great deal of social work, would certainly be useful in this connection. (1939, A2 source). On friendly terms formerly with the British colony.

V. INFLUENTIAL PERSONALITIES Misc.

AIROLDI, Conte Guido	Palermo, Villa Mary.	Second of three brothers all living in Palermo. Unparalleled knowledge of Sicily. Would co-operate whole-heartedly for the good of his country. Married to an Austrian. Guido is said to be a Capo Mafia. Both he and his wife are very anti-Fascist and are regarded with suspicion by the Party. Both speak excellent English and have many English friends. (1939, A2 source)
AIROLDI, Conte Luigi	Palermo, Piazza Leone.	Third son. Shares his brother views (see AIROLDI, Guido), but is less serious-minded. Speaks perfect English. (1939, A2 source)
BORDONARO, Giuseppe	Palermo	Aged about 50. He and his family are all pro-British. (1939 A2 source). Related to former Italian ambassador in London.
dei CARACCI, don Ricardo	Taormina	Brother of the Duca dei Caracci. "Definitely anti-Fascist and pro-British" (1941, A2 source)
CESARO, Duca di	Sicily and Rome.	Owns property in Sicily but generally lives in Rome. Openly hostile to the Fascists and generally accompanied by a Fascist guard. Des-

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V. INFLUENTIAL PERSONALITIES Misc.

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BORDONARO, Giuseppe	Palermo	Aged about 50. He and his family are all pro-British. (1939 A2 source). Related to former Italian ambassador in London.
dei CANCARI, don Ricardo	Taormina	Brother of the Duca dei Carcaci. "Definitely anti-Fascist and pro-British" (1941, A2 source)
CESARO, Duca di	Sicily and Rome.	Owns property in Sicily but generally lives in Rome. Openly hostile to the Fascists and generally accompanied by a Fascist guard. Despite his open criticism, the Government always treated him leniently. (1939 A2)
DELLA MOTTA, Marchese Salvatore Jacona	Caltigorne and Palermo	Born about 1902. Old Sicilian landowner who had several properties taken from him by the Fascist Government. Very pro-British and despises the Fascist officials as opportunists. Closely associated with British community and BURROT family (q.v. under II above). Earnest Catholic. Unmarried. (1939, A2).

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V. Influential Personalities (cont)

Name	Address	Comment
PEDICINI, Manfredo	Italian Army	Born 1919. Son of General Pedicini and Audrey, d. of Joshua Whitaker, Marsala wine grower. Not very intelligent. Before the war was involved in an intrigue against the regime with an American, and was imprisoned. Would certainly be strongly pro-British. (1939, A2 source)
RUSSO, Pietro	Mazara del Vallo (Trapani)	Interned for his anti-Fascist views, now liberated. Very pro-British. Reliable. A lawyer with some local influence.
TASCA, Paolo	Palermo	Owns large property in Palermo. Typical Sicilian, nice, intelligent. Has considerable influence. Not a great admirer of the Duce. Might be useful if carefully approached. (1939, A2 source).
TRABIA, Princess Giulia	Palermo, Palazzo Bucera.	Elderly widow of leading Sicilian. Owns much property and some sulphur mines. Used to hold a small court at the Palazzo Bucera which was attended by people of all shades of political thought and she was in consequence in close touch with events. Very fond of the English and speaks English and French perfectly. Devout Catholic, in touch with the Church, thoroughly disapproves of Fascism. A lady to make immediate contact with, as she has influence in all quarters. (1939, A2 source)
ZUCCARO, Pietro	Taormina	Reliable anti-Fascist; lived with British woman who adopted his name. He visited her several times in Internment Camp. Has some local influence.
Comm. Del Curto	Excelsior Hotel, Palermo.	Manager Excelsior Hotel. Now prisoner of war, Bone. (Manchese).

VI. DOUBTFULS.

Name	Address	Comment

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TASCA, Paolo	Palermo	Owns large property in Palermo. Typical Sicilian, nice, intelligent. Has considerable influence. Not a great admirer of the Duce. Might be useful if carefully approached. (1939, A2 source).
TRABIA, Princess Giulia	Palermo, Palazzo Ducera.	Elderly widow of leading Sicilian. Owns much property and some sulphur mines. Used to hold a small court at the Palazzo Ducera which was attended by people of all shades of political thought and she was in consequence in close touch with events. Very fond of the English and speaks English and French perfectly. Devout Catholic, in touch with the Church, thoroughly disapproves of Fascism. A lady to make immediate contact with, as she has influence in all quarters. (1939, A2 source)
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Comm. Del Curto	Excelsior Hotel, Palermo.	Manager Excelsior Hotel. Now prisoner of war, Bone. (Marchese).

VI. D O U B T F U L S.

Name	Address	Comment
CASTELCICALA, Prince Filiberto	Palermo	Married to a half-American. (Wife might be useful if approached by someone she knew). Is rather unpopular with Sicilians. Speaks good French, no English. Is a strong supported of Fascist party, but likes to take part in anything which is in vogue, so might come in with us if British occupied Sicily. (1939, A2 source).
CONSIGLIO, Vincenzo	Via Americo Amari 76, Palermo.	Born 1903 at Palermo. Editor of the Giornale de Sicilia. Fascist only under compulsion. Might be of use as a journalist.

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VI. Doubtfuls (continued)

Name	Address	Comment
GRASSO, Giovanni	Palermo	Married. Wife speaks French, understands English, is independent for a Sicilian woman. He is a fairly influential electrical engineer. Both he and his wife are lukewarm Fascists. (1939, A2 source).
JUNG, Guido	Palermo	Banker. Born 1876 at Palermo. Italian technical adviser at the Peace Conference at Versailles; Hon. Minister Plenipotentiary and Financial Adviser in Washington 1922; Minister of Finance 1932 - 35. A possible turncoat.
LIBERTINI, Gesualdo	Caltagirone and Rome	Senator, Born 1860. Ancien Regime, former Liberal Deputy. Vice-President of the Provincial Council of Catania. Was made Senator in pre-Fascist days and still holds the position.
MAURIGI, Marchese	Via Roma, Palermo. Florence and Rome.	Highly intelligence but most unpopular with Sicilians as he is reputed to have the evil eye! Speaks perfect English. (1939, A2 source).
MONTELLEGRO, Marchese Filippo	Palermo	Active and energetic. A good organiser but not very reliable. Friendly to the British and admired them. Pseudo-member of the Fascist Party.
MICOLI, Ernesto	Palermo	General advocate. Rumour credits him with anti-militaristic feelings.
MINCASCINI, Paolo	Palermo	Director of the National Museum. Intelligent, slightly eccentric. Scholarly and possibly anti-Fascist. Aged about 40.
PIERI, Piero	Messina	Professor at Messina University, of Military History. Many connections in the Italian army. Comes from Piedmont. Pseudo-Fascist.
POCORELLI, Col. Edoardo	Palermo	Military strategist. Said to be anti-Fascist with strong monarchical leanings.

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LIBERTINI, Gesualdo	Caltagirone and Rome	Senator, Born 1860. Ancien Regime, former Liberal Deputy. Vice-President of the Provincial Council of Catania. Was made Senator in pre-Fascist days and still holds the position.
MANNICI, Marchese	Via Nocc, Palermo. Florence and Rome.	Highly intelligence but most unpopular with Sicilians as he is reputed to have the evil eye! Speaks perfect English. (1939, A2 source).
MONTELLISCHO, Marchese Filippo	Palermo	Active and energetic. A good organiser but not very reliable. Friendly to the British and admired them. Pseudo-member of the Fascist Party.
MICOLI, Ernesto	Palermo	General advocate. Rumour credits him with anti-militaristic feelings.
MINGAZZINI, Paolo	Palermo	Director of the National Museum. Intelligent, slightly eccentric. Scholarly and possibly anti-Fascist. Aged about 40.
PIERI, Piero	Messina	Professor at Messina University, of Military History. Many connections in the Italian army. Comes from Piedmont. Pseudo-Fascist.
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I. PRO - FASCISTS

Name	Address	Comment
TESTA, Temistocle	Palermo	Appointed 25.3.43. Civil Commissioner for Sicily. Formerly Prefect of Perugia (Udine) and Pisa. A ruthless Fascist.

NOTE: It should be assumed that all Party officials are pro-Fascist, unless there is reliable evidence to the contrary. The list of the prominent Party officials is given in P.W.B. Rome Handbook Sicily, Part III.

In particular, attention is drawn to the following prominent Fascists:-

a) FEDERAL SECRETARIES.

Name	Address	Comment
GATTO, Salvatore	Casa del Littorio, Corso Vittorio Emanuele Palermo	
CANNARILLI, Mario	Casa del Littorio Agrigento.	
FELICIANI, Fernando	Casa del Littorio Caltanissetta	
STERLE, Mario d'Antonio	Casa Littoria Catania	
SALTALAMACCHIA, Giuseppe	Casa del Littorio Enna	
BOSCO, Cavaliere Giovanni	Casa del Littorio Messina	
CALANDRA, Aurelio	Piazza dell' Impero Ragusa	
COSACCIA, Giangiacomo	Via Roma Siracusa	
SAVOREGNAN DI MONTABANO, Enzo,	Casa del Littorio Trapani	

b) DEPUTIES

See Rome Handbook Part III

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In particular, attention is drawn to

Fascists:-

. a) PROVINCIAL SECRETARIES.

Name	Address	Consent
CATTO, Salvatore	Casa del Littorio, Corso Vittorio Emanuele Palermo	
CANDILLI, Mario	Casa del Littorio Agrigento.	
FELICIANI, Fernando	Casa del Littorio Caltanissetta	
STERLE, Mario d'Antonio	Casa Littoria Catania	
BALTALAMACCHIA, Giuseppe	Casa del Littorio Enna	
BOSCO, Cavaliere Giovanni	Casa del Littorio Messina	
CALANDRA, Aurelio	Piazza dell' Impero Ragusa	
COSACCIA, Giangiacomo	Via Roma Siracusa	
SAVORGNAN DI MONTEASPRO, Enzo,	Casa del Littorio Trapani	

b) DEPUTIES

See Zone Handbook Part III

c, d) VICE COMMANDANTS OF C I L
e) INSPECTORS OF THE DOPOLAVORO
HEADS OF YOUTH FASCISTS
f) HEADS OF CORPORATIONS

See Zone Handbook Part III

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PREFECTS. (Note: none of the are Sicilian by birth).

Name	Address	Comments
GRAZIOLO, Emilio	Via Prefettura 14 Catania	Recently appointed 10.6.43. Formerly High Commissioner in Ljubliana. An ardent and cruel Fascist.
VARANO, Alberto	Palazzo del Governo Palermo	Recently appointed, 10.6.43. Trusted member of the Party.
RUSSI, Giuseppe	Regia Prefettura, Piazza Cavour, Trapani.	Recently appointed, 10.6.43. Formerly Federal Secretary of Taranto and Prefect of Varese. Trusted member of the Party.
SOLDENA, Dr.Federico	Regia Prefettura Via Garibaldi Messina	Trusted Party member, also recently appointed, 10.6.43.

The Prefects of Agrigento and Enna (S. CABOTI and DE ROSA, Emanuele) are civil servants of pre-Fascist days and may prove good turncoats.

We have no particulars of the remaining Prefects.

PRO - FASCISTS. Misc.

DE LEO, or DE LELLO, Colonello	Palermo	Aged 55 - 60. Officer commanding the Carabinieri in Palermo and in charge of counter-espionage; is a native of North Italy and was posted to Palermo about 1937. Married, two sons who were at the Military College in Milan in 1938 and are now presumably serving in the Italian army. Height c.175 cm. A disciplinarian, believed responsible for the capture of a British agent in 1941.
PACE, Biago	Via Regina Margherita 85 Comiso, Ragusa; and Rome.	Professor of archaeology at Rome University. One of the founders of Sicilian Fascism. Member of the Chamber of Fasci and Corporations. A personal friend of Mussolini.
PATERNO di Mannado, Prince Ugo	Palermo	Large property owner. Married Giovanna, d. of Princess TUKULA, q.v. under V. above. Several children, eldest son in Italian army. Conceited egoist, untruthful and a drunkard. Pro-Fascist and not to be trusted. (1939, A2 source).

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Messina

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PRO - FASCISTS. Misc.

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PATERNO di Manondo, Prince Ugo	Palermo	Large property owner. Married Giovanna, d. of Princess TRABIA, q.v. under V. above. Several children, eldest son in Italian army. Conceited egoist, untruthful and a drunkard. Pro-Fascist and not to be trusted. (1939, A2 source).
PLANETA, Barone	Palermo	Native of S. Sicily but lives at Palermo. Unpopular with the Palermitani. Not an ardent Fascist, but grateful to the Party as they helped on his property when a river threatened an inundation. (1939 A2 source)
SCALEA, Signora Valentine	Palermo	French-Sicilian, widow of French Consul-General. One son, one daughter. Rich family, all speaking English. Frequently expressed admiration of regime, but this may be partly assumed.

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BIGOT [redacted]

ALLIED MILITARY GOVERNMENT OF OCCUPIED TERRITORY

Under international law the obligation of the occupying power is to restore order and to see that civil government is continued. This is also important from the standpoint of occupying forces since disorder in the rear endangers lines of communication and the safety of the troops.

Military Government is established by the Commanding General and staffed by personnel of his command. As experience has shown, particularly in this war, the military government can best be performed by personnel especially trained and assigned for that duty to relieve combat units of the burden and inconvenience of relations with civil authorities, responsibility for keeping civilian services operating and like matters having no relation to their tactical duties.

ALLIED MILITARY GOVERNMENT OF OCCUPIED TERRITORY

The forces participating in forthcoming operations will be Allied Forces. For this reason the Commander-in-Chief of the Allied Forces has created Allied Military Government of Occupied Territory (AMGOT) as the agency of the Allied Forces to administer the territory of MONKIFIELD. This organization will operate as a unit under the command of the G.O.C. Force 141. Personnel from this organization will be attached to Forces 343 and 345 and to subforces for military government duty.

ORGANIZATION OF AMGOT

The structure of AMGOT falls into two parts:

(a) The actual executive government of provinces and towns which is carried out by Civil Affairs officers (C.A.Os), with the assistance of Civil Affairs Police Officers (C.A.P.Os). The special function of these officers will be dealt with below.

(b) The Headquarters of AMGOT which is the seat of military government and which has a number of special divisions to deal with matters of a technical nature. These are:

(i) Legal Division which organises military courts, other than courts martial, and supervises civil courts. It deals with all legal matters affecting civilians but does not deal with British and American law governing members of their armed forces as set out in the British Army Act and American Articles of War.

(ii) Financial Division which deals with all the financial aspects of government. It controls banks, insurance companies, state monopolies, etc., and deals with customs and excise, currency matters and economic intelligence.

(iii) Civilian Supply Division which deals with all aspects of the supply to civilians of food, fuel, clothing, petrol, light, etc. Necessarily it supervises labor, agriculture, fisheries, civilian transport and rationing to ensure that the civilian population is equitably provided for.

(iv) [illegible] Division which controls civilian hospitals,

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27471

ALLIED MILITARY GOVERNMENT OF OCCUPIED TERRITORY

The forces participating in forthcoming operations will be Allied Forces. For this reason the Commander-in-Chief of the Allied Forces has created Allied Military Government of Occupied Territory (AMGOT) as the agency of the Allied Powers to administer the territory of ENFIDAVILLE. This organization will operate as a unit under the command of the C.O.C. Force 141. Personnel from this organization will be attached to Forces 343 and 345 and to subforces for military government duty.

ORGANIZATION OF AMGOT

The structure of AMGOT falls into two parts:

(a) the actual executive Government of provinces and towns which is carried out by Civil Affairs Officers (C.A.Os), with the assistance of Civil Affairs Police Officers (C.A.P.Os). The specialized function of these officers will be dealt with below.

(b) The headquarters of each of these areas, other than specialized function which is the set of Civil Affairs Officers who will be dealt with below.

(1) Legal Division which organizes military courts, etc., and deals with matters of law, chief among which is the setting up of courts martial, and special civil courts to deal with civilians who have committed offenses against the Allied Forces as set out in the British Proclamation No. 2 and the American Ordinance No. 1.

(2) Finance Division which deals with all the financial aspects of government.

(3) Economic Division which deals with all aspects of the economic life of the area, including trade, commerce, industry, agriculture, etc., and deals with matters such as price control, rationing, requisitioning, licensing, etc.

(4) Public Safety Division which deals with all the police matters of AMGOT.

(5) Public Health Division which deals with all the health matters of a technical nature. These are:

(a) the actual executive Government of provinces and towns which is carried out by Civil Affairs Officers (C.A.Os), with the assistance of Civil Affairs Police Officers (C.A.P.Os). The specialized function of these officers will be dealt with below.

(b) The headquarters of these areas, other than specialized function which is the set of Civil Affairs Officers who will be dealt with below.

(1) Legal Division which organizes military courts, etc., and deals with matters of law, chief among which is the setting up of courts martial, and special civil courts to deal with civilians who have committed offenses against the Allied Forces as set out in the British Proclamation No. 2 and the American Ordinance No. 1.

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(3) Economic Division which deals with all aspects of the economic life of the area, including trade, commerce, industry, agriculture, etc., and deals with matters such as price control, rationing, requisitioning, licensing, etc.

(4) Public Safety Division which deals with all the police matters of AMGOT.

(5) Public Health Division which deals with all health matters of a technical nature. These are:

(a) Civilian hospitals, including civilian insane, etc.

(b) Civilian medical work as distinct from relief work as relief in kind.

(c) Prevention of epidemics, including control of water supplies, sanitation, etc.

(d) Control of the distribution of medical supplies.

(e) Control of the medical personnel, including the registration of doctors, nurses, etc.

(6) Civilian Supply Division which deals with all matters relating to the supply to civilians of food, clothing, fuel, etc.

(7) Labour Division which deals with the employment of labour, including the registration of persons available for employment, the direction of labour in order to create a maximum of employment, the settlement of labour disputes, etc.

(8) Education Division which deals with all matters relating to education in civilian schools, etc.

(9) Relief Division which deals with all matters relating to the relief of civilians who have suffered as a result of the war, including the provision of food, clothing, fuel, etc., and the control of refugees.

(10) Civil Affairs Training Division which deals with the training of personnel for civil affairs duties.

(11) Civil Affairs Information Division which deals with the control of information, including the control of publications, broadcasting, etc.

(12) Civil Affairs Communications Division which deals with the control of communications, including the control of postal, telegraph, telephone, wireless, etc.

(13) Civil Affairs Transportation Division which deals with the control of transportation, including the control of roads, railways, canals, harbours, etc.

(14) Civil Affairs Property Control Division which deals with the control of property, including the control of enemy property, the control of property belonging to the Allied Forces, the control of property belonging to the civilian population, etc.

(15) Civil Affairs Public Relations Division which deals with the relations between the Allied Forces and the civilian population, including the control of publicity, the control of propaganda, etc.

(16) Civil Affairs Displaced Persons Division which deals with the control of displaced persons, including the control of refugees, the control of prisoners of war, etc.

(17) Civil Affairs Economic Warfare Division which deals with the control of economic warfare, including the control of blockade, etc.

(18) Civil Affairs Intelligence Division which deals with the collection of intelligence, including the control of espionage, etc.

(19) Civil Affairs Liaison Division which deals with the liaison between the Allied Forces and the civilian population, including the control of liaison officers, etc.

(20) Civil Affairs Welfare Division which deals with the welfare of the civilian population, including the control of welfare organizations, etc.

(21) Civil Affairs Labour Division which deals with the employment of labour, including the registration of persons available for employment, the direction of labour in order to create a maximum of employment, the settlement of labour disputes, etc.

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(r) Allies all enemy property obtained which taken over the property formerly belonging to the enemy state or citizens ministers property of absentee enemy owners.

UNDER ADMINISTRATIVE ORGANIZATION OF THE FIELD.

There will be a Senior Civil Affairs Officer (SCAO) who will be ... staff officer of each Task Force Commander on matters relating ... governments. These S.C.A.O.s will be responsible to their respective Task Force Commanders for military administration.

Civil Affairs Officers (C.A.O.s) will be the normal military ... interiors of the occupied territory. Provision will be made ... or more C.A.O.s in each province and in each city or town in the ... down to a population level of 10,000 to 15,000, and possibly ... centers where special conditions exist, such as the presence ... or the existence of a port or airport in the vicinity. Except ... in the case of contiguous towns which may be supervised by ...

As soon as possible the C.A.O.s in the field will be ... a provincial headquarter a Civil Affairs Officer (S.C.A.O.) in ... provinces. After the occupation has progressed, it may be ... several of the smaller provinces under one S.C.A.O. The S.C.A.O. ... of a province will be the channel of communication between the ... the C.A.O.s in the province.

The functions of the C.A.O.s in their respective areas will ...
(a) to continue in operation the existing administration ... local services, retaining existing personnel wherever ...
(b) to reestablish the prewar functions and offices of the U.S. ... C.A.O.s to ensure the law of military government.
(c) ch behalf of the local military commander, to issue local ... to insure security of local civilians;
(d) to coordinate with other units in requisitioning, procure- ... ment, and billeting in the local area, to assist the civil ... services in any other matters involving the civil ... (e) to supervise inferior military courts;
(f) generally to implement the policy of the military ... of this.

It will be the responsibility of the C.A.O.s to become ... the area in which they are stationed, to become familiar with ... the extent to which local civilian personnel, facilities, ... The C.A.O.s will be responsible in their area for the maintenance of ... name of order as they deem necessary, this may involve ... enlistments, the detention of persons, the seizure of ... declaration of curfew, the suppression of other ... short supplies in the area.

In large cities there may be several C.A.O.s ... On members of the Public Safety, Legal, Financial, Health, ... available in the field Army, C.A.O.s will usually ...

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In each city or town where a C...O. is stationed there will be one or more C.A.P.Os. In the operational phase the C...P.Os will act under the direction of and in close conjunction with the Provost Marshall. It will be the function of the C.A.P.Os;

(a) to take over the administration of the existing police forces, disarming where necessary all personnel as the situation may require;

(b) to set up patrols for security in conjunction with combat units where necessary;

(c) to coordinate with military intelligence and military police officers;

(d) to assist the C.A.Os in enforcing law.

ANNEX - RELATIONS WITH TACTICAL UNITS.

The manner in which the ANNEX personnel will be distributed among the task forces and assault forces will be separately indicated.

The task of military government of enemy territory and the enemy population is a difficult one and one in which both the political and military advantage of the occupying power depends in a large measure. The task of military government can be substantially facilitated by the cooperation of combat and unit formations of all ranks. This cooperation should and must be extended to military government personnel. They are assigned to your forces to relieve you of difficult time-consuming duty. It is your job also to help them.

Finally, it must be borne in mind at all times that the military government is an allied undertaking. Whether the C...P.O. assigned to your unit be British or American he has the authority of the Allied Military Government of Occupied territory, the agency of your government for the military administration of the area you have occupied.

2 CCAO
1 CSO
1 P.O
1 File

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(c) to assist the C.M.Gs in enforcing law.

AMGOT - RELATIONS WITH TACTICAL UNITS.

The manner in which the AMGOT personnel will be distributed among the task forces and assault forces will be separately indicated.

The task of military government of enemy territory and the enemy population is a difficult one and one in which both the political and military advantage of the occupying power depends in a large measure. The task of military government can be substantially facilitated by the cooperation of combat and unit formations of all ranks. This cooperation should and must be extended to military government personnel. They are assigned to your forces to relieve you of difficult time-consuming duty. It is your job also to help them.

Finally, it must be borne in mind at all times that the military government is an Allied undertaking. Whether the A.M.G.O.T. assigned to your unit be British or American he has the authority of the Allied Military Government of Occupied territory, the agency of your government for the military administration of the area you have occupied.

2 CCAO
1 CSO
1 P.O
1 File

3661

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(2A)

NOTES ON SUPPLIES IN RELATION TO ARMY

1. In the initial stages G. Sub Area under Brigadier Trollope will be located in SYRACUSE.

2. So soon as Augusta has been captured, it will be taken over by 151 Sub Area.

3. After the Canadians have landed and 30 Corps takes over from 13 Corps in the SYRACUSE area, the Sub Area with the Canadian Div (No. unknown) will relieve 86 Sub Area, who will move on to Catania.

4. As I understand it however, 86 Area remains the main one and the others will come under it.

5. 152 Sub Area will be held in reserve (probably for Messina).

6. Each Sub Area will have with it a local resources officer.

7. The Sub Area will do the buying for the army in their area and in this connection:

   (a) U.S.A. Depot troops will be looked after by the Syracuse Sub Area.

   (b) Ragusa comes under the Syracuse Sub Area.

8. Force 343 will do their own buying.

9. (a) The Army intend to supplement the compo ration which is carried by the troops and which will be the ration for the first 21 days, by means of purchases of vegetables and fruit, provided such vegetable and fruit are available after the minimum needs of the civilian population have been assured.

   (b) It will therefore be necessary to ascertain as soon as possible:- by Supply Officers if they are available or, in their absence, by C.A.Cs:-

   (1) Location of all amassi.
   (2) Stocks of food available.
   (3) Requirements of civilians.
   (4) Surpluses available for the Army.
   (5) Quickest method of restoring the flow of supplies from the country to the city.
   (6) Names of principal wholesalers.

   (c) At a later stage such purchases will be stabilised direct between Army and civilian suppliers through AMGOT.

   (d) To assist in this, it is intended to attach to 86 Sub Area a Civil Affairs Supply Officer, but it will probably not be possible to effect this for another 10 days. The officer will probably be Lt-Col Matthews. His functions will be to liaise between the local Resources Officer and the Civil Affairs Officers, and coordinate the supply position. Provincial Supply Officers will therefore know whom to contact in the Army as regards supplies and vice versa. The supply officer with 86 Sub Area will be attached to the Sub Area and will come under them but will keep in constant touch with AMGOT HQ.

10. It is the intention of the Army to take over sufficient bakeries to supply

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connection:

(a) U.S.A. Depot troops will be looked after by the Syracuse Sub Area.

(b) Pagusa comes under the Syracuse Sub area.

8. Force 545 will do their own buying.

9. (a) The Army intend to supplement the corps ration which is carried by the troops and which will be the ration for the first 21 days, by means of purchases of vegetables and fruit, provided such vegetable and fruit are available after the minimum needs of the civilian population have been assured.

(b) It will therefore be necessary to ascertain as soon as possible:- by Supply Officers if they are available or, in their absence, by C.A.Os:-

(1) Location of all amassi.
(2) Stocks of food available.
(3) Requirements of civilians.
(4) Surpluses available for the Army.
(5) Quickest method of restoring the flow of supplies from the country to the city.
(6) Names of principal wholesalers.

(c) At a later stage such purchases will be stabilised direct between Army and civilian suppliers through AMGOT.

(d) To assist in this, it is intended to attach to 86 Sub Area a Civil Affairs Supply Officer, but it will probably not be possible to effect this for another 10 days. The officer will probably be Lt-Col Matthews. His functions will be to liaise between the local Resources Officer and the Civil Affairs Officers, and coordinate the supply position. Provincial Supply Officers will therefore know whom to contact in the Army as regards supplies and vice versa. The supply officer with 86 Sub Area will be attached to the Sub Area and will come under them but will keep in constant touch with AMGOT HQ.

10. It is the intention of the Army to take over sufficient bakeries to supply the requirements of the troops. But no flour on the Island will be removed without the consent of AMGOT. Arrangements have been made for flour to be brought in.

11. Mules will be required by the Army but it is not anticipated that the numbers required will be sufficient to embarass the civilian transportation. No barley or wheat will be requisitioned without the consent of AMGOT. C.A.Os should assist in procuring mules.

12. It is intended to start as soon as possible a committee for the coordination of supplies. This committee will be under the chairmanship of an AMGOT Officer (Major Spencer) and the D.D.S.T. is willing to send a representative. Sub-Committees should be formed in the provinces to which sub area representatives should be asked to come.

6.7.43

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S-270

SECRET-BIGOT

HEADQUARTERS FORCE 343
APO # 758

SEC
Auth: CG I.C, REINF
Initials:
Date: 28 June 1943
::::::::::::::::::
TJL/ort
28 June 1943

TO: Headquarters II Corps (Civil Affairs)
45th Div (Civil Affairs)
1st Div (Civil Affairs)
3d Infantry Div (Civil Affairs)
9th Div (Civil Affairs)
2d Armd Div (Civil Affairs)

From: Force 343 (Civil Affairs)

Subject: Additional information on certain important communities in HORRIFIED.

Reference: Civil Affairs Instructions No. 1, 22 June 1943.

* *

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COMUNE OF LEXICON:

Population: 21,827 (1939).

Mayor (Podesta) Cav. Francesco Battaglia (1939).

Chief Secretary of the Comune (Segretario Capo) Francesco Caruso (1939)

Political Secretary (Segretario Politico) Bartolomeo Sgarlotta (1939)

Arbitrator (Conciliatore) Cav. Paco Giuseppe Zerafa (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti) Bartolomeo Bellassai (1939)
of Industrialists (degli Industriali) Guglielmo Trovato(1939)
of Agriculturalists (degli Agricoltori) Giardina Vindighi(1939)

Parish Priests (Parroco): Don C Zisa (1939), Don G. Guarino (1939) Don P Vindighi (1939)

Collector of Taxes (Esattore) Michele Facetto (1939)

Hospital: Ospedale Micivero Busacca.

UNCLASSIFIED RESTRICTED CONFIDENTIAL SECRET
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COMUNE OF BRUTE:

Population-37,575 (1939).

3634

Mayor: (Podesta): Giovanni Santapa (1939).

Declassified E.O. 12356 Section 3.3/NND No. 785015

Subject: Additional information on certain important communities in Montalto.

Reference: Civil Affairs Instructions No. 1, 22 June 1943.

* *

This copy may not be given to duly accredited unofficial researchers Order Sec/Army by TAG/ ---- date ----
411410

COMUNE OF LEXICON:

Population: 21,827 (1939).

Mayor (Podesta) Cav. Francesco Battaglia (1939).

Chief Secretary of the Comune (Segretario Capo) Francesco Caruso (1939)

Political Secretary (Segretario Politico) Bartolomeo Sgarlotta (1939)

Arbitrator (Conciliatore) Cav. Paco Giuseppe Zerafa (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti) Bartolomeo Bellassai (1939)
of Industrialists (degli Industriali) Guglielmo Trovato(1939)
of Agriculturalists (degli Agricoltori) Giardina Vindighi(1939)

Parish Priests (Parroco): Don C Zisa (1939), Don G. Guarino (1939) Don P Vindighi (1939)

Collector of Taxes (Esattore) Michele Facetto (1939)

Hospital: Ospedale Ricivero Busacca.

SECRET UNCLASSIFIED RESTRICTED CONFIDENTIAL
REGRADED ORDER SEC ARMY BY TAG PER 411410

COMUNE OF SCUTE:

Population-37,575 (1939).

3654

Mayor: (Podesta): Giovanni Santapa (1939).

Chief Secretary of the Comune (Segretario Capo): Vacant(1939)

Political Secretary (Segretario Politico): Luigi La Grua(1939)

Arbitrator (Conciliatore): Luigi La Grua (1939)

SECRET UNCLASSIFIED RESTRICTED CONFIDENTIAL
REGRADED ORDER SEC ARMY BY TAG PER 411410

Corporative Organizations:
Fascist Unions; Presidents:
of Traders (degli Commercianti): Giuseppe Grasso (1939)
of Industrialists (degli Industriali): Gaetano Alfieri (1939)

SECRET-ULTRA

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~~SECRET-EIGOT~~

COMUNE OF BRUTE (Continued)

of Agriculturalists (degli Agricoltori): Ugo Carfi (1939).
of Artisans (degli Artisiani): Gioacchino Di Noto (1939).

Parish Priests (Parroci): Don Raffaele Cassibba (1939), Don Giuseppe Lissadrello (1939)

Collector of Taxes (Esattore): Banco di Sicilia Soc An. "La Comentizia" has office in Brute (1942)

Giuseppe Angelini, Chief Secretary (cf.above to effect place is vacant). Born Oct 5, 1883. Entered Public Service on 16.8.22. Since 6.9.31. Chief Communal Secretary of second grade.

Hospital: Ospedale Civile-35,40 beds.

Gas-None.

Post Office on Piazza Vittorio Emanuele.

6 Or 7 Doctors.

COMUNE of QUEENCBEE:

Population-26,500 (1939)

Mayor (Podesta) Cav. Biagio Bellassai (1939).

Chief Secretary of the Commune (Segretario Capo)D'Antino Francesco (1940).

Political Secretary (Segretario Politico) Cav Enzo Battistoni (1939)

Arbitrator (Conciliatore) Cav. Salvatore Gerlando (1939).

Corporative Organizations:
Fascist Unions; Presidents:
of Traders (degli Commercianti) Giuseppe Branco (1939).
of Industrialists (degli Industriali) Biagio Battaglia (1939).
of Agriculturalists (degli Agricoltori) Salvatore Noto (1939).
of Artisans (degli Artigiani) Biagio Battaglia (1939).

Parish Priests (Parroci): Mons Francesco Rimmando (1939)-Don Carmelo Jidona (1939)-Don Salvatore Rotta (1939)-Don Francesco Limmaco (1939)

Collector of Taxes (Esattore): Rosario di Pietro (1939).

Personalities: Pace, Biagio-barone/ Prof. at the Univ. of Rome in Archaeology and History of Ancient Art. Address-Via Regina Margherita 85, Queencbee. Born 30th Nov, 1889, at Queencbee. Was one of the founders of Sicilian Fascism.

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Gas-None.

Post Office on Piazza Vittorio Emanuele.

6 Or 7 Doctors.

COMUNE of MUSUMECI:

Population-26,500 (1939)

Mayor (Podesta) Cav. Biagio Bellassai (1939).

Chief Secretary of the Commune (Segretario Capo)D'Antino Francesco (1940).

Political Secretary (Segretario Politico) Cav Enzo Battistoni (1939)

Arbitrator (Conciliatore) Cav. Salvatore Corlando (1939).

Corporative Organizations:
Fascist Unions; Presidents:
of Traders (degli Commercianti) Giuseppe Branco (1939).
of Industrialists (degli Industriali) Biagio Battaglia (1939).
of Agriculturalists (degli Agricoltori) Salvatore Noto (1939).
of Artisans (degli Artigiani) Biagio Battaglia (1939).

Parish Priests (Parroci): Mons Francesco Rimmando (1939)-Don Carmelo Jidona (1939)-Don Salvatore Rotta (1939)-Don Francesco Limonaco (1939)

Collector of Taxes (Esattore): Rosario di Pietro (1939).

Personalities: Paco, Biagio-barone/ Prof. at the Univ. of Rome in Archaeology and History of Ancient Art. Address-Via Regina Margherita 65, Queenebee. Born 30th Nov, 1889, at Queenebee. Whs one of the founders of Sicilian Fascism.

Hospital: Ospedale Regina Margherita
Ospedale Antico.

COMUNE OF LICODIA EUBEA: (no code name):

Population-6,614 (1939).

Railroad-none but only a few kms. distant from junction of lines from Ladbroke and Fustica to Marom.

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COMMUNE OF LICODIA EUBEA (continued):

Government Commission (commissario prefettizio): Mario Vassalo (1942).

Chief Secretary of the Commune (Segretario Capo): Benedetto Albo (1942).

Medical Officer (Ufficiale sanitario): Cav. Margherita Licciardi (1939).

Political Secretary (Segretario Politico): Amedeo Tornello.

Arbitrators (Conciliatori): Cav. Mario Vassallo (1941).

Parish Priest (Parroco): Don Giuseppe Gandolfo (1939).

Collector of Taxes (Esattore): Gaetano Sicco (1939).

Liquidator of Cassa rurale: Giuseppe di Gregorio (1942).

Provincial capital at Pustian.

COMMUNE OF CHIARAMEE:

Population-6,628 (1939)

Mayor (Podesta) Giambattista Ciarcia (1939).

Chief Secretary of the Commune (Segretario Capo): Guglielmo Barone (1939).

Medical Officer (Ufficiale Sanitario): Comm. Luigi Sipione (1939).

Political Secretary (Segretario Politico): Guglielmo Rosa Mattia (1939).

Arbitrator (Conciliatore): Cav. Francesco Iozia (1939).

Parish Priest (Parroco): Don Vincenzo di Quattro. (1939).

Collector of Taxes (Esattore): Francesco Licitra (1939).

Hospital: Ospedale Civile.

COMMUNE OF GRAVY:

Population-14,014 (1939)

Mayor (Podesta):Emanuli Coniglione (1939).

Chief Secretary of the Commune (Segretario Capo): Vacant (1939)

Political Secretary (Segretario Politico): Antonino Vacino (1939).

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Parish Priest (Parroco): Don Giuseppe Gandolfo (1939).

Collector of Taxes (Esattore): Gaetano Sicco (1939).

Liquidator of Cassa rurale: Giuseppe di Gregorio (1942).

Provincial capital at Fustian.

COMUNE OF CHIESA NUEE:

Population-6,628 (1939)

Mayor (Podesta) Giambattista Ciarcia (1939).

Chief Secretary of the Commune (Segretario Capo): Guglielmo Barone (1939).

Medical Officer (Ufficiale Sanitario): Comm. Luigi Sipione (1939).

Political Secretary (Segretario Politico): Guglielmo Rosa Mattia (1939).

Arbitrator (Conciliatore): Cav. Francesco Iozia (1939).

Parish Priest (Parroco): Don Vincenzo di Quattro. (1939).

Collector of Taxes (Esattore): Francesco Licitra (1939).

Hospital: Ospedale Civile.

COMUNE OF GRAVY:

Population-14,014 (1939)

Mayor (Podesta):Emanuele Coniglione (1939).

Chief Secretary of the Commune (Segretario Capo): Vacant (1939)

Political Secretary (Segretario Politico): Antonino Vecino (1939).

Arbitrator (Conciliatore): Michele Liras (1939).

Stipendiary Magistrate (Pretore): Angelo Battaglia (1939).

Medical Officer (Ufficiale Sanitario): Cav. Giacomo Angelico (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti): Giacomo Grandinetta (1939).
of Industrialists (degli Industriali): Giovanni Li Favi (1939).
of Agriculturalists (degli Agricoltori): Giuseppe Aliotta (1939).
of Artisans (degli Artigiani): Rocco Bellissima (1939).

SECRET-RUSH

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COMUNE OF GRAVY: (continued)

Parish Priests (Parroco): Don Filippo Granato (1939), Don Giuseppe Grosso (1939).

Collector of Taxes (Esattore): Raffaelio Gulisano (1939).

Hospital: Ospedale Civico Barbuzzo.

COMUNE OF HAREM:

Population: 39,349 (1939).

Mayor (Podesta): Barone Alessandro Libertino de San Marco till October, 1942.

Government Commission (Commissario Prefettizio): G.Sagone (late in November, 1942.

Chief Secretary of the Commune(Segretario Capo): V. Pasulo (1942).

Political Secretary (Segretario Politico): Giuseppe Corfi (1942).

Stipendiary Magistrate (Pretore): Cav. Giuseppe Amoroso (1939).

Chancellor of Courts: Mario Nicefore (1942).

Arbitrator (Conciliatori): Vincenzo Barletta (1939).

Medical Officer (Ufficiale Sanitario): Vincenzo Arnaeio (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (Degli Commercianti): Cav. Gracomio Bonanno (1939)
of Industrialists (degli Industriali): Cav. Graconico Sesso (1939).
of Agriculturalists (degli Agricoltori): Giuseppe La Bianci
of Artisans (degli Artigiani): Giuseppe Vullo (1939).
Lavoratori Industriali: Aldo Cusmano (1939).

Parish Priest (Parroco): Bishop Capiazi, Pietro.

Bank: Banco di Sicilia, Banco del Sud

Collector of Taxes (Esattore): Banco di Sicilia.

Hospital: Ospedale Civico Umberto I
Ospedale Uomini
Ospedale Donne

Tribunale Civile And Penale Preside; Cav. Domonico La Pergola (1939)

Public Prosecutor (Proc del Re)Cav. Vincenzio D'Accardi (1939)

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Population: 39,349 (1939).

Mayor (Podesta): Barone Alessandro Libertino de San Marco till October, 1942.

Government Commission (Commissario Prefettizio): G.Sagono (late in November, 1942.

Chief Secretary of the Commune(Segretario Capo): V. Fasulo (1942).

Political Secretary (Segretario Politico): Giuseppe Corfi (1942).

Stipendiary Magistrate (Pretore): Cav. Giuseppe Amoroso (1939).

Chancellor of Courts: Mario Niceforo (1942).

Arbitrator (Conciliatori): Vincenzo Barletta (1939).

Medical Officer (Ufficiale Sanitario): Vincenzo Arancio (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (Degli Commercianti): Cav. Gracomio Bonanno (1939)
of Industrialists (degli Industriali): Cav. Graconico Sasso (1939).
of Agriculturalists (degli Agricoltori): Giuseppe La Pianci
of Artisans (degli Artigiani): Giuseppe Vullo (1939).
Lavoratori Industriali: Aldo Cusmano (1939).

Parish Priest (Parroco): Bishop Capizzi, Pietro.

Bank: Banco di Sicilia, Banco del Sud

Collector of Taxes (Esattore): Banco di Sicilia.

Hospital: Ospedale Civico Umberto I
Ospedale Uomini
Ospedale Donne

Tribunale Civile And Penale Preside; Cav. Domenico La Pergola (1939)

Public Prosecutor (Proc del Re)Cav. Vincenzio D'Accardi (1939)

Personalties: Caristia, Carmelo-Professor of Law address-Via F.Crespi-195
Fustian -Born 1st Sept 1881 at Naro. Barletta, Gaspare-Agriculturist; address, Via Volta Libertini 7. Doctor of Agricultural Science-lecturer. Libertini, Gesualdo-Senator-address Via Cavour 247 Rome-born 21st Oct 1860 at Naro. Libertini, Nobile dei Baroni di S Marco Lo Vecchio Pasquale. Agriculturalist-Senatore del Regno; address, Via Etnea 466 Fustian, Born, 9th Nov 1856, at Naro. His main interest now is his estates, where he has founded an agricultural village, Libertinia, and is building at his own expense an agricultural colony for orphan girls and daughters of condemned men. Started life as a painter and was in politics for a time.

SECRET-BIGOT

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COMMUNE OF FEDERAL:

Population-32,885 (1939).

Mayor (Podesta): Comm. Vincenzo Gnoli (1939).

Chief Secretary of the Commune (Segretario Capo): Domenico Viverit (1942).

Political Secretary (Segretario Politico): Francesco Battaglia (1939), Casa del Fascio.

Arbitrator (Conciliatore): Deputy, Cav. Angelo Bevilacqua, (1941).

Parish Priest (Parroco): Don Emanuele Bartorana.

Banfi: Rural bank (Cassa rurale) was in liquidation with Cav. Cincone del Guercio as commissioner (1942).

Collector of Taxes (Esattore): Banco di Sicilia (1939).

Colucci, Michele, Chief Secretary of the Commune of Gela (note conflict with above statement that Domenico Viverit holds the office), born Jan 11, 1889. Entered Public Service 25.6.14. since 1.11.42, Chief Communal Secretary of the second grade.

Hospital: Ospedale- Civile.

Hotel: Trinacria (42 beds) on Corso Victorio Emanuele.
2 others.

COMMUNE OF BUCKLE:

Population-20,180 (1939).

Chief Secretary of the Commune (Segretario Capo): Antonio Erma, (1939).

Political Secretary (Secretario Politico) Gaetano Fragola (1939).

Arbitrator (Conciliatore): Cav. Giovanni Scapiori (1939).

Sezione Combattenti: President-Cav. Giovanna Peluabo (1942).

Parish Priests (Parroci) Canon Francesco Celesi (1939).
Canon Luciano Tizza (1939)
Canon Francesco Spinello (1939)

Collector of Taxes (Esattore)-Banco di Sicilia.

Hospital: Ospedale Civile.

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Arbitrator (Conciliatore): Deputy, Cav. Angelo Bavilacqua, (1941).

Parish Priest (Parroco): Don Emanuele Bertorana.

Banfi: Rural bank (Cassa rurale) was in Liquidation with Cav. Giacomo del Guercio as commissioner (1942).

Collector of Taxes (Esattore): Banco di Sicilia (1939).

Colucci, Michele, Chief Secretary of the Commune of Gela (note conflict with above statement that Domenico Viverit holds the office), born Jan 11, 1899. Entered Public Service 25.6.14. since 1.11.42, Chief Communal Secretary of the second grade.

Hospital: Ospedale- Civile.

Hotel: Trinacria (42 beds) on Corso Victorio Emanuele.
2 others.

COMMUNE OF MICKLE:

Population-20,180 (1939).

Chief Secretary of the Commune (Segretario Capo): Antonio Emma, (1939).

Political Secretary (Secretario Politico) Gaetano Fragola (1939).

Arbitrator (Conciliatore): Cav. Giovanni Scapieri (1939).

Sezione Combattenti: President-Cav. Giovanna Palumbo (1942).

Parish Priests (Parroci) Canon Francesco Celesi (1939).
Canon Luciano Tiaza (1939)
Canon Francesco Spinello (1939)

Collector of Taxes (Esattore)-Banco di Sicilia.

Hospital: Ospedale Civile.

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COMMUNE OF NOTO:

Population-9,149 (1939).

Mayor (Podesta): Luigi Strazzeri (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Vinci (1939).

Medical Officer (Ufficiale Sanitario): Dott. Giuseppe Strazzeri (1939)

Political Secretary (Segretario Politico): Giuseppe Guzzardella (1939).

SECRET-BIGOT

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COMMUNE OF HOWL (continued):

Arbitrators (Concilintori): Cav. Dott. Salvatore Boscaglia, (1941): Deputy (Vice-conciliatore), Cav. Dott. Giuseppe Strazzori (1941).

Parish Priests (Parroci): Don Mario Scarlata (1939); Don Salvatore Canizzaro (1939).

Co-operative Society "Agricola" for ex-servicemen and reservists: President, S. Guzzardella (1942): Head Office, Moral. Branch office in Howl.

Hospital: Ospedale Federico Bramforti.

COMMUNE OF BOOTY:

Population - 24,527 (1939)

Mayor (Podesta): Cav. Antonio Arona (1941).

Chief Secretary of the Commune (Segretario Capo): Cav. Littori (1939).

Medical Officer (Ufficiale Sanitario): Comm. Antonino Ranfaldi (1939).

Political Secretary (Segretario Politico): Cav. Salvatore Castrogiovanni (1939).

Center of a Judicial District (Courts at Jampack. Court of Appeal at Moral.

Stipendiary Magistrate (Pretore): Cav. Michele Frischia (1939).

Arbitrator (Conciliatore): Cav Pasquale Cagni (1941): Deputy, Giuseppe Cala (1939).

Corporative Organizations.

Fascist Unions: Presidents:
of Traders (dei Commercianti): Oreste Marino (1939).
of Agriculturalists (degli Agricoltori): Giuseppe Adamo (1939).
of Artisans (degli Artigiani): Silvio Bruno (1939).

Parish Priest (Parroco): Booty is the seat of a Bishop, Antonio Calterella, Bishop of Booty. Born Aug 15, 1889 at Camarata. Ordained 11.7.13. Elected Bishop of Booty on 10.1.42. consecrated 8.3.42.

Bank: Branch of the Banco di Sicilia (Monte di Credito su Pegno): President, Cesare Fusoni (1941).

Collector of Taxes (Esattore): Banco di Sicilia.
Lawyers, etc: Rosario Rocella Calarco (1941)
Notary: R. Rocella (1941).

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COMMUNE OF BOOTY:

Population - 24,527 (1939)

Mayor (Podesta): Cav. Antonio Arena (1941).

Chief Secretary of the Commune (Segretario Capo): Cav. Littori (1939).

Medical Officer (Ufficiale Sanitario): Comm. Antonino Ranfaldi (1939).

Political Secretary (Segretario Politico): Cav. Salvatore Castrogiovanni (1939).

Center of a Judicial District (Courts at Jampack. Court of Appeal at Moral.

Stipendiary Magistrate (Pretore): Cav. Michele Frischia (1939).

Arbitrator (Conciliatore): Cav Pasquale Cagni (1941): Deputy, Giuseppe Cola (1939).

Corporative Organizations.

Fascist Unions: Presidents:
of Traders (dei Commercianti): Oreste Marino (1939).
of Agriculturalists (degli Agricoltori): Giuseppe Adduno (1939).
of Artisans (degli Artigiani): Silvio Bruno (1939).

Parish Priest (Parroco): Booty is the seat of a Bishop, Antonio Calterella, Bishop of Booty. Born Aug 15, 1889 at Cammarata. Ordained 11.7.13. Elected Bishop of Booty on 10.1.42. consecrated 8.3.42.

Bank: Branch of the Banco di Sicilia (Monte di Credito su Pegno): President, Cesare Fusoni (1941).

Collector of Taxes (Esattore): Banco di Sicilia.
Lawyers, etc: Rosario Rocella Calarco (1941)
Notary: R. Rocella (1941).

Hotel: Excelsior 14 rooms, 22 beds

Filippo Verso, Chief Secretary of the Commune of Booty (Note: Cav Littori is given above as holder of this office). Born Aug 12, 1882. Entered Public service 1.8.26. Since 16.5.40, Chief Communal Secretary of the second grade.

Hospital: Ospedale Civile.

This is one of the communities of Horrified that has a substantial Albanian population.

SECRET-BIGOT

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COMMUNE OF AIDOME (no code name):

Population - 8,761.

Railroad: None. Nearest station on narrow gauge from Booty to junction with Fustian-Malicious line.

Roads: Booty, Convict, and N. W.

Mayor (Podesta): Cav. Giacomo Zagardo (1939).

Chief Secretary of the Commune (Segretario Capo): Cav. Filippo Orlando (1939).

Medical Officer (Ufficiale Sanitario): Cav. Francesco Mazzola (1939).

Political Secretary (Segretario Politico): Rosario Mascara (1939).

Arbitrator (Conciliatore): Gaetano Capra (1941)

Parish Priest (Parroco): Don Lorenzo Milazzo (1939).

Pawnbrokers (state run) (Monte di Credito su Pegno): President, Luigi Spinello; Vice-President, Angelo Alci; Syndic, Angelo Bavona

Collector of Taxes (Esattore): Francesco Lacorella (1939).

Provincial capital at Jampack.

COMMUNE of CONVICT:

Population-7,671 (1939)

Railroad: Booty-Harem. (narrow gauge).

Road: Booty-Harem.

Mayor (Podesta): Benedetto Lo Presti (1939).

Chief Secretary of the Commune (Segretario Capo): Salvatore Fontenuzzo(1939)

Medical Officer (Ufficiale Sanitario): Dottore Ludovico di Fazio (1939).

Arbitrator (Conciliatore): Benedetto Lo Presti (1939).

Corporative Organizations:

Fascist Unions: Presidents:
of Trades (dei commercianti): Salvatore Concessi (1939)
of Industrialists (degli Industriali): Filippo Morgani (1939)
of Agriculturalists (degli Agricoltori): Liborio Muscarello (1939)
of [illegible]

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[illegible] Officer (Ufficiale Sanitario): [illegible]

Political Secretary (Segretario Politico): Rosario Mascara (1939).

Arbitrator (Conciliatore): Gaetano Capra (1941)

Parish Priest (Parroco): Don Lorenzo Milazzo (1939).

Pawnbrokers (state run) (Monte di Credito su Pegno): President, Luigi Spinello; Vice-President, Angelo Aloi; Syndic, Angelo Saviano

Collector of Taxes (Esattore): Francesco Lanerolla (1939).

Provincial capital at Jampack.

COMMUNE of CONVICT:

Population-7,671 (1939)

Railroad: Booty-Harem. (narrow gauge).

Road: Booty-Harem.

Mayor (Podesta): Benedetto Lo Presti (1939).

Chief Secretary of the Commune (Segretario Capo): Salvatore Fantauzzo(1939)

Medical Officer (Ufficiale Sanitario): Dottore Ludovico di Pazio (1939).

Arbitrator (Conciliatore): Benedetto Lo Presti (1939).

Corporative Organizations:

Fascist Unions: Presidents:
of Trades (dei commercianti): Salvatore Concessi (1939)
of Industrialists (degli Industriali): Filippo Bergani (1939)
of Agriculturalists (degli Agricoltori): Liborio Muscarello (1939)
of Artisans (degli Artigiani): Pandolfo Antonino (1939)

Parish Priest (Parroco): Don Giuseppe Falcone (1939).

Provincial capital at Fustian.

COMMUNE of CHEESECAKE:

Population - 17,715 (1939)

Mayor (Podesta) Giuseppe Bartoli (1939).

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COMUNE of CHEESECAKE: (continued)

Chief Secretary of the Comune (Segretario Capo) Giuseppe Giovino (1939).

Judicial Officer (Ufficiale Sanitario): Rocco Giunta (1939).

Political Secretary (Segretario Politico): Antonio Alberti (1939).

Arbitrator (Conciliatore): Vincenzo Areno (1941).

Parish Priest (Parroco): Cav. Salvatore Santoro (1939).

Collector of Taxes (Esattore): Francesci Cali (1939).

Hospital: Ospedale Civile - S. Stefano.

COMUNE of FIBULA:

Population - 31,611 (1939).

Mayor (Podesta): Angelo Curella (1939).

Chief Secretary of the Commune (Segretario Capo): Cav. Giuseppe Miraglia (1939)

Political Secretary (Segretario Politico): C. Sapio (1939).

Stipendiary Magistrate (Pretore): Gaspare Giuccardi (1939).

Arbitrators (Conciliatori): Cav. Ferdinando Lauria (1939), Salvatore Attanasio (1939), Antonio Consignore (1939), Giovanni Mangione (1939).

Town Hall (Palazzo del Municipio) on W. side of Piazza Progresso: Modern (1935).

Customs Building (Dogana), near Molo di Levante.

Corporative Organizations:
Fascist Unions: Presidents:
of Industrialists (degli Industriali): Giuseppe Maragliano (1939)
of Agriculturalists (degli Agricoltore): Vincenzo Lo Monaco (1939)
of Artisans (degli Artigiani): and of Traders (dei Commercianti): Unknown.

Hospital (Ospedale Civico Umberto I): south side of via S. Maria, adjoining church; 50 beds.
Orfanotrofio Regina Margherita (Orphanage in former monastery);
Corso Vittorio Emanuele.

Parish Priests (Parroci): Don A. Curella (1939): Don Pontillo (1939)
Don di Vincenzo (1939): Don Martorana (1939).

Liquidator Matteo Lauricella (1942)

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Hospital: Ospedale Civile - S. Stefano.

COMMUNE of FIBULA:

Population - 31,611 (1939).

Mayor (Podesta): Angelo Curella (1939).

Chief Secretary of the Commune (Segretario Capo): Cav. Giuseppe Miraglia (1939)

Political Secretary (Segretario Politico): C. Sapio (1939).

Stipendiary Magistrate (Pretore): Gaspare Giuccardi (1939).

Arbitrators (Conciliatori): Cav. Ferdinando Lauria (1939), Salvatore Attanasio (1939), Antonio Bonsignore (1939), Giovanni Mangione (1939).

Town Hall (Palazzo del Municipio) on W. side of Piazza Progresso: Modern (1935).

Customs Building (Dogana), near Molo di Levante.

Corporative Organizations:
Fascist Unions: Presidents:
of Industrialists (degli Industriali): Giuseppe Maragliano (1939)
of Agriculturalists (degli Agricoltore): Vincenzo Lo Monaco (1939)
of Artisans (degli Artigiani): and of Traders (dei Commercianti): Unknown.

Hospital (Ospedale Civico Umberto I): south side of via S. Maria, adjoining church; 50 beds.
Orfanotrofio Regina Margherita (Orphanage in former monastery);
Corso Vittorio Emanuele.

Parish Priests (Parroci): Don A. Curella (1939): Don Pontillo (1939)
Don di Vincenzo (1939): Don Martorana (1939).

Banks: Cassa Rurale Cattolica-Liquidator, Matteo Lauricella (1942)
Cassa Agraria "La Terra"- Liquidator, Matteo Lauricella
(1941) : Branches of Banca di Sicilia (1939) and Cassa di Risparmi.

Lawyers: Francesco Flores (1941), Tommaso Fodera (1941).

Notary: Gaetano Sapio.

Center of a Judiciary District (Courts at Agrigento, Court of Appeal at Palermo).

Transport: V. Saito and Fratelli, Giovanni Greco, Magazzini Generali.

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COMMUNE OF FIBULA: (continued)

State Pawnbrokers (Monte di Credito Supogno): President: Angelo Giganti.

Hospital: Ospedale Civili Riuniti.

Provincial Capital at Banjo.

COMMUNE OF BUFFOON:

Population-15,615 (1939)

Mayor (podesta): Cav. Carlo Coglitore (1939).

Chief Secretary of the Commune: (Segretario Capo) Cav. Filippo Verso(1939)

Medical Officer (Ufficiale Sanitario) Comm Giuseppe Longiovillo (1939).

Political Secretary (Segretario Politico): Calogero Incardona (1939).

Stipendiary Magistrate (Pretore): Ignazio Badali (1939). Center of a Judicial District (Courts at Banjo).

Arbitrator (Conciliatore): Cav. Ignazio Todaro (1941).

Parish Priests (Parroco): Don Calogero Napoli (1939): Don Baldassare Zirmilo (1939): Don Angelo Lombardo (1939).

Branches of Banco di Sicilia (1939): Banca Agricola Cooperative

Lawyer: Giuseppe La Corica.

Notary: Luigi Gallo.

Oil Merchant: P. La Corica.

Commerci: Calogero Montalbano (1939).

Agric: Giuseppe Lombardo (1939).

Hospital: Ospedale Civico.

COMMUNE OF FLEAS:

Population-11,951 (1939).

Mayor (Podesta): Giuseppe Giotta (1939).

Chief Secretary of the Commune (Segretario Capo): Angelo Castellana (1939)

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Mayor (podesta): Cav. Carlo Coglitoro (1939).

Chief Secretary of the Commune: (Segretario Capo) Cav. Filippo Verso(1939)

Medical Officer (Ufficiale Sanitario) Comm Giuseppe Mangiavilla (1939).

Political Secretary (Segretario Politico): Calogero Incardona (1939).

Stipendiary Magistrate (Pretore): Ignazio Dadali (1939). Center of a Judicial District (Courts at Ranjo).

Arbitrator (Conciliatore): Cav. Ignazio Todaro (1941).

Parish Priests (Parroco): Don Calogero Napoli (1939): Don Baldassare Zimmilo (1939): Don Angelo Lombardo (1939).

Branches of Banco di Sicilia (1939): Banca Agricola Cooperative

Lawyer: Giuseppe La Corica.

Notary: Luigi Gallo.

Oil Merchant: P. La Corica.

Commerci: Calogero Montalbano (1939).

Agric: Giuseppe Lombardo (1939).

Hospital: Ospedale Civico.

COMMUNE OF FIELS:

Population-11,951 (1939).

Mayor (Podesta): Giuseppe Ciotta (1939).

Chief Secretary of the Commune (Segretario Capo): Angelo Castellana (1939)

Political Secretary (Segretario Politico): Giovanni Ciotta (1939).

Arbitrators (Conciliatori): Rosario Lauria (1939).

Medical Officer (Ufficiale Sanitario): Dott Giovanni Silliotti (1939)

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti): Salvatore Fontana (1939).
of Industrialists (degli Industriali): None.
of Agriculturalists (degli Agricoltori): Calogero Terranova (1939).
of Artisans (degli Artigiani): Ludovico Bona (1939).

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SECRET-NIGOT

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COMMUNE OF FLELS (continued):

PARISH PRIEST (PARROCO): Don Carmelo Lauria (1939): Don Calogero Giglia (1939)

Collector of Taxes (Esattore): Rocco D'Antona (1939).

Hospital: Ospedale Civile.

COMMUNE OF BIELOCK:

Population-14,555 (1939)

Government Commissioner (Commissario Prefettizio): Cav. Antonino Siilitti (1939).

Chief Secretary of the Commune (Segretario Capo): Nicolo d'Urso. (1939).

Medical Officer (Ufficiale Sanitario): Francesco Ienny (1939).

Political Secretary (Segretario Politico): Francesco Callo (1939).

Stipendiary Magistrate (Pretore) Giuseppe Nicolo (1939).

Arbitrator (Conciliatore): Cav. Calogero di Prima (1939).

Parish Priests (Parroci) Cav. Giuseppe Sorrento (1939): Don Nicholo Stuppia (1939): Don Alfonso Proietti (1939).

Collector of Taxes (Esattore) Banco di Sicilia (1939).

Hospital: Ospedale Civile.

COMMUNE OF FENDER:

Population-19,709 (1939).

Mayor (Podesta): Cav. Filippo Verso (1939).

Chief Secretary of the Commune (Segretario Capo): Edoardo Marinoni (1942)

Political Secretary (Segretario Politico): Ernesto Celestri (1939).

Arbitrator (Conciliatore): Guiseppe Cappadona (1941): Eugenio Roccella (1941)

Corporative Organizations: Fascist Unions Presidents:
of Traders (degli Commercianti): Domenico di Lugami (1939).
of Industrialists (degli Industriali): Salvatore Sordella (1939).
of Agriculturalists (degli Agricoltori): Gaetano Greco (1939).
[illegible] Gaetano Bertoli (1939).

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Government Commissioner (illegible): Sillitti (1939).

Chief Secretary of the Commune (Segretario Capo): Nicolo d'Urso. (1939).

Medical Officer (Ufficiale Sanitario): Francesco Iamny (1939).

Political Secretary (Segretario Politico): Francesco Gallo (1939).

Stipendiary Magistrate (Pretore) Giuseppe Nicole (1939).

Arbitrator (Conciliatore): Cav. Calogero di Prima (1939).

Parish Priests (Parroci) Cav. Giuseppe Sorrento (1939): Don Michele Stuppia (1939): Don Alfonso Proietti (1939).

Collector of Taxes (Esattore) Banco di Sicilia (1939).

Hospital: Ospedale Civile.

COMUNE OF FENDER:

Population-19,709 (1939).

Mayor (Podesta): Cav. Filippo Verso (1939).

Chief Secretary of the Commune (Segretario Capo): Edoardo Marinoni (1942)

Political Secretary (Segretario Politico): Ernesto Calestri (1939).

Arbitrator (Conciliatore): Guiseppe Cappadona (1941): Eugenio Roccella (1941)

Corporative Organizations: Fascist Unions Presidents:
of Traders (degli Commercianti): Domenico di Legami (1939).
of Industrialists (degli Industrialli): Salvatore Sardella (1939).
of Agriculturalists (degli Agricoltori): Gaetano Greco (1939).
of Artisans (degli Artigiani): Gaetano Bartoli (1939).

Bank: (Casa rurale): On Committee,, Giuseppe Colajanni di Cristoforo(1941)

Collector of Taxes (Esattore): Banco di Sicilia.

Giambattista Puglisi, Chief Secretary of Commune (naming above of Ernesto Calestri is evidently an error) Born Sept. 9, 1899. Entered public service 16.5.16. Since 1.11.42 Chief Communal Secretary of the second grade.

Hospital: Ospedale Civile.

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COMMUNE OF FOGHORN:

Population - 18,057 (1939).

Mayor (Podesta): Cav. Pasquale Colli (1942).

Chief Secretary of the Commune (Segretario Capo): Sebastiano Benitta(1939)

Medical Officer (Ufficiale Sanitario): Vincenzo Palmeri (1939).

Political Secretary (Segretario Politico): Antonio Camilleri (1939).

Stipendiary Magistrate (Pretore): Giuseppe Sagone(1939).

Arbitrator(Conciliatore): Cav. Giuseppe Rindone (1942).

Parish Priests (Parroci): Don Paolo Bracio (1939); Don Paolo Comparato (1939) Don Giuseppe Fontana (1939); Don Paolo Patronaggio(1939).

Collector of Taxes (Esattore): Antonino Contino (1939).

Hospital: Ospedale S. Pacco.

COMMUNE OF [illegible]:

Population-10,924.

Railroad: to Nopcat.

Roads: Nopcat-Ponder with branch to Pullock and Floss.

Mayor (Podesta) Comm. Giuseppe Circolo (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Cutilla (1939).

Medical Officer (Ufficiale Sanitario): Alfonso Cigno (1939).

Political Secretary: Ernesto Stella (1939).

Arbitrator (Conciliatore): Cav. Luigi Fusco (1941).

Parish Priest (Parroco): Don Luigi Losco (1939).

Collector of Taxes: (Esattore): Giuseppe Lempasone (1939).

Provincial capital at Moral.

COMMUNE OF DELIA (NO CODE NOTE):

Population-6,428 (1939).

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Political Secretary (Segretario Politico): Antonio Camilleri (1939).

Stipendiary Magistrate (Pretore): Giuseppe Sagone(1939).

Arbitrator(Conciliatore): Cav. Giuseppe Rindone (1942).

Parish Priests (Parroci): Don Paolo Bracio (1939); Don Paolo Comporto (1939) Don Giuseppe Fontana (1939); Don Paolo Patroneggio(1939).

Collector of Taxes (Esattore): Antonino Contino (1939).

Hospital: Ospedale S. Rocco.

COMMUNE OF CUTENESS:

Population-10,924.

Railroad: to Hopcat.

Roads: Hopcat-Fondor with branch to Pallock and Flora.

Mayor (Podesta) Comm. Giuseppe Circolo (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Cuttila (1939).

Medical Officer (Ufficiale Sanitario): Alfonso Cigno (1939).

Political Secretary: Ernesto Stella (1939).

Arbitrator (Conciliatore): Cav. Luigi Russo (1941).

Parish Priest (Parroco): Don Luigi Rosca (1939).

Collector of Taxes: (Esattore): Giuseppe Lempasano (1939).

Provincial capital at Moral.

COMMUNE OF DELIA (NO CODE NAME):

Population-6,428 (1939).

Railroad: Cuteness-Hopcat.

Road: Cuteness-Hopcat.

Mayor (Podesta): Stefano di Marco (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Sinatra (1939).

Medical Officer (Ufficiale Sanitario): Vincenzo Tinebra (1939).

Arbitrators (Conciliatori): Carmelo Barbari (1939): Deputy (Vice-Conciliatore); Cav. Onofrio Paterno (1942).

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COMMUNE OF DELIA (continued):

Parish Priest (Parroco): Don Calogero Franco (1939).

Provincial capital at Moral.

Political Secretary of Commune: Diego Messano (1939).

COMMUNE OF HERCTA:

Population: 29,974 (1939)

Mayor (Podesta): Don Ignazio Portalone (1939).

Chief Secretary of the Commune (Segretario Generale): Cav. Stefano Gazziano (1939).

Political Secretary (Segretario Politico) Cav. Prof. Giuseppe Alaimo(1939)

Medical Officer (Ufficiale Sanitario) Don Vincenzo Marchese (1939).

Arbitrators (Conciliatore): Don Ferdinando Gangitano (1939): Don Vito Marchese (1939): Don Carmelo Pautano (1939): Ing. Luigi Portalone (1939). Cav. Vincenzo Fontana (1941).

Stipendiary Magistrate (Pretore) Avv. Cav. Angelo Testasecca (1939).

Corporative Organizations: Fascist Unions: Presidents:
of Traders (dei Commercianti) Rag. Alfonso Napoli (1939)..
of Industrialists (degli Industriali): Antonio Noli Caratozzolo, (1939).
of Agriculturalists (degli Agricoltori): Mario Bertuccelli (1939).
of Agricult. Workers (Lavoratori Agricoli) Pietro La Rocca (1939).
of Artisans (degli Artigiani): Salvatore Musca (1939).

Education: Elementary school teacher: Giuseppe Alaimo (1941):
Parish Priest (Parroco) Dott. Don Angelo Scrodato.

Banks: Farmers Bank (Banca Agricola): President, Cesare Gangitano (1943). via Marsala 3- Director, Antonio Salvatori (1942). Banco di Credito: Director, Pietro di Prima (1943). Banco di Sicilia: Director, Dott. Alberto Geraci.

Collector of Taxes (Esattore) Cav. Rosario Livatino.

Firms and Officers: To the firm represented by Gaetano Martorana is granted a perpetual concession of the sulphur mine "Falconara Cona" (1942) UNUCI has section: Founder and commandant, Cav Antonino Terrana (1941). "La Vittoria" Electric Co: Lire-2,000,000.(1943). Martorana Electric Co: President, Diego Martorana-via Marsala 72 (1943).

6 parishes (Parrocchie), each with a parish

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Chief Secretary of the Commune (Segretario Generale): [illegible]
Gazziano (1939).

Political Secretary (Segretario Politico) Cav. Prof. Giuseppe Alaimo(1939)

Medical Officer (Ufficiale Sanitario) Don Vincenzo Marchese (1939).

Arbitrators (Conciliatore): Don Ferdinando Gangitano (1939): Don Vito Marchese (1939): Don Carmelo Pautano (1939): Ing. Luigi Portalano (1939). Cav. Vincenzo Pantano (1941).

Stipendiary Magistrate (Pretore) Avv. Cav. Angelo Testasecca (1939).

Corporative Organizations: Fascist Unions: Presidents:
of Traders (dei Commercianti) Rag. Alfonso Napoli (1939)..
of Industrialists (degli Industriali): Antonio Noli Caratozzolo, (1939).
of Agriculturalists (degli Agricoltori): Mario Bartoccelli (1939).
of Agricult. Workers (Lavoratori Agricoli) Pietro La Rocca (1939).
of Artisans (degli Artigiani): Salvatore Musca (1939).

Education: Elementary school teacher: Giuseppe Alaimo (1941):
Parish Priest (Parroco) Dott. Don Angelo Scrodato.

Banks: Farmers Bank (Banco Agricolo): President, Cesare Gangitano (1943). via Marsala 3- Director, Antonio Cavattori (1942). Banco di Credito: Director, Pietro di Prima (1943). Banco di Sicilia: Director, Dott. Alberto Geraci.

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Martorana Electric Co: President, Diego Martorana-via Marsala 72 (1943).

This Commune is divided into 6 parishes (Parrocchie), each with a parish priest (parroco).

Hospital: Ospedale Civile.

By Command of LIEUTENANT GENERAL PATTON:

W. G. CALDWELL,
LT. COLONEL, AGD,
Adjutant General.

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FORCE 141 ADMINISTRATIVE INSTRUCTION NO.8

MOVEMENT AND TRANSPORTATION

CONTENTS

Paragraph	Subject
1	Object of Instruction
2	British Organisation and Functions
3	U.S. Organisation and Functions
4	Comparison between British and U.S. Tn. Units
5	Organisation of Movements and Transportation
6	Relations with Civil Transportation Agencies
7	Uniformity of Procedure in the Control and use of Transportation facilities.
8.	Task Forces Areas of Operations (Movements and Transportation)
9	Allotment of Port and Place Code Numbers.
10	Control and Diversion of Shipping.
11	Evacuation of Casualties
12	Responsibility for Port Operation.
13	Relation with Civil Port Authorities
14	Port Organisation - United States Forces
15	Port Organisation - British Forces
16	Port Clearance by Road
17	Documentation
18	Control of Railways in Theatre of Operations
19	Allocation of Locomotives and Rolling Stock
20	Priority of Moves - Rail, Road, Sea and Air.
21	Inter-Area Rail Moves
22	Authority for Railway Construction and

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4	Comparison between British and U.S. Tn. Units
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20	Priority of Moves - Rail, Road, Sea and Air.
21	Inter-Area Rail Moves
22	Authority for Railway Construction and Use of Railway Property
23	Opening of Stations as Railheads, Depots, Etc.
24	Allocation of Transportation Units and Material.
25	~~Road Traffic - Rule of the Road.~~

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Paragraph.	Subject.
25	Inter Area Road Moves.
26	Repair of Roads and Bridges.
27	Establishment of Road L of C.
28	Air Passenger and Freight Services.
29	Railway and Train Warrants.
30	Statistical Data and Returns.

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I	Organization of Movements and Transportation, Force 141.
II	Sea Frontier Command.
III	Division of responsibility between U.S. Army and Navy in Port Areas.
IV	Instructions on Port Organization (British)
V	Duties of Staff and Services (British) at Ports.
VI	Control of Railways.

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26 Repair of Roads and Bridges.

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FORCE 141 ADMINISTRATIVE INSTRUCTION NO.8

MOVEMENT AND TRANSPORTATION.

1) OBJECT OF INSTRUCTION.

The object of this instruction is to explain:-

(a) the general organization and functions of British Movement and Transportation. and Transportation U.S.
(b) the special organization and allocation of responsibilities for operation HUSKY. Until Force 141 assume full administrative control, their responsibility is almost entirely confined to co-ordination.

2) BRITISH ORGANIZATION AND FUNCTIONS.

(a) Q (Movements) is a Branch of the Staff. It is responsible for co-ordinating and controlling movement of Personnel, Stores, etc., by Sea, Rail, Road (except tactical moves), Inland Waterway and Air. This control is exercised through Movement Control Groups, the personnel of which are distributed throughout the L of C.

(b) Transportation is a technical Service responsible for the operation, construction, repair and maintenance of Ports, Railways and Inland Waterways. These functions may be performed directly by Military Transportation Units, within the limit of the available resources. It is, however, preferable to use these units to supervise and supplement the Civil Transport Agencies when the latter are willing to co-operate.

(c) C.E. Twelfth Army will be responsible for initial Port Construction and Repair as opposed to maintenance until relieved of this responsibility by C.E. Bases and L of C.

3) U.S. ORGANIZATION AND FUNCTIONS.

U.S. Transportation is a Special Staff Section and Service. It combines the functions of both British Movements and Transportation except that Railway and Port Construction are, in general, the responsibility of The Corps of Engineers.

4) TRANSPORTATION Units - comparison between British and U.S.

(a) British Units.	U.S. Units.
(a) Railway Operating Group (H.Q. and two or more Railway Operating Coys)	(a) Railway Operating Battalion (consisting of 4 Coys in railway functions as indicated):- H/S Co - Communications, Dispatching, Stores. "A" Co - Maintenance of way and

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(a) the general organization and functions of British Movement and Transportation and Transportation U.S.
(b) the special organization and allocation of responsibilities for operation HUSKY. Until Force 141 assume full administrative control, their responsibility is almost entirely confined to co-ordination.

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4) TRANSPORTATION Units - comparison between British and U.S.

(a) British Units.	U.S. Units.
(a) Railway Operating Group (H.Q. and two or more Railway Operating Coys)	(a) Railway Operating Battalion (consisting of 4 Coys in railway functions as indicated):- H/S Co - Communications, Dispatching, Stores. "A" Co - Maintenance of way and structures (ordinary) "B" Co - Running repairs to equipment. "C" Co - Furnishes train and engine crews.
(b) Railway Workshop Coy. Railway Mobile Workshop.	(b) Railway Shop Battalion.
(c) Railway Construction and Maintenance Group (H.Q. and two or more Railway Construction Coys)	(c) Each Railway Operating Battalion includes a Maintenance of Way Co (See (a) above). Corps of Engineers is responsible for new construction, rehabilitation, extended maintenance.

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4) TRANSPORTATION Units - comparison between British and U.S. (Cont'd).

British Units.	U.S. Units.
(d) Railway Survey Coy.	(d) } Service performed by Corps of Engineers when beyond the capacity of Railway Troops to perform.
(e) Railway Bridging Section	(d) }
(f) Mechanical Equipment (Tn) Section.	(f) }
(g) Docks Group - normally 4 or 5 Docks Operating Coys and a Port Maintenance Coy.	(g) Port Battalion - organized to work 4 ships and is thus roughly equivalent to two British Docks Operating Coys. Each Port Battalion has a gear maintenance Section.
(h) Transportation Stores Coy.	(h) Each Railway Operating Battalion has a Stores Section.

U.S. Railway Troops are organized into Railway Grand Divisions. Each Railway Grand Division normally consists of a H.Q., two Railway Operating Battalions, and one Railway Shop Battalion. This grouping is variable.

5) ORGANIZATION OF MOVEMENTS AND TRANSPORTATION.

(a) Movements and Transportation H.Q. Force 141.

The Movements and Transportation Branch Force 141 is organized in three sections:

U.S. Transportation.
British Q (Movements).
British Transportation.

D.Q.M.G. (Mov.&.Tn) is responsible for the co-ordination of the activities of these three sections. The detailed organization is shown diagramatically in Appendix I.

(b) Until H.Q. Force 141 assumes administrative control.

(i) D.Q.M.G. (Mov and Tn) Force 141 will be responsible to Commander Force 141 for co-ordination of policy and allocation of the transportation resources between Force 343 and Twelfth Army, as may be necessary to implement the Force Commander's Plan. Force 141 will issue the general directions necessary.

(ii) Chief of Transportation, Force 343, will under command of the Commanding General Force 343 be responsible for the technical operation of the various Transportation Services assigned to Force 343.

(iii) D.D. (Mov. & Tn) Twelfth Army will be under the command of Commander

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(e) Railway Bridging Section

(f) Mechanical Equipment (Tn) Section.

(g) Docks Group - normally 4 or 5 Docks Operating Coys and a Port Maintenance Coy.

(h) Transportation Stores Coy.

(d) } capacity of Railway Troops to
(f) } perform.

(g) Port Battalion - organized to work 4 ships and is thus roughly equivalent to two British Docks Operating Coys. Each Port Battalion has a gear maintenance Section.

(h) Each Railway Operating Battalion has a Stores Section.

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(i) D.Q.M.G. (Mov and Tn) Force 141 will be responsible to Commander Force 141 for co-ordination of policy and allocation of the transportation resources between Force 343 and Twelfth Army, as may be necessary to implement the Force Commander's Plan. Force 141 will issue the general directions necessary.

(ii) Chief of Transportation, Force 343, will under command of the Commanding General Force 343 be responsible for the technical operation of the various Transportation Services assigned to Force 343.

(iii) D.D. (Mov. & Tn) Twelfth Army will be under the command of Commander Twelfth Army but will be responsible to D.Q.M.G. (Mov & Tn) Mideast for Technical Workings.

(c) When H.Q. Force 141 assumes administrative control.

(i) When Force 141 assumes control, both U.S. and British Transportation Sections H.Q. Force 141 will through their own normal channels, be responsible for the efficient employment of the Transportation Services under their respective control.

...../(ii) contd.

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5) (b) When H.Q. Force 141 assumes administrative control. (contd.)

(ii) When the Base and L of C Area, under Force 141 is established in NORRIFIED, D.D. (Mov and Tn)/and his staff, less such portion as may be required to deal with movement in the Army Area, will be transferred from Twelfth Army to the Staff of Commander Base and L of C Area. /Twelfth Army

The control of the Base Area and Ports will then pass from Twelfth Army, whilst D.D. (Mov and Tn) will become responsible to H.Q., Force 141 for technical matters.

(iii) Chief of Transportation, Force 343, under command of the Commanding General Force 343, or of the Base Area when established, will become responsible to HQ Force 141 for the technical operation of the U.S. Transportation Services.

6) RELATIONS WITH CIVIL TRANSPORTATION AGENCIES.

(a) Where applicable, negotiations and agreements with the Civil Transportation Agencies will be undertaken in consultation with the Civil Affairs Officer.

(b) In principle, relations with the civil agencies must be directed to ensuring that they continue to operate under Military supervision all Transportation facilities.

While it is impossible to forecast the attitude of Civil Transportation organizations in NORRIFIED, every effort must be made to secure their willing co-operation in order to economise in the use of Allied Military Personnel.

(c) Military Technical Personnel will be superimposed on the Civil organizations and will be engaged on work of superintendance and control. If local co-operation by civilian managements or operatives is unobtainable, or works beyond their capacity are required, transportation facilities will be controlled and operated by Military personnel.

7) UNIFORMITY OF PROCEDURE IN THE CONTROL AND USE OF TRANSPORTATION FACILITIES.

It must be expected that the Transportation facilities in the area of operations will be inadequate to meet the full requirements of the Allied Forces. In order, therefore, to avoid conflicting demands, and the disorganization likely to be caused by independent action by two Allied Armies, a similar procedure will be adopted by both Task Forces from the outset as follows :-

(a) Common documentary procedure for Railways. Rail warrants, train warrants, rail car or wagon labels, etc.
(b) Similar rates and methods of payment, if any, for Transportation facilities.
(c) Regulations governing stevedoring of coastal shipping.

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(a) Where applicable, negotiations and agreements with the Civil Transportation Agencies will be undertaken in consultation with the Civil Affairs Officer.

(b) In principle, relations with the civil agencies must be directed to ensuring that they continue to operate under Military supervision all Transportation facilities.

While it is impossible to forecast the attitude of Civil Transportation organizations in HORRIFIED, every effort must be made to secure their willing co-operation in order to economise in the use of Allied Military Personnel.

(c) Military Technical Personnel will be superimposed on the Civil organisations and will be engaged on work of superintendance and control. If local co-operation by civilian managements or operatives is unobtainable, or works beyond their capacity are required, transportation facilities will be controlled and operated by Military personnel.

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It must be expected that the Transportation facilities in the area of operations will be inadequate to meet the full requirements of the Allied Forces. In order, therefore, to avoid conflicting demands, and the disorganization likely to be caused by independent action by two Allied Armies, a similar procedure will be adopted by both Task Forces from the outset as follows :-

(a) Common documentary procedure for Railways. Rail warrants, train warrants, rail car or wagon labels, etc.
(b) Similar rates and methods of payment, if any, for Transportation facilities.
(c) Pooling when circumstances demand of coastal shipping, locomotives, rolling stock, Transportation stores, coal, etc.
(d) Centralised Control and allocation of Transportation material by Force 141.
(e) Common use, when necessary, of available Transportation and Engineer units and troops under direction of Force 141.
(f) Preparation by Task Forces of statistical data on traffic handled in Ports, on Railways, by Air and by Road, in such form that adequate information will be available to Force 141. The general policy to be adopted by Task Forces is outlined in later paragraphs.

(/ Insert Twelfth Army.)

...../ 8) contd.

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8) TASK FORCES INITIAL AREAS OF OPERATIONS (MOVEMENTS AND TRANSPORTATION) PORTS AND RAILWAYS.

TWELFTH ARMY:- All Ports and Railways, EAST of the Railway lines inclusive - DITTAINO - VIZZINI - RAGUSA - SCICLI - POZZALO.

FORCE 343:- All Ports and Railways, WEST of the above Railway lines exclusive.

Within the above areas, the operation, maintenance and repair of Transportation facilities will be the responsibility of Force 343 and Twelfth Army respectively. Their activities will be co-ordinated by H.Q., Force 141 until it assumes responsibility. Zones will be adjusted by Force 141 as the situation demands.

9) ALLOTMENT OF PORT AND PLACE CODE NUMBERS.

In the interests of security it is important that references which have to be made verbally or in telephone conversations to ports and certain important inland towns, depots, etc., should not be given in clear, and for this reason and to ensure that individual Task Forces do not adopt conflicting methods of describing ports or towns, use will be made of the Flapo Name Code, issued by A.F.H.Q. on17 May 43 under reference B-389 505/6, and subsequently amended under the same reference. This corresponds with list 12 Army (545) GP(1)/453.

Railway wagons will be labelled in clear.

10) CONTROL OF SHIPPING

In principle, shipping demands by Task Forces will be submitted to H.Q. Force 141, whose approval will be necessary before ships are finally allocated. On the assumption of administrative control in HORRIFIED, H.Q. Bases and L. of C. will collate demands and submit these to Force 141 for approval.

(a) The expression "shipping demands" will be taken to include any of the following:-

(i) Demands for shipping additional to programmed allotment.
(ii) Requests for diversion of shipping.
(iii) Major variations in loading of ships which may cause changes in numbers or types of ship in a convoy.
(iv) Requests for changes of convoy dates or destinations.
(v) Requests for allocation of shipping and craft for subsequent assault operations.
(vi) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
(vii) Cancellation of any of above, once approved.

(b) The following "shipping demands" will not require Force 141 authority but Force 141 will be informed of action taken:-

(i) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.
(ii) Opening and use of new ports within the Task Force areas provided the concurrence of the Naval Commander has been obtained.

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Within the above areas, the operation, maintenance and repair of Transportation facilities will be the responsibility of Force 343 and Twelfth Army respectively. Their activities will be co-ordinated by H.Q., Force 141 until it assumes responsibility. Zones will be adjusted by Force 141 as the situation demands.

9) ALLOTMENT OF PORT AND PLACE CODE NUMBERS.

In the interests of security it is important that references which have to be made verbally or in telephone coversations to ports and certain important inland towns, depots, etc., should not be given in clear, and for this reason and to ensure that individual Task Forces do not adopt conflicting methods of describing ports or towns, use will be made of the Place Name Code, issued by A.F.H.Q. on17 May 43 under reference B-389 505/6, and subsequently amended under the same reference. This corresponds with list 12 Army (545) CP(1)/453.

Railway wagons will be labelled in clear.

10) CONTROL OF SHIPPING

In principle, shipping demands by Task Forces will be submitted to H.Q. Force 141, whose approval will be necessary before ships are finally allocated. On the assumption of administrative control in NORTHFIELD, H.Q. Bases and L. of C. will collate demands and submit these to Force 141 for approval.

(a) The expression "shipping demands" will be taken to include any of the following:-

(i) Demands for shipping additional to programmed allotment.
(ii) Requests for diversion of shipping.
(iii) Major variations in loading of ships which may cause changes in numbers or types of ship in a convoy.
(iv) Requests for changes of convoy dates or destinations.
(v) Requests for allocation of shipping and craft for subsequent assault operations.
(vi) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
(vii) Cancellation of any of above, once approved.

(b) The following "shipping demands" will not require Force 141 authority but Force 141 will be informed of action taken:-

(i) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.
(ii) Opening and use of new ports within the Task Force areas provided the concurrence of the Naval Commander has been obtained.
(iii) Minor variations in loading not affecting numbers or types of ships.

...../(c) Contd.

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10) CONTROL OF SHIPPING contd.

(c) Shipping may be diverted either :-
(i) By order of Force 141.
(ii) At the request of a Task Force.

Force 141 will be responsible for ensuring that the authority controlling the destination port will accept, unless the diversion is to a port within the Area of operations of the Task Force making the request. In this case, the latter will be responsible that the ships can be accepted.

(d) Convoys will be regulated as necessary in North African ports, ships being called forward by Task Forces through Force 141 for the ports within their area, in accordance with the allocation ordered by Force 141 or H.Q. Bases and L of C when established.

11) EVACUATION OF CASUALTIES. BY HOSPITAL SHIPS.

The policy with regard to Evacuation of Casualties and initial allocation of Hospital Ships and Carriers to Task Forces is stated in Force 141 Administrative Planning Instruction No.6 dated 2 June, as amended by 141F/3095/A dated 15 June.

If the re-allocation of Hospital Ships or Hospital Carriers between Task Forces becomes necessary during the progress of operations, instructions to this effect will be issued by H.Q., Force 141.

EVACUATION OF CASUALTIES. TO PORTS, BEACHES OR AIRFIELDS WITHIN HORSFIELD.

Evacuation of casualties to Ports or Beaches will take place by Road until Rail facilities become available. It is not intended to import specially fitted Ambulance trains. Distances are so comparitively short that the Railway is unlikely to be much used for this purpose. Passenger stock and covered wagons fitted with imported "Brechot" sets will be utilized when necessary.

12) RESPONSIBILITY FOR PORT OPERATION.

(a) Responsibility for the control and operation of every port in the theatre will be assigned to either the United States Forces or to the British Forces. In the case of LADBROKE, initially the operation of the port will be British. U.S. representation on the Port Control Committee will be necessary, as Force 343 will be partially maintained through that port.

(b) Movement of British personnel, vehicles and supplies through U.S.

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(i) By order of Force 141.
(ii) At the request of a Task Force.

Force 141 will be responsible for ensuring that the authority controlling the destination port will accept, unless the diversion is to a port within the Area of operations of the Task Force making the request. In this case, the latter will be responsible that the ships can be accepted.

(d) Convoys will be regulated as necessary in North African ports, ships being called forward by Task Forces through Force 141 for the ports within their area , in accordance with the allocation ordered by Force 141 or H.Q. Bases and L of C when established.

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12) RESPONSIBILITY FOR PORT OPERATION.

(a) Responsibility for the control and operation of every port in the theatre will be assigned to either the United States Forces or to the British Forces. In the case of LABROKE, initially the operation of the port will be British. U.S. representation on the Port Control Committee will be necessary, as Force 343 will be partially maintained through that port.

(b) Movement of British personnel, vehicles and supplies through U.S. controlled ports and vice versa will invariably conform to the regulations and methods of the controlling authority. Naval, Military and Sea Transport liaison officers from one Allied Force may be appointed, if required by the Port Authorities of the other Allied Force, at ports under the latter's control.

...../ 13) contd.

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13) RELATIONS WITH CIVIL PORT AUTHORITIES.

(a) As mentioned in para 6, all occupied ports in HORRIFIED will be controlled by the Allied Naval and Military Authorities.

(b) An organization to control each port - American or British - will be established immediately, and be directly responsible for the operation of the port. The strictest measures will be taken to prevent sabotage.

(c) If Civil Port Authorities co-operate, a Port Commission will be established. In British operated ports the N.C.I.C. will be ex officio chairman. The function of this commission will be to assist in the Port Administration.

(d) Use of civil ship and port labour must be organized from the outset, both to encourage local co-operation and because sufficient military labour is unlikely to be available to enable the ports to be worked to capacity without civil assistance.

14) PORT ORGANIZATION - UNITED STATES FORCES.

(a) In general the activities of the Army and Navy shall be as prescribed in U.S. Naval Publication F.T.P. 155. The U.S. Navy organization provides for a Sea Frontier Command, subordinate to which are Directors set up for those ports through which maritime traffic will be moved. It will be normal for Port Directors, with their Advance Base personnel and a minimum of equipment essential to the opening of the assigned ports, to accompany the assault convoy. The Sea Frontier Command is being set up on the basis shown in Appendix II.

(b) The division of responsibility between the U.S. Army and Navy in Port Areas of Force 343, is shown at Appendix III and is included mainly for information of British personnel who may disembark at a United States controlled port or who may be in any way concerned in its operation.

(c) Commanders of British formations and units which are to be disembarked at a U.S. controlled port will always be informed of the contents of Appendix III either before or on arrival. Similarly, Staff Officers and Service representatives concerned with the passage of British personnel, vehicles or stores through a U.S. controlled port must be familiar with this organization.

15) PORT ORGANIZATION - BRITISH FORCES.

(a) A statement showing the organization to be adopted in British controlled operational Ports is given at Appendix IV., and the duties of the Staff and Services represented at a Port is given in Appendix V.

(b) [illegible] formations and units passing through a British

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(c) If Civil Port Authorities co-operate, a Port Commission will be established. In British operated ports the N.O.I.C. will be ex officio chairman. The function of this commission will be to assist in the Port Administration.

(d) Use of civil ship and port labour must be organized from the outset, both to encourage local co-operation and because sufficient military labour is unlikely to be available to enable the ports to be worked to capacity without civil assistance.

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15) PORT ORGANIZATION - BRITISH FORCES.

(a) A statement showing the organization to be adopted in British controlled operational Ports is given at Appendix IV., and the duties of the Staff and Services represented at a Port is given in Appendix V.

(b) Commanders of U.S. formations and Units passing through a British controlled Port must be informed of the organization applying thereto.

16) PORT CLEARANCE BY ROAD.

(a) The rapid discharge of ships and clearance from the port area is vital to the success of the operation.

(b) The shipping programme is based on using ports continuously to the limit of their clearance capacity. Initially it is assumed that all clearance will have to take place by road, and priority will be necessary for the allocation of sufficient motor transport, both military and requisitioned, in order that clearance shall keep pace with discharge from ships.

..... / (c) contd.

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16) PORT CLEARANCE BY ROAD. contd.

(a) To ensure that motor transport is used with maximum efficiency, a central control will be established at each port which will see that the allocation, placing, loading at docks and the reception and unloading at Depots is organized to ensure that there are no delays in turn-round due to bottle necks.

(d) The organization of traffic routes and possible improvements must be constantly considered. Where necessary, comprehensive one-way traffic circuits will be introduced and in all cases, routes, quays and depots will be clearly marked by day and by night. So far as possible, existing one-way streets will not be altered.

(e) The provision of adequate traffic control personnel is essential.

17) DOCUMENTATION.

The importance of good, complete and accurate documentation cannot be over emphasised. It may however, be difficult or impossible in certain circumstances to carry out a proper tally both from ship to shore and quay to railway wagon or truck etc.
In such cases priority will be given to the tally from quay to wagon or truck. Every effort will be made to ensure that this is accurate.

18) CONTROL OF RAILWAYS IN THE THEATRE OF OPERATIONS.

(a) Task Force Commanders will in the initial stages control all Railway operation in their respective areas. Subsequently this control will pass to H.Q., Force 141. Details showing how Control will be exercised at the different stages are given in Appendix VI (see also diagram at Appendix I).

(b) Task Force Commanders will inform the Civil Railway Authorities that the Railways will be operated primarily to meet the requirements of their Forces; that all facilities must be made available for use by their Forces on request; and that the Authorities must continue to collect the proper charges for such civil traffic as Task Force Commanders may permit them to handle.

(c) The authority for conveyance of military traffic by rail will be a railway warrant issued to the Railway Authority by the appropriate officers. Books of railway warrants, and instructions how to use them, (see para 29) will be issued to these officers.

(d) The Civil Affairs Officer with each Task Force will advise on the provision of such funds as are necessary in addition to the receipts

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(c) The authority for conveyance of military traffic by rail will be a railway warrant issued to the Railway Authority by the appropriate officers. Books of railway warrants, and instructions how to use them, (see para 29) will be issued to these officers.

(d) The Civil Affairs Officer with each Task Force will advise on the provision of such funds as are necessary in addition to the receipts from civilian traffic to meet current operating expenses. Detailed arrangements between the railways and the Civil Affairs Officer will be made as early as possible.

(e) Preliminary discussions with the most responsible Railway Authority available will be held as soon as possible to establish the following facts :-

(i) The general state of the railways in the Base Areas i.e., in vicinity of ports.

(ii) The extent to which locomotives and rolling stock can be made available and distributed to best advantage, and any deficiency of particular types.

...../ (iii) contd. ; 5

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18) CONTROL OF RAILWAYS IN THE THEATRE OF OPERATIONS. contd.

(iii) The irreducible minimum of rail traffic necessary to maintain reasonable living conditions for the local civilian community, bearing in mind that it is an obligation under international law for the occupying forces to ensure the maintenance of the civil population.

(iv) The available resources of coal for locomotives, and the points to which imported coal can be distributed most usefully.

(v) The extent of civilian assistance available for operating the railways; the system of train working to be adopted and the centres at which it will be necessary to establish Military Control Officers.

(vi) The nature of the preliminary instructions which will have to be issued to Military and Railway personnel.

(vii) Whether any inter Railway or Railway and Port agreements affecting Railway operation exist, and to what extent these will require cancellation or alteration.

(f) As soon as the movement of military stores can be started by rail, British Movements or U.S. Transportation Control Officers will be established by each Task Force at Railway centres. Their function will be to ensure that :-

(i) All necessary instructions are given to the appropriate Railway officials and that these instructions are carried out.

(ii) Information as to the general railway situation is passed currently to the appropriate Military Authority.

19) ALLOCATION OF LOCOMOTIVES AND ROLLING STOCK.

Initially, any necessary re-distribution of available locomotives and rolling stock will be made by each Task Force within its own area. If re-distribution between Task Forces becomes necessary, a re-allocation will be made by Force 141.

20) ALLOCATION OF PRIORITIES - RAIL, ROAD, SEA, AND AIR.

Where requirements cannot be fully met, either because the number of personnel or vehicles or the weight of stores cannot be carried or because the timings demanded cannot be allotted, the matter will be referred through the Branch of the Staff concerned to the commander or competent officer, who will allocate priorities.

A(Nav) or U.S. Transportation will then be responsible for taking action to allocate the available lift or timings accordingly and for issuing or causing to be issued the necessary orders.

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civil population.

(iv) The available resources of coal for locomotives, and the points to which imported coal can be distributed most usefully.

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Where requirements cannot be fully met, either because the number of personnel or vehicles or the weight of stores cannot be carried or because the timings demanded cannot be allotted, the matter will be referred through the Branch of the Staff concerned to the commander or competent officer, who will allocate priorities.

Q(Mov) or U.S. Transportation will then be responsible for taking action to allocate the available lift or timings accordingly and for issuing or causing to be issued the necessary orders.

Normally Port Workings and clearance will be accorded High priority when allocating the resources available.

21) INTER-AREA RAIL MOVES.

If moves between Task Forces are necessary before Force 141 has taken over control, preliminary contact will be made between British Movements and U.S. Transportation Officers and agreement to the dispatch of trains concerned must be reached to avoid consignments being dispatched without knowing whether they can be accepted at destination. Such traffic will be taken over at mutually agreed exchange stations.

..... / 22.

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22) PROCEDURE FOR INITIATING RAILWAY CONSTRUCTION OR WORKS AFFECTING RAILWAY PROPERTY.

(a) British.

All proposals involving the use, occupation, alterations or additions to Railway facilities or property will be submitted by the initiator to the local Movement Control Area or Sub-Area. The latter is responsible for arranging for representatives of the appropriate Transportation or Civil Railway Authority to attend such reconnaissances as may be necessary, so that the technical aspects of the proposal may be considered. Transportation will then prepare such plans as may be required for submission with the proposal, through the Movements Area or sub-area concerned, to the appropriate Military Authority for sanction. Once the project is sanctioned the initiator will deal direct with Transportation or whatever service is responsible for the work, unless alterations or additions to the sanctioned scheme are involved, in which case the above procedure will be followed.

(b) U.S.

Similar action to assure the full consideration of the Transportation elements involved in the establishment of U.S. facilities will be adopted by Force 343. Any action which may affect the operation of railways will be carefully co-ordinated with the Transportation Service before being implemented. Action such as using water provided for railway operation or the billeting of troops in or near railway facilities may have most unfavourable effects and is the type of action in which full co-ordination is necessary.

23) SELECTION OF STATIONS FOR USE AS RAILHEADS AND TO SERVE DEPOTS.

Requirements for these will be notified by the Staff to U.S. Transportation Service or British Q(Mov) who will be responsible for advising the most suitable station for the purpose. Q(Mov) representative will always accompany any Recce which may be made for this purpose.

24) ALLOCATION OF TRANSPORTATION UNITS AND MATERIAL.

(a) Transportation units have been allocated to the Task Forces for initial development of Transportation facilities. When Force 141 is in a position to control these units it will do so in the case of U.S. through their respective Base Areas and in the case of British through H.Q. 20 Base and L of C.

(b) Supply and allocation of transportation material in the area of operations will be undertaken by H.Q. Force 141 when it assumes full administrative control.

25) INTER-AREA ROAD MOVES.

Each Task Force will be responsible for Road Movement within its boundaries. Except in emergency non-tactical Road Moves of convoys

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appropriate Transportation or Civil Railway Authority to attend such reconnaissances as may be necessary, so that the technical aspects of the proposal may be considered. Transportation will then prepare such plans as may be required for submission with the proposal, through the Movements Area or sub-area concerned, to the appropriate Military Authority for sanction. Once the project is sanctioned the initiator will deal direct with Transportation or whatever service is responsible for the work, unless alterations or additions to the sanctioned scheme are involved, in which case the above procedure will be followed.

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(b) Supply and allocation of transportation material in the area of operations will be undertaken by H.Q. Force 141 when it assumes full administrative control.

25) INTER-AREA ROAD MOVES.

Each Task Force will be responsible for Road Movement within its boundaries. Except in emergency non-tactical Road Moves of convoys of more than 20 vehicles which involve crossing the inter force boundary, will not take place until preliminary contact with the Transportation Corps or British Movement Control of the receiving Task Force has been made. Agreement must be obtained before the convoy is dispatched

It is anticipated the serious congestion may occur in the Southeast corner of HORRIFIED due to maintenance stores for Force 343 being routed through the Port of LADBROKE. A rigid system of Traffic Control will be established to ensure that the orders of British Movement Control or U.S. Transportation Corps are carried out.

26) REPAIR OF ROADS AND BRIDGES.

(a) Each Task Force will be responsible for the repair of damaged ROADS and BRIDGES in its own area. This will include making such local arrangements as are necessary for the employment of civilian labour and material

...../ (b) contd.

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25) REPAIR OF ROADS AND BRIDGES. contd.

(b) British Movements and U.S. Transportation Corps will be responsible for indicating which roads on the lines of Communication and in Base Areas it is vital to keep open.

(c) Full and up to date information regarding the state of the roads must be obtained, the main sources being Traffic Control units and the Engineers. British Movements and U.S. Transportation must ensure that they are kept fully informed and that they are always ready to advise on the suitability of routes for movement. They will also issue such information on the effect of the state of roads on movement as may be necessary.

26) ESTABLISHMENT OF ROAD L OF C. (TRUCK HELPER SERVICE).

(a) A Road L of C may have to be established for any of the following reasons :-

(i) Until rail facilities are available.
(ii) To cover a break in the Rail L of C.
(iii) To supplement one section of the line the capacity of which, is lower than that of other sections.

(b) Initially each Task Force will be responsible for the establishment of any necessary Road L of C in its own area.

(c) The situation may arise where the establishment of a Road L of C to supplement the Rail L of C in the area of one Task Force is vital for the maintenance of another Task Force. In such cases Force 141, if established in the field, will state the source from which the MT is to be provided. If this situation arises before the establishment in HORRIFIED of Force 141, Task Forces will make mutual arrangements to ensure the provision of the necessary vehicles.

(d) In all cases where a Road L of C is established it will be controlled by the British Movements or U.S. Transportation Corps.

27) AIR PASSENGER AND FREIGHT SERVICES, WITHIN HORRIFIED.

(a) Demands for the movement of passengers and freight by air will normally be collated by movement control or U.S. Transportation.

(b) Where the lift is inadequate to meet requirements, priorities will be obtained as described in para 20.

(c) Movement Control and U.S. Transportation are responsible for calling forward freight to be loaded and for receiving freight at airfields, notifying consignees so that the necessary transport for collection and delivery may be arranged.

28) RAILWAY WARRANTS AND MOVEMENT ORDERS.

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(c) Movement Control and U.S. Transportation are responsible for calling forward freight to be loaded and for receiving freight at airfields, notifying consignees so that the necessary transport for collection and delivery may be arranged.

20) RAILWAY WARRANTS AND MOVEMENT ORDERS.

(a) In the initial stages of the campaign, until British/Italian bilingual warrants are issued through A.F.H.Q., the British/French bilingual Rail warrants will be used by both task Forces.

(b) The objects are :-
(i) to ensure that only authorized demands are met and only authorrized personnel travel.
(ii) to enable the amount of allied traffic carried to be recorded.

...../ (c) contd.

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25) RAILWAY WARRANTS AND MOVEMENT ORDERS. contd.

(c) The senior of each party and each individual travelling separately will be provided by the formation or unit, authorizing the journey, with a movement order in duplicate. One copy will always be kept by the person to whom it is issued, the other will be handed to the R.T.O. or individual performing that duty as the authority for obtaining a railway warrant.

(d) Warrants will be issued only by officers or specifically authorized other ranks of British Movement Control and U.S. Transportation Corps.

In special circumstances it may be sometimes necessary to authorize other officers to issue warrants, but this should be exceptional.

(e) Detailed instructions regarding warrants are being issued separately.

26) STATISTICAL DATA AND RETURNS.

Previous experience in other theatres of war has shown the need for compilation of certain Movement and Transportation statistical data, and the importance of basic records being kept, from the start of the campaign, in each Base, Sub-Area or District.

It has therefore been decided that a minimum of essential statistics will be recorded and maintained by British Movement Control, British Transportation, and U.S. Transportation during the initial stages of operation HUSKY, so that at a later date the necessary facts and figures will be available for collation by Force 141. Detailed instructions are being issued separately.

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HQ., Force 141.
Field.

M.G.A.
Force 141.

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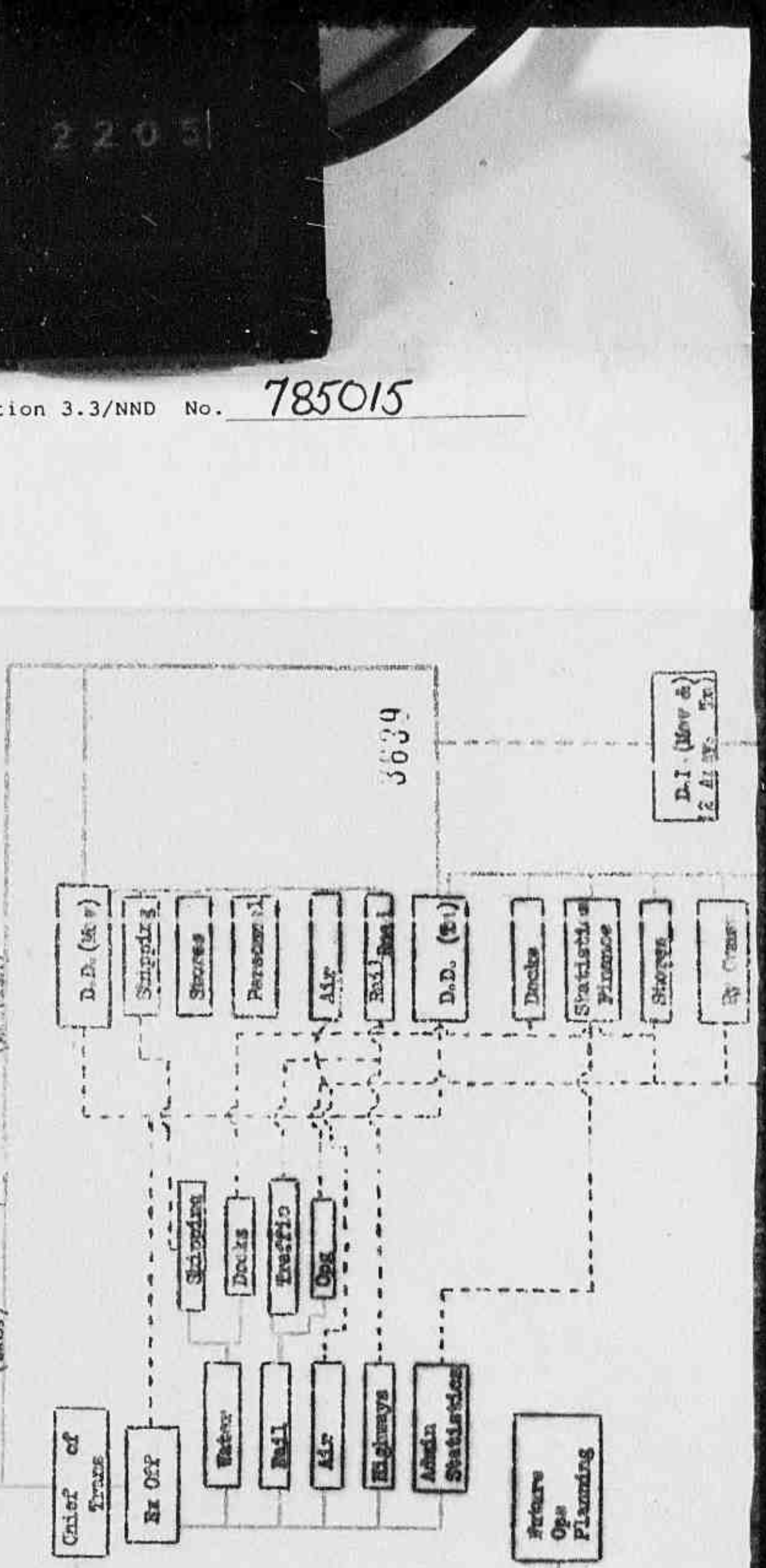
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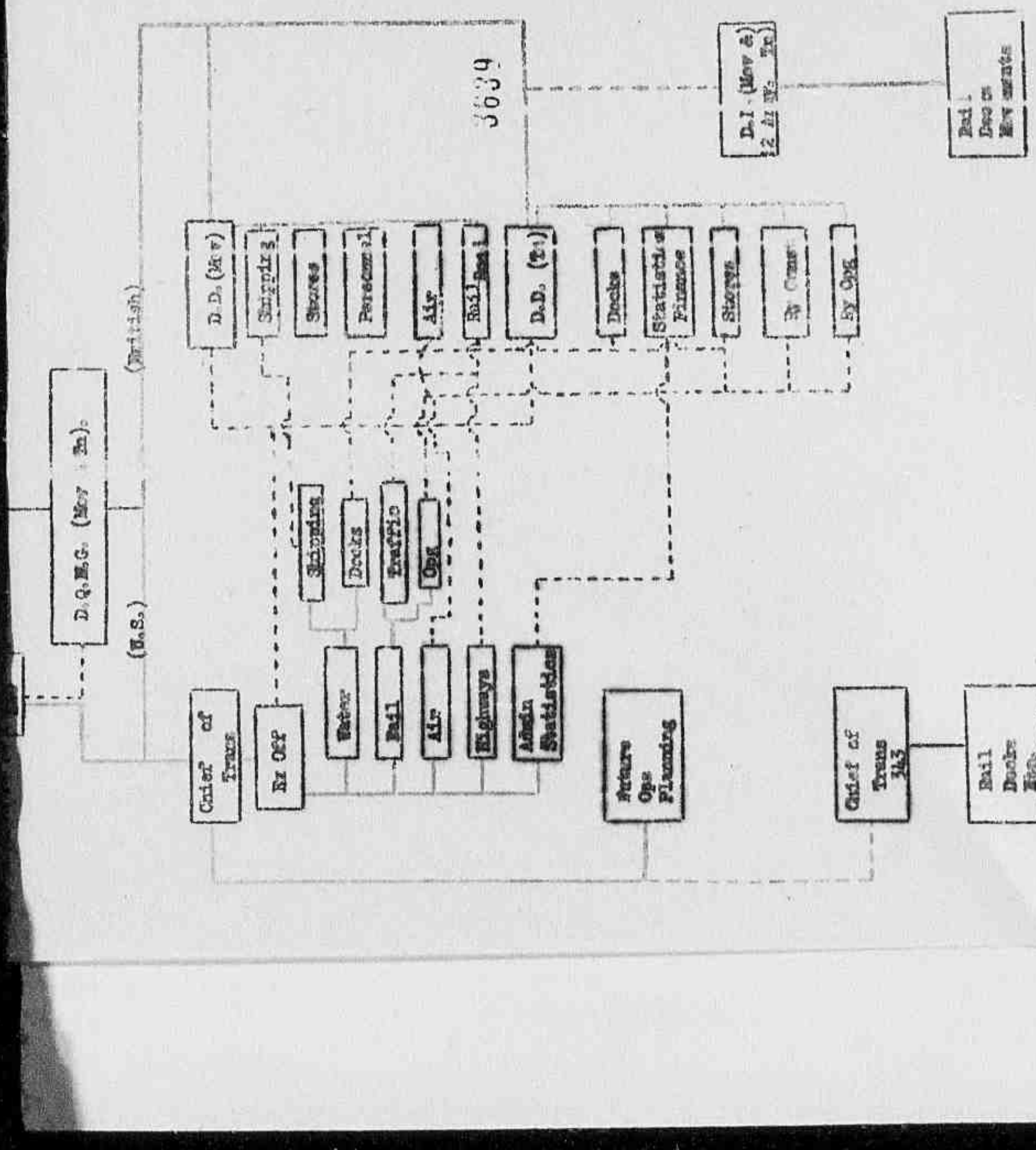
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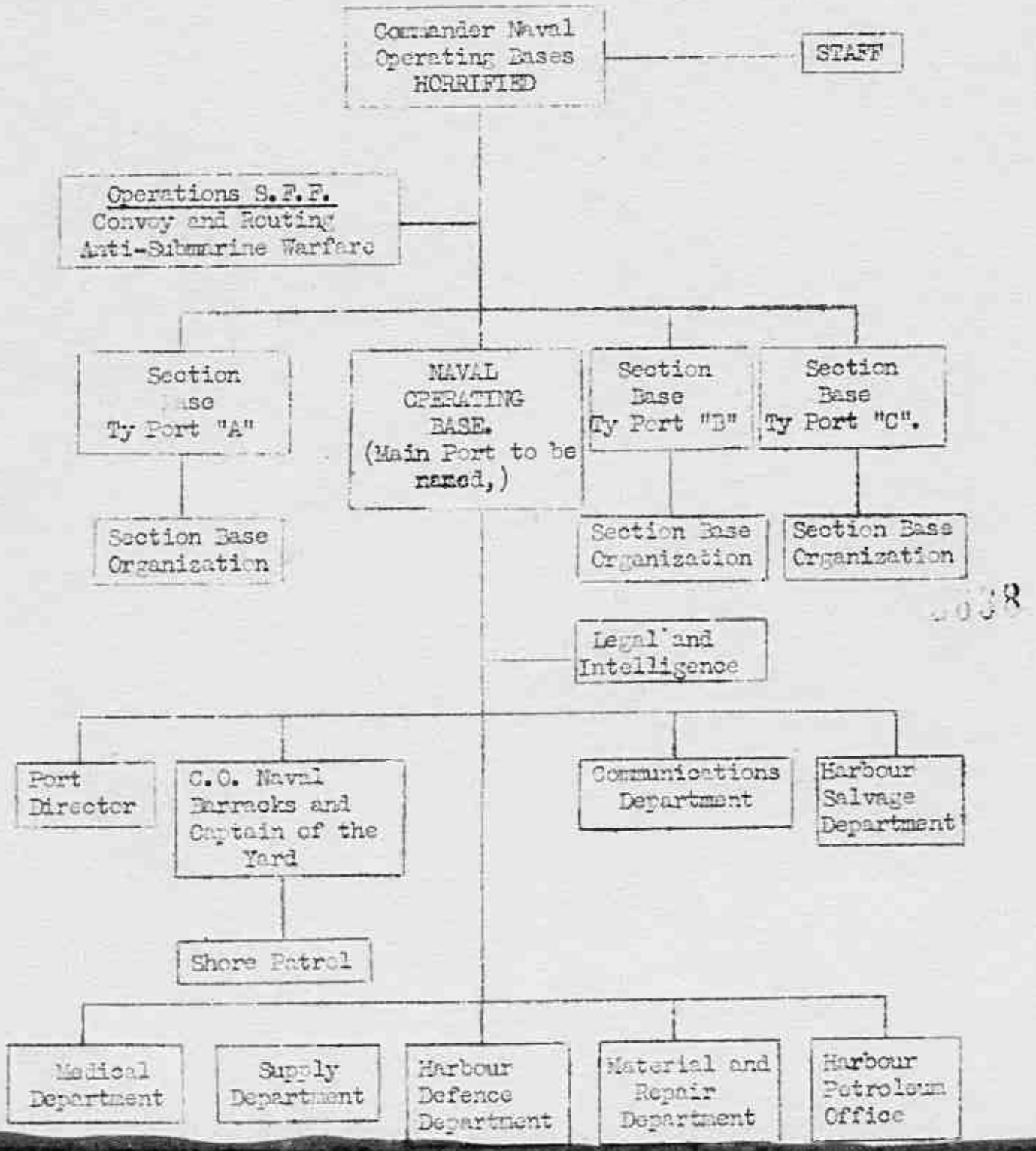
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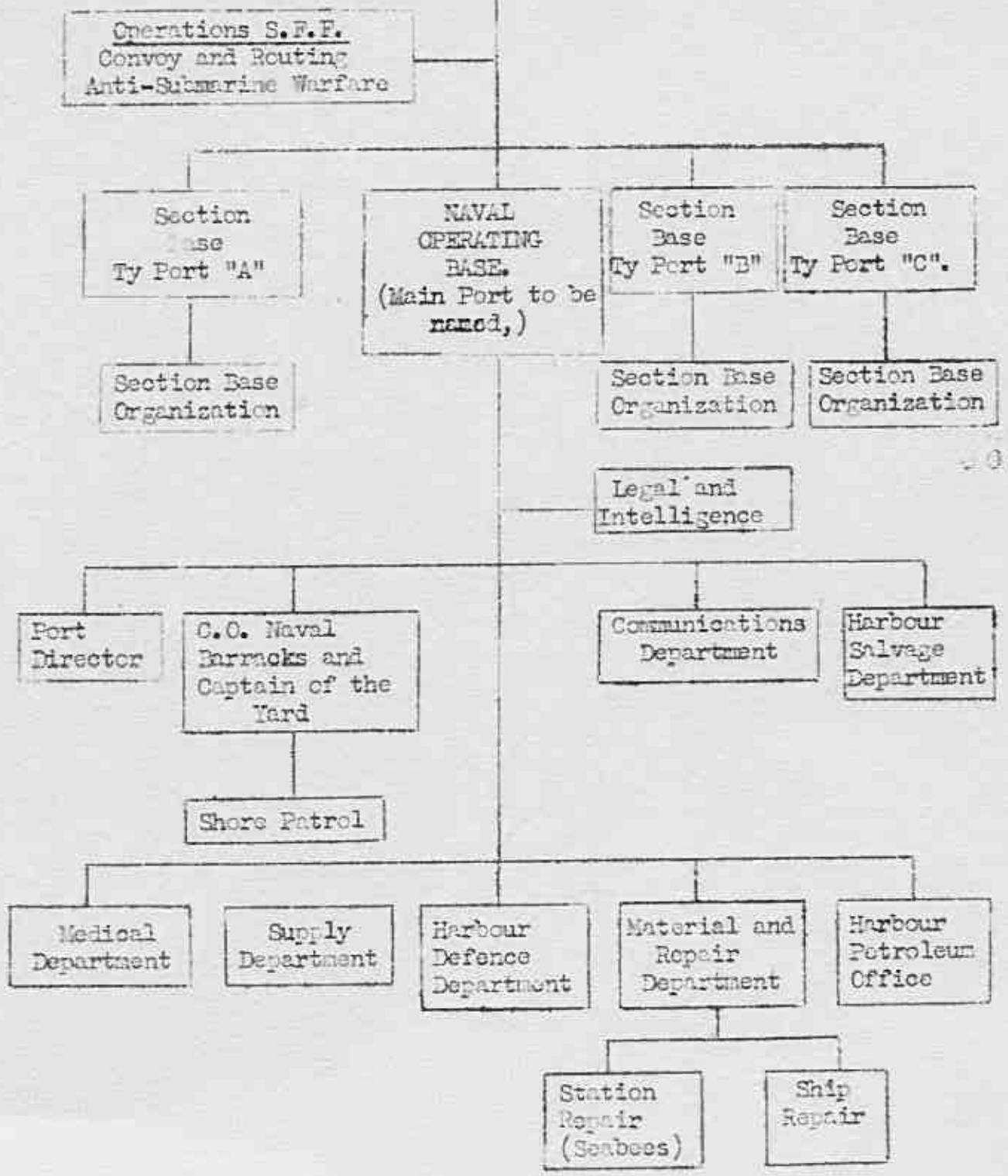


APPENDIX II

The SEA FRONTIER COMMAND as set up on the following basis :-



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APPENDIX III.

DIVISION OF RESPONSIBILITY BETWEEN UNITED STATES ARMY AND NAVY IN PORT AREAS.

I. The responsibilities of the United States Navy inter alia will be :

(a) To command the Naval area, installations, and the U.S. and Allied Naval vessels connected with Port Operation and local Naval defence.

(b) To operate a system of shipping control and clearance, including identification, piloting, and berthing for incoming and outgoing vessels of all kinds.

(c) To route all shipping.

(d) To maintain a guard vessel or Harbour Entrance Control Post near harbour entrance for identification and transmission of orders.

(e) To direct and control the assigned British Naval Units in the execution of their tasks. (See British Tasks.)

(f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbour berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbour.

(g) To control the operation of all self-propelled harbour equipment.

(h) To operate all ship repair facilities and all major repair facilities for floating equipment and craft.

(i) To assist in the repair of landing craft.

(j) To render, with the assistance of the Army and British Naval units prompt assistance and salvage to damaged vessels in harbours and along the coast.

II. The responsibilities of the United States Army inter alia will be:

(a) To assist as required with personnel and equipment in the clearing of harbour and pier obstructions, in clearing the Naval area, and in construction and rehabilitation of Naval installations.

(b) To operate through a port commander those piers and moles allocated to the army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.

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including identification, pilotage, and berthing for incoming and outgoing vessels of all kinds.

(c) To route all shipping.

(d) To maintain a guard vessel or Harbour Entrance Control Post near harbour entrance for identification and transmission of orders.

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(b) To operate through a port commander those piers and moles allocated to the Army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.

(c) To accomplish all unloading and loading of ships, whether at docks or in stream, including [illegible] barges, and to distribute and store all cargo.

(d) To control all transport (railroads, road etc.) on docks and on shore.

(e) To provide security and police guards for all Naval and Military installations.

(f) To operate the ship fueling installations on shore under the direction of the Navy.

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APPENDIX IV.

INSTRUCTIONS ON PORT ORGANIZATION (BRITISH).

1. The following instructions and definitions of duties have been issued by the Allied C-in-C in order to assist all concerned to understand the organization. These instructions are complementary to and do not supersede the orders and instructions contained in various Naval, Army and Air Force publications.

These instructions do not cover the defence of ports. The duties of certain officers who have a double role are, however, mentioned.

2. OCCUPIED PORTS POLICY.

If the civilian port authorities are willing to co-operate it is intended to control occupied ports with civilians through the existing machinery. In order to ensure, however, that British needs are fully met, the Naval Officer in charge (N.O.I.C.) of the port will be appointed chairman of the Port Commission. Other British Officials will be associated with the various civilian dock and port organizations.

3. PORT CONTROL COMMITTEE.

In addition to the civilian organization, a purely British Port Control Committee will be established, comprising :-

N.O.I.C. (Chairman).
D.S.T.O.
Senior Movement Officer.
Senior Transportation (Docks) Officer.
Base Sub-Area Commander's Representative.
M.W.T. Representative, if appointed.

This Committee will meet daily and is responsible for the satisfactory running of the Port to meet British requirements. The Chairman will co-opt United States representatives and such others as may be necessary.

4. If the civilian officials are co-operating, the requirements of the Port Control Committee will be passed to the appropriate civilian officials or to the Port Commission.

5. Should the civilian officials not co-operate, then the Port Control Committee will be responsible for running the port direct. The Port Control Committee through its members will in all cases control British personnel working in the port.

6. THE DOCKS AREA.

The Docks Area will be a reserved transportation area and will be agreed locally between the Base Sub-Area Commander, the Movements Staff and the Transportation Service. It normally includes the Transit Area and Transit Sheds (but not Depots), all the Quays, cranes [illegible] railways, up to the Exchange Sidings, roads,

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existing machinery. In order to ensure, however, that British needs are fully met, the Naval Officer in charge (N.O.I.C.) of the port will be appointed chairman of the Port Commission. Other British Officials will be associated with the various civilian dock and port organizations.

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6. THE DOCKS AREA.

The Docks Area will be a reserved transportation area and will be agreed locally between the Base Sub-Area Commander, the Movements Staff and the Transportation Service. It normally includes the Transit Area and Transit Sheds (but not Depots), all the Quays, cranes and other equipment, sheds, railways, up to the Exchange Sidings, roads, telegraph and telephone lines, office accommodation and ancillary buildings required for the operation of the port in transfer of consignments of all sorts to and from ships.

7. MOVEMENTS STAFF.

The Senior Movement Officer of the Port under the general direction of the D.Q.M.G. (Move & Tn) (initially D.D. Mov & Tn 12 Army) is responsible for the co-ordination of the work of all Army and R.A.F. Services which are concerned with the loading and discharge of ships or with the clearance of personnel, M.T. and stores through the area of jurisdiction, and for demanding the necessary road and rail transport for such clearance.

...../ 8. contd.

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8. SITING OF HEADQUARTERS.

To obtain the maximum of efficiency of working the following headquarters should be in close touch:-

Local Military Headquarters (Base Sub-Area Commander).
Divisional Sea Transport Officer.
Senior Movements and Transportation Officer.
Senior R.A.F. Embarkation Officer.

These offices should where possible be in the same buildings, and as near to the Office of the Naval Officer in Charge of the port as possible. The Office of the Naval Control Service Officer should, when possible, be in the same building as the Naval Officer in Charge. Where practicable, a joint signal office adds greatly to smooth and efficient working.

9. DIVISION OF RESPONSIBILITY.

In Operational Ports the following responsibility has been agreed upon:-

(a) Pilotage - Navy

(b) Berthing of Ships - N.C.L.C. in consultation with the Port Control Committee.

(c) Tugs and lighters for discharging ships - Provided by the Sea Transport Officer. If manned by civilian personnel, will work under the operational control of the Sea Transport Officer. If manned by the Army, will work under the operational control of the Transportation (Docks) Service.

Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in Charge will attach one or more petty officers to work under the Sea Transport Officer.

(d) Embarkation and Disembarkation of Personnel Ships.

This is the responsibility of the Sea Transport Officer and Movements.

(e) Working of Cargo Ships.

When civilian stevedores are available Sea Transport will be responsible for cargo discharge until lighters are alongside [illegible] discharged to shore. This applies

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These offices should where possible be in the same buildings, and as near to the Office of the Naval Officer in Charge of the port as possible. The Office of the Naval Control Service Officer should, when possible, be in the same building as the Naval Officer in Charge. Where practicable, a joint signal office adds greatly to smooth and efficient working.

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Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are manned and moored in a seamanlike manner, the Naval Officer in Charge will attach one or more petty officers to work under the Sea Transport Officer.

(d) Embarkation and Disembarkation of Personnel Ships.

This is the responsibility of the Sea Transport Officer and Movements.

(e) Working of Cargo Ships.

When civilian stevedores are available Sea Transport will be responsible for cargo discharge until lighters are alongside quay and cargo has been discharged to shore. This applies when ship is being worked at anchorage; when ship is alongside quay the Sea Transport will be responsible for cargo until it is on shore.
When military stevedores are employed Transportation (Docks) Service will undertake the actual discharge of the cargo. Sea Transport, however, has over-riding responsibility for safety of ships and lighters. The Docks Officer will therefore confer with Sea Transport in regard to the arrangements proposed by him for the discharge of the ship.
Transportation is responsible for cargo when lighters are worked by Military personnel. If civilian stevedores are available Sea Transport is responsible.

..... / (f) contd.

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(f) On the Quays and in the Docks Transit Areas.

Transportation (Docks) Service is responsible for receiving the cargo on the quay, checking, sorting, stacking and loading on to wagons, motor transport or inland water transport, and for working railway wagons to and from Docks Exchange Sidings.

(g) Inboard Labour and Labour in Lighters.

Transportation (Docks) Service unless civilian stevedores are available.

(h) Running Repairs of Army-manned Tugs and Lighters.

Transportation (Docks) Service.

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below High-water Mark.

Navy.

(k) Port Improvement and Repair.

Transportation (Docks) Service is responsible for maintenance and ordinary repairs. C.E. Twelfth Army is responsible for major repairs and construction until this responsibility is taken over by C.E. H.Q. Bases and L of C.

(l) Moorings.

Navy.

(m) Cargo Handling Gear.

Transportation (Docks) Service; except M.T. slings and nets; ammo. trays and slings; petrol trays and slings; tank slings and bomb slings which are on Sea Transport charge. By arrangements between Transportation Army (Docks) Service and D.S.T.O. they will be held, maintained in good condition, and issued as necessary from the central Gear Store which is manned by personnel of Transportation Port Maintenance Company.

(n) Provision and Supervising of Labour.

Movements Staff by demand on H.Q. Base Sub Area.

(o) Provision of Motor Transport.

Movements Staff by Demand on local O i/c Transport.

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Transportation (Docks) Service.

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below High-water Mark.

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(l) Moorings.

Navy.

(m) Cargo Handling Gear.

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(n) Provision and Supervising of Labour.

Movements Staff by demand on H.Q. Base Sub Area.

(o) Provision of Motor Transport.

Movements Staff by Demand on local C i/c Transport.

(p) Provision of Railway Wagons.

Movements Staff by demand on Railway Service.

(q) Personnel and Vehicles Trains.

Movements Staff issue orders for and control all entrainments of personnel and unit vehicles.

(r) Administration and Discipline of Military Personnel.

Responsibility of Base Sub-area H.Q.

...../ (s) contd.

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(s) Administration of Naval Personnel.

N.O.I.C.

(t) Administration and Discipline of R.A.F. Personnel.

Senior R.A.F. Embarkation Officer.

(u) Guards and Police for Port Installations, Transit Area, etc.

Base Sub-Area H.Q.

(v) P.A.D. and Fire Fighting.

Base Sub Area H.Q. will co-ordinate all services including naval establishments ashore. N.O.I.C. is responsible for fire fighting afloat and for co-ordinating the services of military vessels equipped as fire fighting craft.

(w) Relations with local Population and Civil Administration. Hirings and Requisition of Lands, Buildings and Road Transport. Accommodation Ashore.

Base Sub-Area H.Q.

(x) Security

Base Sub-Area H.Q. in conjunction with Navy and R.A.F.

10. All boats, small craft and ships found in ports are potential prizes. The assistant King's Harbour Master initially acts as Deputy Admiralty Marshal and application for use of such boats etc., must be made formally to him. The Admiralty Marshal is required to make an inventory and report disposal of all prize with a view to it being brought eventually before a prize court for condemnation.

11. The hiring of all boats, craft and ships is to be made through the Sea Transport Officer who is also responsible for allocating such boats or craft taken in prize as the A.K.H.M. releases from naval service.

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Appendix V

DUTIES OF STAFF and SERVICES (BRITISH) AT PORTS.

Service.	Designation of Representative	Duties.
R.N.	Naval Officer in charge.	The Naval Officer in Charge is responsible for the berthing and moveme all ships, tugs, lighters etc., as far as the defence of the port and the of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the berthing movements in detail. At an operational port the Naval Officer in Charge also appointed as King's Harbourmaster and thereby becomes the port author As King's Harbourmaster he is responsible for the port up to the high wate mark. No works may be instituted on the adjacent foreshore which may aff the port without the King's Harbourmaster's permission in writing. The Officer in Charge is inter alia in command of all naval Personnel and establishments on shore and normally of the local naval craft, even thoug is not the senior naval officer present (the senior naval officer need no delegate this authority.)
R.N.	Assistant King's Harbourmaster.	The Assistant King's Harbourmaster is the officer on the Naval Offic Charge's Staff who actually arranges the movements of ships, pilots, berth etc.
R.N.	Naval Control Service Officer.	The Naval Control Service Officer is the officer on the Naval Offic Charge's staff who is responsible for the routing of merchant vessels and sailing instructions to their masters.
R.N.	Base Engineer Officer.	The Base Engineer Officer is the Technical Officer on the Naval Off Charge's staff, who is responsible for the repair and organization of th
R.N.	Maintenance Commander.	The Maintenance Commander is responsible to the Naval Officer in Ch all disciplinary and maintenance questions affecting naval personnel or establishments.

/Continued.....

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Appendix V

DUTIES OF STAFF and SERVICES (BRITISH) AT PORTS.

Duties.

The Naval Officer in Charge is responsible for the berthing and movement of all ships, tugs, lighters etc., as far as the defence of the port and the safety of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the berthing and movements in detail. At an operational port the Naval Officer in Charge is also appointed as King's Harbourmaster and thereby becomes the port authority. As King's Harbourmaster he is responsible for the port up to the high water mark. No works may be instituted on the adjacent foreshore which may affect the port without the King's Harbourmaster's permission in writing. The Naval Officer in Charge is inter alia in command of all naval Personnel and establishments on shore and normally of the local naval craft, even though he is not the senior naval officer present (the senior naval officer need not delegate this authority.)

The Assistant King's Harbourmaster is the officer on the Naval Officer in Charge's Staff who actually arranges the movements of ships, pilots, berthing etc.

The Naval Control Service Officer is the officer on the Naval Officer in Charge's staff who is responsible for the routing of merchant vessels and the sailing instructions to their masters.

The Base Engineer Officer is the Technical Officer on the Naval Officer in Charge's staff, who is responsible for the repair and organization of the base.

The Maintenance Commander is responsible to the Naval Officer in Charge for all disciplinary and maintenance questions affecting naval personnel or naval establishments.

/Continued.....

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Service.	Designation of Representative	Duties.
R.N.	First Lieutenant + (or commander)	The First Lieutenant is the 'executive officer' of the naval base with the day to day work of the naval personnel and the disciplinary matters.
R.N.	Staff Officer + Operations (S.O.O.)	The Staff Officer, Operations, is responsible for the operational
R.N.	Port Minesweeping + Officer (P.M./S.O.)	The Port Minesweeping Officer is responsible for the minesweeping and the anti-mining organisation.
R.N.	Extended Defence + Officer (X.D.O.)	The Extended Defence Officer is the officer working in close coll with the Army Fire Commander for Coast Defence.
R.N.	Boom Defence + Officer (B.D.O.)	The Boom Defence Officer is responsible for all boom defences an defence craft.
R.N.	Base Accountant + Officer (B.A.O.)	The Base Accountant Officer is responsible for the feeding, clot payment of all naval personnel at the base.
Sea Transport	Divisional Sea Transport Officer. (D.S.T.O.)	The Divisional Sea Transport Officer (or Sea Transport Officer) for the loading and discharge of all merchant vessels chartered for and for H.M. Ships used primarily as cargo carriers. When military are employed, Transportation will undertake the actual discharge of The Divisional Sea Transport Officer will therefore confer with the regarding the arrangements proposed by the latter for the discharge The Divisional Sea Transport Officer is responsible for the organiza safety of tugs and lighters between ship and shore and for their saf side. When tugs and lighters are manned by the Army, the above wil responsibility of the Docks Service. When civilian stevedores are lighters the Divisional Sea Transport Officer's responsibility for the cargo is on shore. When lighters are manned by the Army, D.S.T responsibility begins and ends at the ship's side. Sea Transport under Naval Discipline Act but are not under the orders of the Naval Charge as regards the working of ships. The Sea Transport Officer authority for the chartering and hiring of boats, small craft or sh

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ation of
entative

Duties.

Lieutenant +
commander)

The First Lieutenant is the 'executive officer' of the naval base. He deals with the day to day work of the naval personnel and the disciplinary routine matters.

Officer +
ions (S.O.O.)

The Staff Officer, Operations, is responsible for the operational staff work.

inesweeping +
r (P.M./S.O.)

The Port Minesweeping Officer is responsible for the minesweeping operations and the anti-mining organisation.

ed Defence +
r (X.D.O.)

The Extended Defence Officer is the officer working in close collaboration with the Army Fire Commander for Coast Defence.

Defence +
r (B.D.O.)

The Boom Defence Officer is responsible for all boom defences and boom defence craft.

Accountant +
r (B.A.O.)

The Base Accountant Officer is responsible for the feeding, clothing, and payment of all naval personnel at the base.

sional Sea
ort Officer.
S.T.O.)

The Divisional Sea Transport Officer (or Sea Transport Officer) is responsible for the loading and discharge of all merchant vessels chartered for S a Transport and for H.M. Ships used primarily as cargo carriers. When military stevedores are employed, Transportation will undertake the actual discharge of the cargo. The Divisional Sea Transport Officer will therefore confer with the Docks Officer regarding the arrangements proposed by the latter for the discharge of the ship. The Divisional Sea Transport Officer is responsible for the organization and safety of tugs and lighters between ship and shore and for their safety when alongside. When tugs and lighters are manned by the army, the above will be the responsibility of the Docks Service. When civilian stevedores are employed in lighters the Divisional Sea Transport Officer's responsibility for cargo ends when the cargo is on shore. When lighters are manned by the Army, D.S.T.C's responsibility begins and ends at the ship's side. Sea Transport Officers are under Naval Discipline Act but are not under the orders of the Naval Officer in Charge as regards the working of ships. The Sea Transport Officer is the only authority for the chartering and hiring of boats, small craft or ships.

/Continued.....

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Service.	Designation of Representative	Duties.
Army (Movements) (Staff)	A.Q.M.G. (Mov)	(I) Responsible for military side of running of port and all dock area. (II) Co-ordination and Control of all Military and R.A.F. move the port area. (III) Requests berthing of ships and gives priorities to the D.
"	D.A.Q.M.G. (M) } E.S.O. }	Staff Officer to the A.Q.M.G.(M). Arranges embarkation, disc and other movements of personnel, accompanied stores and accompani
"	D.A.D.Tn. } R.T.O. }	Technical Staff Officer to the A.Q.M.G.(M). Controls movem Stores and vehicles through the port area by road and rail.
"	Military Forwarding Officer (M.F.O.)	Handling of all M.F.O. stores in and out. See Instructions Control (Overseas) 1938, Chapter 11, Sections 108 - 111.
Army Transportation (Docks) Services.	Docks Superintendent.	(I) Responsible to DD Mov and Tn, through Docks Group Comman technical working of the port. (II) Working of cargo through the port area to the requirem Staff. (III) Responsible for receiving cargo on quay, checking, sorti loading to wagon, motor transport or inland water transport. (IV) If stevedores are not civilian under D.S.T.O., also resp discharge of cargo from ship's hold to quay or into lighter. (V) Maintenance of Tugs and Lighters when manned by Transport (VI) Demands on area or sub-area H.Q. for labour in Dock Area
Army	Port Detachment provided by RASC, RAOC and RE.	To assist in identifying stores of their respective service disposal instructions under general direction of Movements Staff.
"	Port Ordnance Workshop Detachment.	Inspection and servicing of all incoming MT and AFVs. Resp and movement of AFVs in holds of ships.

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Duties.

(I) Responsible for military side of running of port and all traffic in dock area.

(II) Co-ordination and Control of all Military and R.A.F. movement through the port area.

(III) Requests berthing of ships and gives priorities to the D.S.T.O.

Staff Officer to the A.Q.M.G.(M). Arranges embarkation, disembarkation and other movements of personnel, accompanied stores and accompanied motor transport

Technical Staff Officer to the A.Q.M.G.(M). Controls movement of unaccompanied Stores and vehicles through the port area by road and rail.

Handling of all M.F.O. stores in and out. See Instructions for Movement Control (Overseas) 1938, Chapter 11, Sections 108 - 111.

(I) Responsible to DD Mov and Tn, through Docks Group Commander, for technical working of the port.

(II) Working of cargo through the port area to the requirements of Movements Staff.

(III) Responsible for receiving cargo on quay, checking, sorting, stacking and loading to wagon, motor transport or inland water transport.

(IV) If stevedores are not civilian under D.S.T.O., also responsible for the discharge of cargo from ship's hold to quay or into lighter.

(V) Maintenance of Tugs and Lighters when manned by Tranportation personnel.

(VI) Demands on area or sub-area H.Q. for labour in Dock Area.

To assist in identifying stores of their respective service, and for giving disposal instructions under general direction of Movements Staff.

Inspection and servicing of all incoming MT and AFVs. Responsible for security and movement of AFVs in holds of ships.

/Continued.....

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Service.	Designation of Representative	Duties.
Local Military Commander.	Area Commander or Sub-area Commander or Base Commandant or Town Major.	Responsible for:- P.A.D. inside and outside Dock Area Defences. Sanitation. Relations with local civil population. Discipline. Security (Docks Police) Provision of Labour. Works Services (Defence and P. Allotment of Motor Transport. Hiring and requisitioning of l and motor transport. Amenities and Welfare.
Army (Medical)	Embarkation Medical Officer	Supervision of all embarkation and disembarkation of invalid Responsible for ensuring sufficient medical stores on outpo
R.A.F.	R.A.F., E.O.	Arranges and supervises in conjunction with the Movements St disembarkation and other movements of R.A.F. personnel accompanie mechanical transport. Identification of consignment of R.A.F. supervision of its handling.

NOTE: Officers marked + are usually appointed to Naval Officer in for defence purposes though they are not normally concerned with the port.

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	Duties.	
nation of sentative		
Commander b-area mander se mandant wn Major.	Responsible for:-	
	P.A.D. inside and outside Dock Area Defences.	Works Services (Defence and P.A.D. only.).
	Sanitation.	Allotment of Motor Transport.
	Relations with local civil population.	Hiring and requisitioning of land, buildings, and motor transport.
	Discipline.	Amenities and Welfare.
	Security (Docks Police)	
	Provision of Labour.	
kation al Officer	Supervision of all embarkation and disembarkation of invalids. Responsible for ensuring sufficient medical stores on outgoing ships.	
., E.O.	Arranges and supervises in conjunction with the Movements Staff the embarkation, disembarkation and other movements of R.A.F. personnel accompanied equipment and mechanical transport. Identification of consignment of R.A.F. equipment and supervision of its handling.	

NOTE: Officers marked + are usually appointed to Naval Officer in Charge's Staff for defence purposes though they are not normally concerned with the running of the port.

APPENDIX VI

CONTROL OF RAILWAYS.

The control of railways in HORRIFIED will be exercised as follows:

(a) During the initial stages of HUSKY :-

(i) The Senior C.O. of US Railway Troops will be responsible to the Commanding General Force 343 for the operation and maintenance of the railway system in the zone allocated to Force 343. The Corps of Engineers will be responsible for new construction and major wreck and installation repairs. D.D.(Mov & Tn) Twelfth Army will be responsible to Commander Twelfth Army for all movements and transportation, including railway operation, maintenance and construction.

(ii) Co-ordination will be effected by D.Q.M.G. (Mov & Tn) Force 141 through the Chief of Transportation whose staff includes a Rail Section, and through the D.D.Tn (British). The Senior C.O. of US Railway Troops will maintain close liaison on technical matters with D.G.M.R.S.; D.D.(Mov & Tn) Twelfth Army will do likewise with D.Tn MIDEAST.

(iii) Demands for personnel, equipment, locos, rolling stock and stores will be placed by The Senior C.O. of US Railway Troops and D.D.(Mov & Tn) Twelfth Army through Task Forces on A.F.H.Q., and MIDEAST respectively. Copies will be sent to H.Q. Force 141 where they will be examined by D.Q.M.G. (Mov & Tn), who will be responsible that, within the limits of the port and shipping capacity available, provision is made to deal with the traffic necessary to implement the plan of the Force Commander. He will co-ordinate the demands where necessary and advise A.F.H.Q. or NATOUSA and MIDEAST accordingly.

(b)

(i) As the advance progresses, D.Q.M.G. (Mov & Tn) Force 141, will be responsible for any readjustment of zones of responsibility allocated to U.S. Railway Troops and the British Railway units, and for issuing such instructions as may be necessary.

(ii) When Force 141 assumes full administrative responsibility the demands referred to in sub-para (a) (iii) will be submitted to Force H.Q. After co-ordination the demands will be submitted to A.F.H.Q. so that D.G.M.R.S. can advise on what can be supplied from NORTH AFRICA and what locos must be made or other sources.

(c) When H.Q. Force 141 is established in HORRIFIED, D.Q.M.G. (Mov & tn) will become responsible to the Force Commander, for the operation and maintenance of the railway system and ports. The railway and port operating responsibilities of D.D. (Mov & Tn) Twelfth Army will then be assumed by D.D. Tn (British) Force 141. In case of U.S. ports and railways this supervision will be carried out through the U.S. Transportation Service.

When the complete railway system of HORRIFIED has been captured,

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(i) The Senior C.O. of US Railway Troops will be responsible to the Commanding General Force 343 for the operation and maintenance of the railway system in the zone allocated to Force 343. The Corps of Engineers will be responsible for new construction and major wreck and installation repairs. D.D.(Mov & Tn) Twelfth Army will be responsible to Commander Twelfth Army for all movements and transportation, including railway operation, maintenance and construction.

(ii) Co-ordination will be effected by D.Q.M.G. (Mov & Tn) Force 141 through the Chief of Transportation whose staff includes a Rail Section, and through the D.D.Tn (British). The Senior C.O. of US Railway Troops will maintain close liaison on technical matters with D.G.M.R.S.; D.D.(Mov & Tn) Twelfth Army will do likewise with D.Tn MIDEAST.

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(b)

(i) As the advance progresses, D.Q.M.G. (Mov & Tn) Force 141, will be responsible for any readjustment of zones of responsibility allocated to U.S. Railway Troops and the British Railway units, and for issuing such instructions as may be necessary.

(ii) When Force 141 assumes full administrative responsibility the demands referred to in sub-para (a) (iii) will be submitted† to Force H.Q. After co-ordination the demands will be submitted to A.F.H.Q. so that D.G.M.R.S. can advise on what can be supplied from NORTH AFRICA and what towns must obtain on other sources.

(c) When H.Q. Force 141 is established in HORRIFIED, D.Q.M.G. (Mov & tn) will become responsible to the Force Commander, for the operation and maintenance of the railway system and ports. The railway and port operating responsibilities of D.D. (Mov & Tn) Twelfth Army will then be assumed by D.D. Tn (British) Force 141. In case of U.S. ports and railways this supervision will be carried out through the U.S. Transportation Service.

When the complete railway system of HORRIFIED has been captured, it may be deemed advisable to appoint a Director of Military Railways, but this can only be decided when the time comes.

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† through H.Q. Bases and L of C.

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TIGOT HUSKY

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FORCE 141 ADMINISTRATIVE INSTRUCTION NO.8

Copies 115 - 121 incl
1. Rear.

MOVEMENT AND TRANSPORTATION

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3	U.S. Organisation and Functions
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5	Organisation of Movements and Transportation
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7	Uniformity of Procedure in the Control and use of Transportation facilities.
8.	Task Forces Area of Operations (Movements and Transportation)
9	Allotment of Port and Place Code Numbers.
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11	Evacuation of Casualties
12	Responsibility for Port Operation.
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14	Port Organisation - United States Forces
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16	Port Clearance by Road
17	Documentation
18	Control of Railways in Theatre of Operations
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22	Authority for Railway Construction and

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20	Priority of Moves - Rail, Road, Sea and Air.
21	Inter-Area Rail Moves
22	Authority for Railway Construction and Use of Railway Property
23	Opening of Stations as Railheads, Depots, Etc.
24	Allocation of Transportation Units and Material.
25	~~Road Traffic [illegible] of the Road~~

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CCHO
Col Seitz
Maj Croft
Maj Pine

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Paragraph.	Subject.
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26	Repair of Roads and Bridges.
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28	Air Passenger and Freight Services.
29	Railway and Train Warrants.
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I	Organization of Movements and Transportation, Force 141.
II	Sea Frontier Command.
III	Division of responsibility between U.S. Army and Navy in Port Areas.
IV	Instructions on Port Organization (British)
V	Duties of Staff and Services (British) at Ports.
VI	Control of Railways.

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Equals BRITISH MOST SECRET.

FORCE 141 ADMINISTRATIVE INSTRUCTION NO.8

MOVEMENT AND TRANSPORTATION.

1) OBJECT OF INSTRUCTION.

The object of this instruction is to explain:-

(a) the general organization and functions of British Movement and Transportation. and Transportation U.S.
(b) the special organisation and allocation of responsibilities for operation HUSKY. Until Force 141 assume full administrative control, their responsibility is almost entirely confined to co-ordination.

2) BRITISH ORGANIZATION AND FUNCTIONS.

(a) Q (Movements) is a Branch of the Staff. It is responsible for co-ordinating and controlling movement of Personnel, Stores, etc., by Sea, Rail, Road (except tactical moves), Inland Waterway and Air. This control is exercised through Movement Control Groups, the personnel of which are distributed throughout the L of C.

(b) Transportation is a technical Service responsible for the operation, construction, repair and maintenance of Ports, Railways and Inland Waterways. These functions may be performed directly by Military Transportation Units, within the limit of the available resources. It is, however, preferable to use these units to supervise and supplement the Civil Transport Agencies when the latter are willing to co-operate.

(c) C.E. Twelfth Army will be responsible for initial Port Construction and Repair as opposed to maintenance until relieved of this responsibility by C.E. Bases and L of C.

3) U.S. ORGANIZATION AND FUNCTIONS.

U.S. Transportation is a Special Staff Section and Service. It combines the functions of both British Movements and Transportation except that Railway and Port Construction are, in general, the responsibility of The Corps of Engineers.

4) TRANSPORTATION Units - comparison between British and U.S.

(a) British Units.	U.S. Units.
(a) Railway Operating Group (H.Q. and two or more Railway Operating Coys)	(a) Railway Operating Battalion (consisting of 4 Coys in railway functions as indicated):- H/S Co - Communications, Dispatching, Stores. "A" Co - Maintenance of way and structures (ordinary)

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(a) Railway Operating Group (H.Q. and two or more (Railway Operating Coys)	(a) Railway Operating Battalion (consisting of 4 Coys in railway functions as indicated):- H/S Co - Communications, Dispatching, Stores. "A" Co - Maintenance of way and structures (ordinary) "B" Co - Running repairs to equipment. "C" Co - Furnishes train and engine crews.
(b) Railway Workshop Coy. Railway Mobile Workshop.	(b) Railway Shop Battalion.
(c) Railway Construction and Maintenance Group (H.Q. and two or more (Railway Construction Coys)	(c) Each Railway Operating Battalion includes a Maintenance of Way Co (See (a) above). Corps of Engineers is responsible for new construction, rehabilitation, extended maintenance.

...../(d)Cont'd.

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4) TRANSPORTATION Units - comparison between British and U.S. (Cont'd).

British Units.	U.S. Units.
(d) Railway Survey Coy.	(d) } Service performed by Corps of Engineers when beyond the capacity of Railway Troops to perform.
(e) Railway Bridging Section	(d) }
(f) Mechanical Equipment (Tn) Section.	(f) }
(g) Docks Group - normally 4 or 5 Docks Operating Coys and a Port Maintenance Coy.	(g) Port Battalion - organized to work 4 ships and is thus roughly equivalent to two British Docks Operating Coys. Each Port Battalion has a Gear maintenance Section.
(h) Transportation Stores Coy.	(h) Each Railway Operating Battalion has a Stores Section.

U.S. Railway Troops are organized into Railway Grand Divisions. Each Railway Grand Division normally consists of a H.Q., two Railway Operating Battalions, and one Railway Shop Battalion. This grouping is variable.

5) ORGANIZATION OF MOVEMENTS AND TRANSPORTATION.

(a) Movements and Transportation H.Q. Force 141.

The Movements and Transportation Branch Force 141 is organized in three sections:

U.S. Transportation.
British Q (Movements).
British Transportation.

D.Q.M.G. (Mov.&.Tn) is responsible for the co-ordination of the activities of these three sections. The detailed organization is shown diagramatically in Appendix I.

(b) Until H.Q. Force 141 assumes administrative control.

(i) D.Q.M.G. (Mov and Tn) Force 141 will be responsible to Commander Force 141 for co-ordination of policy and allocation of the transportation resources between Force 343 and Twelfth Army, as may be necessary to implement the Force Commander's Plan. Force 141 will issue the general directions necessary.

(ii) Chief of Transportation, Force 343, will under command of the Commanding General Force 343 be responsible for the technical operation of the various Transportation Services assigned to Force 343.

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(d) Railway Survey Coy.

(e) Railway Bridging Section

(f) Mechanical Equipment (In) Section.

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(h) Transportation Stores Coy.

(d) (d) (f) Service performed by Corps of Engineers when beyond the capacity of Railway Troops to perform.

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(ii) Chief of Transportation, Force 343, will under command of the Commanding General Force 343 be responsible for the technical operation of the various Transportation Services assigned to Force 343.

(iii) D.D. (Mov. & Tn) Twelfth Army will be under the command of Commander Twelfth Army but will be responsible to D.Q.M.G. (Mov & Tn) Mideast for Technical Workings.

(c) When H.Q. Force 141 assumes administrative control.

(i) When Force 141 assumes control, both U.S. and British Transportation Sections H.Q. Force 141 will through their own normal channels, be responsible for the efficient employment of the Transportation Services under their respective control.

...../(ii) contd.

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5) (b) When H.Q. Force 141 assumes administrative control. (contd.)

(ii) When the Base and L of C Area, under Force 141 is established in HORRIFIED, D.D. (Mov and Tn)/and his staff, less such portion as may be required to deal with movement in the Army Area, will be transferred from Twelfth Army to the Staff of Commander Base and L of C Area. /Twelfth Army

The control of the Base Area and Ports will then pass from Twelfth Army, whilst D.D. (Mov and Tn) will become responsible to H.Q., Force 141 for technical matters.

(iii) Chief of Transportation, Force 343, under command of the Commanding General Force 343, or of the Base Area when established, will become responsible to HQ Force 141 for the technical operation of the U.S. Transportation Services.

6) RELATIONS WITH CIVIL TRANSPORTATION AGENCIES.

(a) Where applicable, negotiations and agreements with the Civil Transportation Agencies will be undertaken in consultation with the Civil Affairs Officer.

(b) In principle, relations with the civil agencies must be directed to ensuring that they continue to operate under Military supervision all Transportation facilities.

While it is impossible to forecast the attitude of Civil Transportation organizations in HORRIFIED, every effort must be made to secure their willing co-operation in order to economise in the use of Allied Military Personnel.

(c) Military Technical Personnel will be superimposed on the Civil organizations and will be engaged on work of superintendance and control. If local co-operation by civilian managements or operatives is unobtainable, or works beyond their capacity are required, transportation facilities will be controlled and operated by Military personnel.

7) UNIFORMITY OF PROCEDURE IN THE CONTROL AND USE OF TRANSPORTATION FACILITIES.

It must be expected that the Transportation facilities in the area of operations will be inadequate to meet the full requirements of the Allied Forces. In order, therefore, to avoid conflicting demands, and the disorganization likely to be caused by independent action by two Allied Armies, a similar procedure will be adopted by both Task Forces from the outset as follows :-

(a) Common documentary procedure for Railways. Rail warrants, train warrants, rail car or wagon labels, etc.

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(a) Common documentary procedure for Railways. Rail warrants, train warrants, rail car or wagon labels, etc.
(b) Similar rates and methods of payment, if any, for Transportation facilities.
(c) Pooling when circumstances demand of coastal shipping, locomotives, rolling stock, Transportation stores, coal, etc.
(d) Centralised Control and allocation of Transportation material by Force 141.
(e) Common use, when necessary, of available Transportation and Engineer units and troops under direction of Force 141.
(f) Preparation by Task Forces of statistical data on traffic handled in Ports, on Railways, by Air and by Road, in such form that adequate information will be available to Force 141. The general policy to be adopted by Task Forces is outlined in later paragraphs.

(/ Insert Twelfth Army.)

...../ 8) contd.

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8) TASK FORCES INITIAL AREAS OF OPERATIONS (MOVEMENTS AND TRANSPORTATION) PORTS AND RAILWAYS.

TWELFTH ARMY:- All Ports and Railways, EAST of the Railway lines inclusive - BIVIANO - VIZZINI - RAGUSA - SCICLI - POZZALO.

FORCE 343:- All Ports and Railways, WEST of the above Railway lines exclusive.

Within the above areas, the operation, maintenance and repair of Transportation facilities will be the responsibility of Force 343 and Twelfth Army respectively. Their activities will be co-ordinated by H.Q., Force 141 until it assumes responsibility. Zones will be adjusted by Force 141 as the situation demands.

9) ALLOTMENT OF PORT AND PLACE CODE NUMBERS.

In the interests of security it is important that references which have to be made verbally or in telephone coversations to ports and certain important inland towns, depots, etc., should not be given in clear, and for this reason and to ensure that individual Task Forces do not adopt conflicting methods of describing ports or towns, use will be made of the **Place Name Code**, issued by A.F.H.Q. on 17 May 43 under reference B-389 505/6, and subsequently amended under the same reference. This corresponds with list 12 Army (545) GP(1)/453.

Railway wagons will be labelled in clear.

10) CONTROL OF SHIPPING

In principle, shipping demands by Task Forces will be submitted to H.Q. Force 141, whose approval will be necessary before ships are finally allocated. On the assumption of administrative control in HORRIFIED, H.Q. Bases and L. of C. will collate demands and submit these to Force 141 for approval.

(a) The expression "shipping demands" will be taken to include any of the following:-

(i) Demands for shipping additional to programmed allotment.
(ii) Requests for diversion of shipping.
(iii) Major variations in loading of ships which may cause changes in numbers or types of ship in a convoy.
(iv) Requests for changes of convoy dates or destinations.
(v) Requests for allocation of shipping and craft for subsequent assault operations.
(vi) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
(vii) Cancellation of any of above, once approved.

(b) The following "shipping demands" will not require Force 141 authority but Force 141 will be informed of action taken:-

(i) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.

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(v) Requests for allocation of shipping and craft for subsequent assault operations.
(vi) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
(vii) Cancellation of any of above, once approved.

(b) The following "shipping demands" will not require Force 141 authority but Force 141 will be informed of action taken:-

(i) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.
(ii) Opening and use of new ports within the Task Force areas provided the concurrence of the Naval Commander has been obtained.
(iii) Minor variations in loading not affecting numbers or types of ships.

...../(c) Contd.

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10) CONTROL OF SHIPPING contd.

(c) Shipping may be diverted either :-
(i) By order of Force 141.
(ii) At the request of a Task Force.

Force 141 will be responsible for ensuring that the authority controlling the destination port will accept, unless the diversion is to a port within the Area of operations of the Task Force making the request. In this case, the latter will be responsible that the ships can be accepted.

(d) Convoys will be regulated as necessary in North African ports, ships being called forward by Task Forces through Force 141 for the ports within their area, in accordance with the allocation ordered by Force 141 or H.Q. Bases and L of C when established.

11) EVACUATION OF CASUALTIES, BY HOSPITAL SHIPS.

The policy with regard to Evacuation of Casualties and initial allocation of Hospital Ships and Carriers to Task Forces is stated in Force 141 Administrative Planning Instruction No.6 dated 2 June, as amended by 141F/3095/A dated 15 June.

If the re-allocation of Hospital Ships or Hospital Carriers between Task Forces becomes necessary during the progress of operations, instructions to this effect will be issued by H.Q., Force 141.

EVACUATION OF CASUALTIES, TO PORTS, BEACHES OR AIRFIELDS WITHIN HORSEFIED.

Evacuation of casualties to Ports or Beaches will take place by Road until Rail facilities become available. It is not intended to import specially fitted Ambulance trains. Distances are so comparitively short that the Railway is unlikely to be much used for this purpose. Passenger stock and covered wagons fitted with imported "Brechot" slings will be utilized when necessary.

12) RESPONSIBILITY FOR PORT OPERATION.

(a) Responsibility for the control and operation of every port in the theatre will be assigned to either the United States Forces or to the British Forces. In the case of LADBROKE, initially the operation of the port will be British. U.S. representation on the Port Control Committee will be necessary, as Force 343 will be partially maintained through that port.

(b) Movement of British personnel, vehicles and supplies through U.S.

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(b) Movement of British personnel, vehicles and supplies through U.S. controlled ports and vice versa will invariably conform to the regulations and methods of the controlling authority. Naval, Military and Sea Transport liaison officers from one Allied Force may be appointed, if required by the Port Authorities of the other Allied Force, at ports under the latter's control.

...../ 13) contd.

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13) RELATIONS WITH CIVIL PORT AUTHORITIES.

(a) As mentioned in para 6, all occupied ports in HORTFIED will be controlled by the Allied Naval and Military Authorities.

(b) An organization to control each port - American or British - will be established immediately, and be directly responsible for the operation of the port. The strictest measures will be taken to prevent sabotage.

(c) If Civil Port Authorities co-operate, a Port Commission will be established. In British operated ports the M.O.T.C. will be ex officio chairman. The function of this commission will be to assist in the Port Administration.

(d) Use of civil ship and port labour must be organized from the outset, both to encourage local co-operation and because sufficient military labour is unlikely to be available to enable the ports to be worked to capacity without civil assistance.

14) PORT ORGANIZATION - UNITED STATES FORCES.

(a) In general the activities of the Army and Navy shall be as prescribed in U.S. Naval Publication F.T.P. 155. The U.S. Navy organization provides for a Sea Frontier Command, subordinate to which are Directors set up for those ports through which maritime traffic will be moved. It will be normal for Port Directors, with their Advance Base personnel and a minimum of equipment essential to the opening of the assigned ports, to accompany the assault convoy. The Sea Frontier Command is being set up on the basis shown in Appendix II.

(b) The division of responsibility between the U.S. Army and Navy in Port Areas of Force 343, is shown at Appendix III and is included mainly for information of British personnel who may disembark at a United States controlled port or who may be in any way concerned in its operation.

(c) Commanders of British formations and units which are to be disembarked at a U.S. controlled port will always be informed of the contents of Appendix III either before or on arrival. Similarly, Staff Officers and Service representatives concerned with the passage of British personnel, vehicles or stores through a U.S. controlled port must be familiar with this organization.

15) PORT ORGANIZATION - BRITISH FORCES.

(a) A statement showing the organization to be adopted in British controlled operational Ports is given at Appendix IV., and the duties of the Staff and Services represented at a Port is given in Appendix V.

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(c) If Civil Port Authorities co-operate, a Port Commission will be established. In British operated ports the M.C.I.C. will be ex officio chairman. The function of this commission will be to assist in the Port Administration.

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15) PORT ORGANIZATION - BRITISH FORCES.

(a) A statement showing the organization to be adopted in British controlled operational Ports is given at Appendix IV., and the duties of the Staff and Services represented at a Port is given in Appendix V.

(b) Commanders of U.S. formations and Units passing through a British controlled Port must be informed of the organization applying thereto.

16) PORT CLEARANCE BY ROAD.

(a) The rapid discharge of ships and clearance from the port area is vital to the success of the operation.

(b) The shipping programme is based on using ports continuously to the limit of their clearance capacity. Initially it is assumed that all clearance will have to take place by road, and priority will be necessary for the allocation of sufficient motor transport, both military and requisitioned, in order that clearance shall keep pace with discharge from ships.

..... / (c) contd.

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16) PORT CLEARANCE BY ROAD. contd.

(a) To ensure that motor transport is used with maximum efficiency, a central control will be established at each port which will see that the allocation, placing, loading at docks and the reception and unloading at Depots is organised to ensure that there are no delays in turn-round due to bottle necks.

(d) The organization of traffic routes and possible improvements must be constantly considered. Where necessary, comprehensive one-way traffic circuits will be introduced and in all cases, routes, quays and depots will be clearly marked by day and by night. So far as possible, existing one-way streets will not be altered.

(e) The provision of adequate traffic control personnel is essential.

17) DOCUMENTATION.

The importance of good, complete and accurate documentation cannot be over emphasized. It may however, be difficult or impossible in certain circumstances to carry out a proper tally both from ship to shore and quay to railway wagon or truck etc.
In such cases priority will be given to the tally from quay to wagon or truck. Every effort will be made to ensure that this is accurate.

18) CONTROL OF RAILWAYS IN THE THEATRE OF OPERATIONS.

(a) Task Force Commanders will in the initial stages control all Railway operation in their respective areas. Subsequently this control will pass to H.Q., Force 141. Details showing how Control will be exercised at the different stages are given in Appendix VI (see also diagram at Appendix I).

(b) Task Force Commanders will inform the Civil Railway Authorities that the Railways will be operated primarily to meet the requirements of their Forces; that all facilities must be made available for use by their Forces on request; and that the Authorities must continue to collect the proper charges for such civil traffic as Task Force Commanders may permit them to handle.

(c) The authority for conveyance of military traffic by rail will be a railway warrant issued to the Railway Authority by the appropriate officers. Books of railway warrants, and instructions how to use them, (see para 29) will be issued to these officers.

(d) The Civil Affairs Officer with each Task Force will advise on the provision of such funds as are necessary in addition to the receipts from civilian traffic to meet current operating expenses. Detailed

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(d) The Civil Affairs Officer with each Task Force will advise on the provision of such funds as are necessary in addition to the receipts from civilian traffic to meet current operating expenses. Detailed arrangements between the railways and the Civil Affairs Officer will be made as early as possible.

(e) Preliminary discussions with the most responsible Railway Authority available will be held as soon as possible to establish the following facts :-

(i) The general state of the railways in the Base Areas i.e., in vicinity of ports.
(ii) The extent to which locomotives and rolling stock can be made available and distributed to best advantage, and any deficiency of particular types.

...../ (iii) contd.

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18) CONTROL OF RAILWAYS IN THE THEATER OF OPERATIONS. contd.

(iii) The irreducible minimum of rail traffic necessary to maintain reasonable living conditions for the local civilian community, bearing in mind that it is an obligation under international law for the occupying forces to ensure the maintenance of the civil population.
(iv) The available resources of coal for locomotives, and the points to which imported coal can be distributed most usefully.
(v) The extent of civilian assistance available for operating the railways; the system of train working to be adopted and the centres at which it will be necessary to establish Military Control Officers.
(vi) The nature of the preliminary instructions which will have to be issued to Military and Railway personnel.
(vii) Whether any inter Railway or Railway and Port agreements affecting Railway operation exist, and to what extent these will require cancellation or alteration.

(f) As soon as the movement of military stores can be started by rail, British Movements or U.S. Transportation Control Officers will be established by each Task Force at Railway centres. Their function will be to ensure that :-

(i) All necessary instructions are given to the appropriate Railway officials and that these instructions are carried out.
(ii) Information as to the general railway situation is passed currently to the appropriate Military Authority.

19) ALLOCATION OF LOCOMOTIVES AND ROLLING STOCK.

Initially, any necessary re-distribution of available locomotives and rolling stock will be made by each Task Force within its own area. If re-distribution between Task Forces becomes necessary, a re-allocation will be made by Force 141.

20) ALLOCATION OF PRIORITIES - RAIL, ROAD, SEA, AND AIR.

Where requirements cannot be fully met, either because the number of personnel or vehicles or the weight of stores cannot be carried or because the timings demanded cannot be allotted, the matter will be referred through the Branch of the Staff concerned to the commander or competent officer, who will allocate priorities.

Q(Mov) or U.S. Transportation will then be responsible for taking action to allocate the available lift or timings accordingly and for issuing or causing to be issued the necessary orders.

Normally Port Workings and clearance will be accorded high priority

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19) ALLOCATION OF LOCOMOTIVES AND ROLLING STOCK.

Initially, any necessary re-distribution of available Locomotives and rolling stock will be made by each Task Force within its own area. If re-distribution between Task Forces becomes necessary, a re-allocation will be made by Force 141.

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Q(Mov) or U.S. Transportation will then be responsible for taking action to allocate the available lift or timings accordingly and for issuing or causing to be issued the necessary orders.

Normally Port Workings and clearance will be accorded high priority when allocating the resources available.

21) INTER-AREA RAIL MOVES.

If moves between Task Forces are necessary before Force 141 has taken over control, preliminary contact will be made between British Movements and U.S. Transportation Officers and agreement to the dispatch of trains concerned must be reached to avoid consignments being dispatched without knowing whether they can be accepted at destination. Such traffic will be taken over at mutually agreed exchange stations.

..... / 22.

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22) PROCEDURE FOR INITIATING RAILWAY CONSTRUCTION OR WORKS AFFECTING RAILWAY PROPERTY.

(a) British.

All proposals involving the use, occupation, alterations or additions to Railway facilities or property will be submitted by the initiator to the local Movement Control Area or Sub-Area. The latter is responsible for arranging for representatives of the appropriate Transportation or Civil Railway Authority to attend such reconnaissances as may be necessary, so that the technical aspects of the proposal may be considered. Transportation will then prepare such plans as may be required for submission with the proposal, through the Movements Area or sub-area concerned, to the appropriate Military Authority for sanction. Once the project is sanctioned the initiator will deal direct with Transportation or whatever service is responsible for the work, unless alterations or additions to the sanctioned scheme are involved, in which case the above procedure will be followed.

(b) U.S.

Similar action to assure the full consideration of the Transportation elements involved in the establishment of U.S. facilities will be adopted by Force 343. Any action which may affect the operation of railways will be carefully co-ordinated with the Transportation Service before being implemented. Action such as using water provided for railway operation or the billeting of troops in or near railway facilities may have most unfavourable effects and is the type of action in which full co-ordination is necessary.

23) SELECTION OF STATIONS FOR USE AS RAILHEADS AND TO SERVE DEPOTS.

Requirements for these will be notified by the Staff to U.S. Transportation Service or British Q(Mov) who will be responsible for advising the most suitable station for the purpose. Q(Mov) representative will always accompany any Recce which may be made for this purpose.

24) ALLOCATION OF TRANSPORTATION UNITS AND MATERIAL.

(a) Transportation units have been allocated to the Task Forces for initial development of Transportation facilities. When Force 141 is in a position to control these units it will do so in the case of U.S. through their respective Base Areas and in the case of British through H.Q. 20 Base and L of C.

(b) Supply and allocation of transportation material in the area of operations will be undertaken by H.Q. Force 141 when it assumes full administrative control.

25) INTER-AREA ROAD MOVES.

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(b) Supply and allocation of transportation material in the area of operations will be undertaken by H.Q. Force 141 when it assumes full administrative control.

25) INTER-AREA ROAD MOVES.

Each Task Force will be responsible for Road Movement within its boundaries. Except in emergency non-tactical Road Moves of convoys of more than 20 vehicles which involve crossing the inter force boundary, will not take place until preliminary contact with the Transportation Corps or British Movement Control of the receiving Task Force has been made. Agreement must be obtained before the convoy is dispatched

It is anticipated the serious congestion may occur in the Southeast corner of HOSTILITIED due to maintenance stores for Force 343 being routed through the Port of LADBROKE. A rigid system of Traffic Control will be established to ensure that the orders of British Movement Control or U.S. Transportation Corps are carried out.

26) REPAIR OF ROADS AND BRIDGES.

(a) Each Task Force will be responsible for the repair of damaged ROADS and BRIDGES in its own area. This will include making such local arrangements as are necessary for the employment of civilian labour, and material

...../ (b) contd.

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25) REPAIR OF ROADS AND BRIDGES. contd.

(b) British Movements and U.S. Transportation Corps will be responsible for indicating which roads on the lines of Communication and in Base Areas it is vital to keep open.

(c) Full and up to date information regarding the state of the roads must be obtained, the main sources being Traffic Control units and the Engineers. British Movements and U.S. Transportation must ensure that they are kept fully informed and that they are always ready to advise on the suitability of routes for movement. They will also issue such information on the effect of the state of roads on movement as may be necessary.

26) ESTABLISHMENT OF ROAD L OF C. (TRUCK HELPER SERVICE).

(a) A Road L of C may have to be established for any of the following reasons :-

(i) Until rail facilities are available.
(ii) To cover a break in the Rail L of C.
(iii) To supplement one section of the line the capacity of which, is lower than that of other sections.

(b) Initially each Task Force will be responsible for the establishment of any necessary Road L of C in its own area.

(c) The situation may arise where the establishment of a Road L of C to supplement the Rail L of C in the area of one Task Force is vital for the maintenance of another Task Force. In such cases Force 141, if established in the field, will state the source from which the MT is to be provided. If this situation arises before the establishment in HORSEFIRED of Force 141, Task Forces will make mutual arrangements to ensure the provision of the necessary vehicles.

(d) In all cases where a Road L of C is established it will be controlled by the British Movements or U.S. Transportation Corps.

27) AIR PASSENGER AND FREIGHT SERVICES. WITHIN HORSEFIRED.

(a) Demands for the movement of passengers and freight by air will normally be collated by movement control or U.S. Transportation.

(b) Where the lift is inadequate to meet requirements, priorities will be obtained as described in para 20.

(c) Movement Control and U.S. Transportation are responsible for calling forward freight to be loaded and for receiving freight at airfields, notifying consignees so that the necessary transport for

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(a) Demands for the movement of passengers and freight by air will normally be collated by movement control or U.S. Transportation.

(b) Where the lift is inadequate to meet requirements, priorities will be obtained as described in para 20.

(c) Movement Control and U.S. Transportation are responsible for calling forward freight to be loaded and for receiving freight at airfields, notifying consignees so that the necessary transport for collection and delivery may be arranged.

28) RAILWAY WARRANTS AND MOVEMENT ORDERS.

(a) In the initial stages of the campaign, until British/Italian bilingual warrants are issued through A.F.H.Q., the British/French bilingual Rail warrants will be used by both task Forces.

(b) The objects are :-
(i) to ensure that only authorized demands are met and only authorized personnel travel.
(ii) to enable the amount of allied traffic carried to be recorded.

...../ (c) contd.

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29) RAILWAY WARRANTS AND MOVEMENT ORDERS. contd.

(c) The senior of each party and each individual travelling separately will be provided by the formation or unit, authorizing the journey, with a movement order in duplicate. One copy will always be kept by the person to whom it is issued, the other will be handed to the R.T.O. or individual performing that duty as the authority for obtaining a railway warrant.

(d) Warrants will be issued only by officers or specifically authorized other ranks of British Movement Control and U.S. Transportation Corps.

In special circumstances it may be sometimes necessary to authorize other officers to issue warrants, but this should be exceptional.

(e) Detailed instructions regarding warrants are being issued separately.

30) STATISTICAL DATA AND RETURNS.

Previous experience in other theatres of war has shown the need for compilation of certain Movement and Transportation statistical data, and the importance of basic records being kept, from the start of the campaign, in each Base, Sub-area or District.

It has therefore been decided that a minimum of essential statistics will be recorded and maintained by British Movement Control, British Transportation, and U.S. Transportation during the initial stages of operation HUSKY, so that at a later date the necessary facts and figures will be available for collation by Force 141. Detailed instructions are being issued separately.

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Force 141.

HQ., Force 141.
Field.

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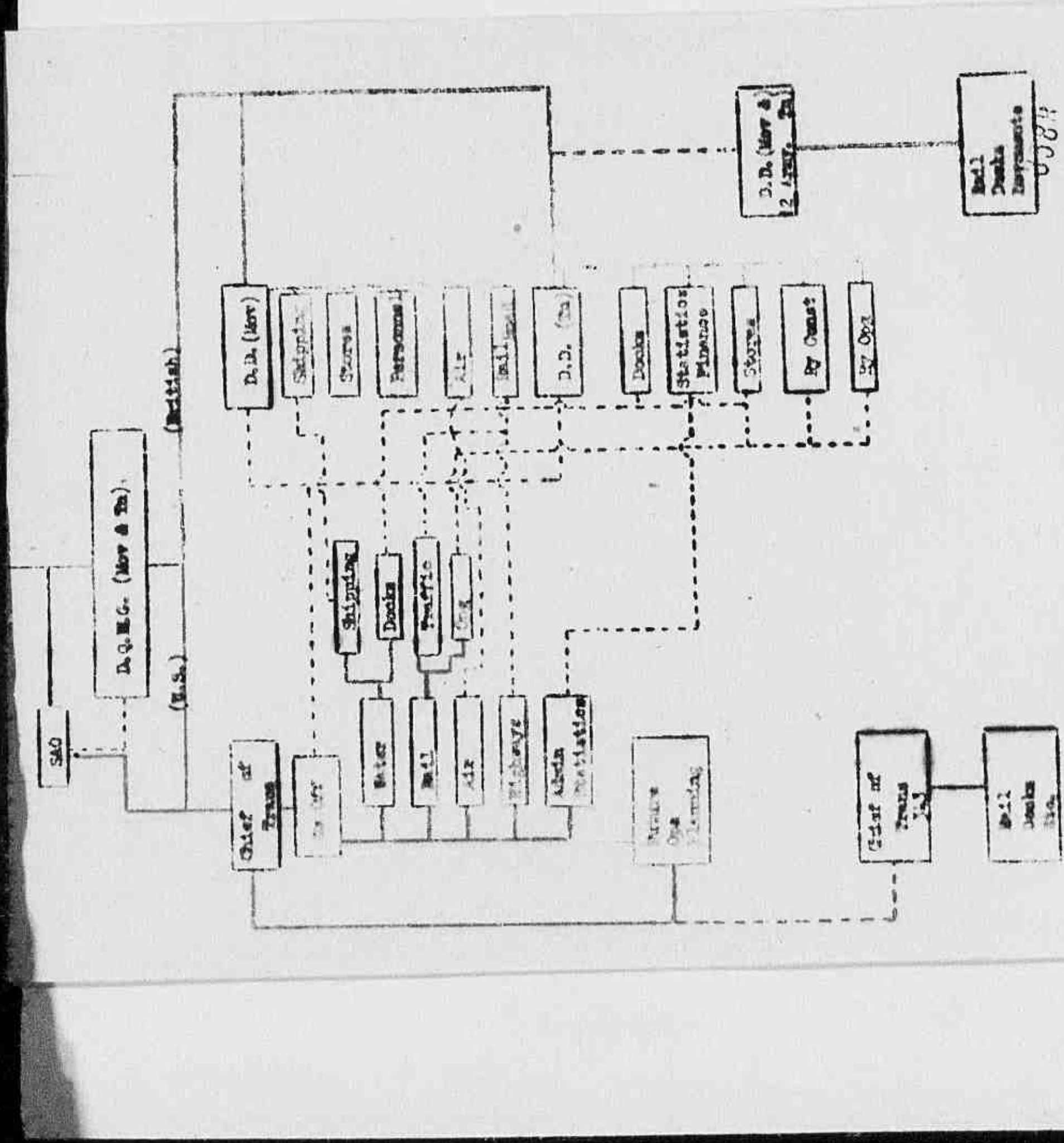
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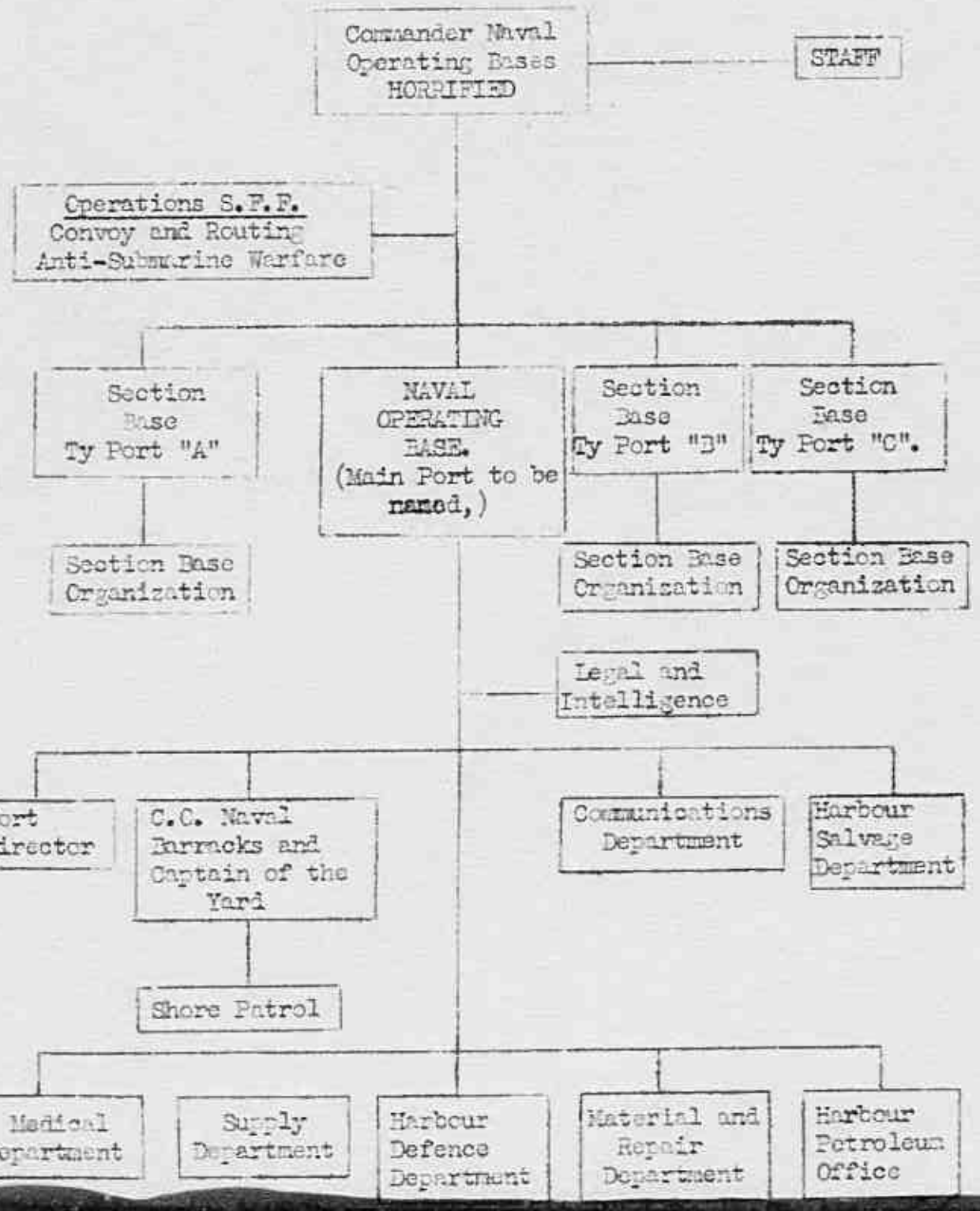
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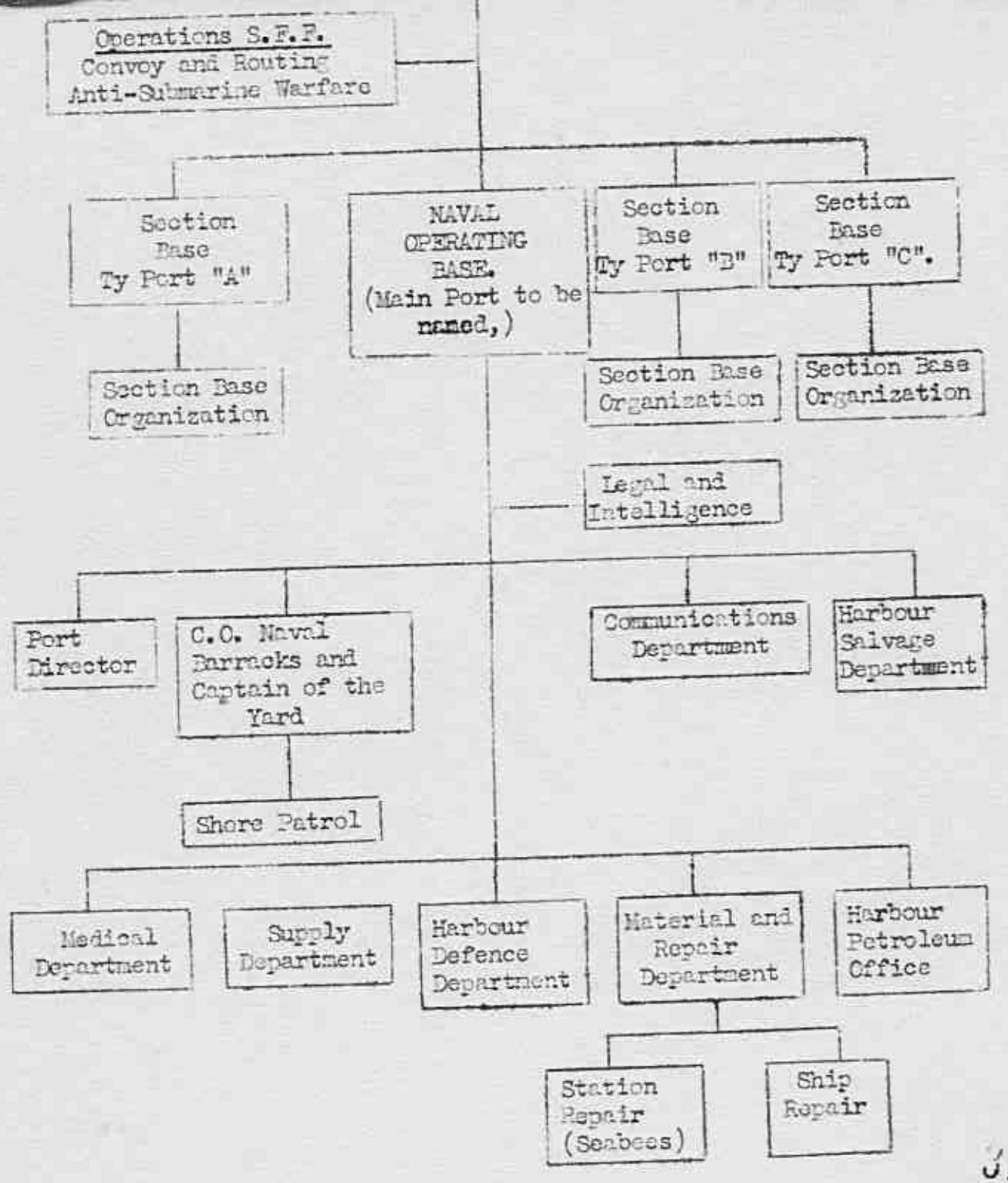


APPENDIX II

The SEA FRONTIER COMMAND is set up on the following basis :-



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APPENDIX III.

DIVISION OF RESPONSIBILITY BETWEEN UNITED STATES ARMY AND NAVY IN PORT AREAS.

I. The responsibilities of the United States Navy inter alia will be :

(a) To command the Naval area, installations, and the U.S. and Allied Naval vessels connected with Port Operation and local Naval defence.

(b) To operate a system of shipping control and clearance, including identification, piloting, and berthing for incoming and outgoing vessels of all kinds.

(c) To route all shipping.

(d) To maintain a guard vessel or Harbour Entrance Control Post near harbour entrance for identification and transmission of orders.

(e) To direct and control the assigned British Naval Units in the execution of their tasks. (See British Tasks.)

(f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbour berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbour.

(g) To control the operation of all self-propelled harbour equipment.

(h) To operate all ship repair facilities and all major repair facilities for floating equipment and craft.

(i) To assist in the repair of landing craft.

(j) To render, with the assistance of the Army and British Naval units prompt assistance and salvage to damaged vessels in harbours and along the coast.

II. The responsibilities of the United States Army inter alia will be:

(a) To assist as required with personnel and equipment in the clearing of harbour and pier obstructions, in clearing the Naval area, and in construction and rehabilitation of Naval installations.

(b) To operate through a port commander those piers and moles allocated to the army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.

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(b) To operate a system of shipping control and clearance, including identification, piloting, and berthing for incoming and outgoing vessels of all kinds.

(c) To route all shipping.

(d) To maintain a guard vessel or Harbour Entrance Control Post near harbour entrance for identification and transmission of orders.

(e) To direct and control the assigned British Naval Units in the execution of their tasks. (See British Tasks.)

(f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbour berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbour.

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(a) To assist as required with personnel and equipment in the clearing of harbour and pier obstructions, in clearing the Naval area, and in construction and rehabilitation of Naval installations.

(b) To operate through a port commander those piers and moles allocated to the army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.

(c) To accomplish all unloading and loading of ships, whether at docks or in stream, including [illegible] barges, and to distribute and store all cargo. 3586

(d) To control all transport (railroads, road etc.) on docks and on shore.

(e) To provide security and police guards for all Naval and Military installations.

(f) To operate the ship fueling installations on shore under the direction of the Navy.

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APPENDIX IV.

INSTRUCTIONS ON PORT ORGANIZATION (BRITISH).

1. The following instructions and definitions of duties have been issued by the Allied C-in-C in order to assist all concerned to understand the organization. These instructions are complementary to and do not supersede the orders and instructions contained in various Naval, Army and Air Force publications.

These instructions do not cover the defence of ports. The duties of certain officers who have a double role are, however, mentioned.

2. OCCUPIED PORTS POLICY.

If the civilian port authorities are willing to co-operate it is intended to control occupied ports with civilians through the existing machinery. In order to ensure, however, that British needs are fully met, the Naval Officer in charge (N.O.I.C.) of the port will be appointed chairman of the Port Commission. Other British Officials will be associated with the various civilian dock and port organizations.

3. PORT CONTROL COMMITTEE.

In addition to the civilian organization, a purely British Port Control Committee will be established, comprising :-

N.O.I.C. (Chairman).
D.S.T.O.
Senior Movement Officer.
Senior Transportation (Docks) Officer.
Base Sub-Area Commander's Representative.
M.W.T. Representative, if appointed.

This Committee will meet daily and is responsible for the satisfactory running of the Port to meet British requirements. The Chairman will co-opt United States representatives and such others as may be necessary.

4. If the civilian officials are co-operating, the requirements of the Port Control Committee will be passed to the appropriate civilian officials or to the Port Commission.

5. Should the civilian officials not co-operate, then the Port Control Committee will be responsible for running the port direct. The Port Control Committee through its members will in all cases control British personnel working in the port.

6. THE DOCKS AREA.

The Docks Area will be a reserved transportation area and will be agreed locally between the Base Sub-Area Commander, the Movements Staff and the Transportation Service. It normally includes the Transit Area and Transit Sheds (but not Depots), all the Quays, cranes and other equipment, sheds, railways, up to the Exchange Sidings, roads, telegraph and telephone lines, office accommodation and ancillary

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existing machinery. In order to ensure, however, that British needs are fully met, the Naval Officer in charge (N.O.I.C.) of the port will be appointed chairman of the Port Commission. Other British Officials will be associated with the various civilian dock and port organizations.

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7. MOVEMENTS STAFF.

The Senior Movement Officer of the Port under the general direction of the D.Q.M.G. (Move & Tn) (initially D.D. Mov & Tn 12 Army) is responsible for the co-ordination of the work of all Army and R.A.F. Services which are concerned with the loading and discharge of ships or with the clearance of personnel, M.T. and stores through the area of jurisdiction, and for demanding the necessary road and rail transport for such clearance.

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8. SITING OF HEADQUARTERS.

To obtain the maximum of efficiency of working the following headquarters should be in close touch:-

Loc l Military Headquarters (Base Sub-Area Commander).
Divisional Sea Transport Officer.
Senior Movements and Transportation Officer.
Senior R.A.F. Embarkation Officer.

These offices should where possible be in the same buildings, and as near to the Office of the Naval Officer in Charge of the port as possible. The Office of the Naval Control Service Officer should, when possible, be in the same building as the Naval Officer in Charge. Where practicable, a joint signal office adds greatly to smooth and efficient working.

9. DIVISION OF RESPONSIBILITY.

In Operational Ports the following responsibility has been agreed upon:-

(a)	Pilotage	- Navy
(b)	Berthing of Ships	- N.C.I.O. in consultation with the Port Control Committee.
(c)	Tugs and Lighters for discharging ships	- Provided by the Sea Transport Officer. If manned by civilian personnel, will work under the operational control of the Sea Transport Officer. If manned by the Army, will work under the operational control of the Transportation (Docks) Service.

Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in Charge will attach one or more petty officers to work under the Sea Transport Officer.

(d) Embarkation and Disembarkation of Personnel Ships.

This is the responsibility of the Sea Transport Officer and Movements.

(e) Working of Cargo Ships.

When civilian stevedores are available Sea Transport will be responsible for cargo discharge until lighters are alongside quay and cargo has been discharged to shore. This applies [illegible] when worked at anchorage; when ship is along-

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Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in Charge will attach one or more petty officers to work under the Sea Transport Officer.

(d) Embarkation and Disembarkation of Personnel Ships.

This is the responsibility of the Sea Transport Officer and Movements.

(e) Working of Cargo Ships.

When civilian stevedores are available Sea Transport will be responsible for cargo discharge until lighters are alongside quay and cargo has been discharged to shore. This applies when ship is being worked at anchorage; when ship is alongside quay the Sea Transport will be responsible for cargo until it is on shore.
When military stevedores are employed Transportation (Docks) Service will undertake the actual discharge of the cargo. Sea Transport, however, has over-riding responsibility for safety of ships and lighters. The Docks Officer will therefore confer with Sea Transport in regard to the arrangements proposed by him for the discharge of the ship.
Transportation is responsible for cargo when lighters are worked by Military personnel. If civilian stevedores are available Sea Transport is responsible.

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(f) On the Quays and in the Docks Transit Areas.

Transportation (Docks) Service is responsible for receiving the cargo on the quay, checking, sorting, stacking and loading on to wagons, motor transport or inland water transport, and for working railway wagons to and from Docks Exchange Sidings.

(g) Inboard Labour and Labour in Lighters.

Transportation (Docks) Service unless civilian stevedores are available.

(h) Running Repairs of Army-manned Tugs and Lighters.

Transportation (Docks) Service.

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below Highwater Mark.

Navy.

(k) Port Improvement and Repair.

Transportation (Docks) Service is responsible for maintenance and ordinary repairs. C.E. Twelfth Army is responsible for major repairs and construction until this responsibility is taken over by C.E. H.Q. Bases and L of C.

(l) Moorings.

Navy.

(m) Cargo Handling Gear.

Transportation (Docks) Service; except M.T. slings and nets; ammn. trays and slings; petrol trays and slings; tank slings and bomb slings which are on Sea Transport charge. By arrangements between Transportation Army (Docks) Service and D.S.T.C. they will be held, maintained in good condition, and issued as necessary from the central Gear Store which is manned by personnel of Transportation Port Maintenance Company.

(n) Provision and Supervising of Labour.

Movements Staff by demand on H.Q. Base Sub Area.

(o) Provision of Motor Transport.

Movements Staff by Demand on local O i/c Transport.

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Transportation (Docks) Service.

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below Highwater Mark.

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(l) Moorings.

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(m) Cargo Handling Gear.

Transportation (Docks) Service; except M.T. slings and nets; ammn. trays and slings; petrol trays and slings; tank slings and bomb slings which are on Sea Transport charge. By arrangements between Transportation Army (Docks) Service and D.S.T.O. they will be held, maintained in good condition, and issued as necessary from the central Gear Store which is manned by personnel of Transportation Port Maintenance Company.

(n) Provision and Supervising of Labour.

Movements Staff by demand on H.Q. Base Sub Area.

(o) Provision of Motor Transport.

Movements Staff by Demand on local C i/c Transport.

(p) Provision of Railway Wagons.

Movements Staff by demand on Railway Service.

(q) Personnel and Vehicles Trains.

Movements Staff issue orders for and control all entrainments of personnel and unit vehicles.

(r) Administration and Discipline of Military Personnel.

Responsibility of Base Sub-area H.Q.

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(s) Administration of Naval Personnel.

N.O.I.C.

(t) Administration and Discipline of R.A.F. Personnel.

Senior R.A.F. Embarkation Officer.

(u) Guards and Police for Port Installations, Transit Area, etc.

Base Sub-Area H.Q.

(v) P.A.D. and Fire Fighting.

Base Sub Area H.Q. will co-ordinate all services including naval establishments ashore. N.O.I.C. is responsible for fire fighting afloat and for co-ordinating the services of military vessels equipped as fire fighting craft.

(w) Relations with local Population and Civil Administration. Hirings and Requisition of Lands, Buildings and Road Transport. Accommodation Ashore.

Base Sub-Area H.Q.

(x) Security.

Base Sub-Area H.Q. in conjunction with Navy and R.A.F.

10. All boats, small craft and ships found in ports are potential prizes. The assistant King's Harbour Master initially acts as Deputy Admiralty Marshal and application for use of such boats etc., must be made formally to him. The Admiralty Marshal is required to make an inventory and report disposal of all prize with a view to it being brought eventually before a prize court for condemnation.

11. The hiring of all boats, craft and ships is to be made through the Sea Transport Officer who is also responsible for allocating such boats or craft taken in prize as the A.K.H.M. releases from naval service.

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Base Sub Area H.Q. will co-ordinate all services including naval establishments ashore. N.O.I.C. is responsible for fire fighting afloat and for co-ordinating the services of military vessels equipped as fire fighting craft.

(w) Relations with local Population and Civil Administration. Hirings and Requisition of Lands, Buildings and Road Transport. Accommodation Ashore.

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Appendix V

DUTIES OF STAFF and SERVICES (BRITISH) AT PORTS.

Service.	Designation of Representative	Duties.
R.N.	Naval Officer in charge.	The Naval Officer in Charge is responsible fo all ships, tugs, lighters etc., as far as the defe of the shipping therein is concerned. Under norm commercial port the Naval Officer in Charge does n movements in detail. At an operational port the also appointed as King's Harbourmaster and thereby As King's Harbourmaster he is responsible for the mark. No works may be instituted on the adjacent the port without the King's Harbourmaster's permis Officer in Charge is inter alia in command of all establishments on shore and normally of the local is not the senior naval officer present (the senio delegate this authority.)
R.N.	Assistant King's Harbourmaster.	The Assistant King's Harbourmaster is the of Charge's Staff who actually arranges the movement etc.
R.N.	Naval Control Service Officer.	The Naval Control Service Officer is the offi Charge's staff who is responsible for the routing sailing instructions to their masters.
R.N.	Base Engineer Officer.	The Base Engineer Officer is the Technical C Charge's staff, who is responsible for the repair
R.N.	Maintenance Commander.	The Maintenance Commander is responsible to all disciplinary and maintenance questions affec establishments.

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Appendix V

DUTIES OF STAFF and SERVICES (BRITISH) AT PORTS.

Designation of Representative	Duties.
Naval Officer in charge.	The Naval Officer in Charge is responsible for the berthing and movement of all ships, tugs, lighters etc., as far as the defence of the port and the safety of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the berthing and movements in detail. At an operational port the Naval Officer in Charge is also appointed as King's Harbourmaster and thereby becomes the port authority. As King's Harbourmaster he is responsible for the port up to the high water mark. No works may be instituted on the adjacent foreshore which may affect the port without the King's Harbourmaster's permission in writing. The Naval Officer in Charge is inter alia in command of all naval Personnel and establishments on shore and normally of the local naval craft, even though he is not the senior naval officer present (the senior naval officer need not delegate this authority.)
Assistant King's Harbourmaster.	The Assistant King's Harbourmaster is the officer on the Naval Officer in Charge's Staff who actually arranges the movements of ships, pilots, berthing etc.
Naval Control Service Officer.	The Naval Control Service Officer is the officer on the Naval Officer in Charge's staff who is responsible for the routing of merchant vessels and the sailing instructions to their masters.
Base Engineer Officer.	The Base Engineer Officer is the Technical Officer on the Naval Officer in Charge's staff, who is responsible for the repair and organization of the base.
Maintenance Commander.	The Maintenance Commander is responsible to the Naval Officer in Charge for all disciplinary and maintenance questions affecting naval personnel or naval establishments.

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Service.	Designation of Representative	Duties.
R.N.	First Lieutenant + (or commander)	The First Lieutenant is the 'executive officer' of the naval with the day to day work of the naval personnel and the disciplin matters.
R.N.	Staff Officer + Operations (S.O.O.)	The Staff Officer, Operations, is responsible for the opera
R.N.	Port Minesweeping + Officer (P.M./S.O.)	The Port Minesweeping Officer is responsible for the minesw and the anti-mining organisation.
R.N.	Extended Defence + Officer (X.D.O.)	The Extended Defence Officer is the officer working in clos with the Army Fire Commander for Coast Defence.
R.N.	Boom Defence + Officer (B.D.O.)	The Boom Defence Officer is responsible for all boom defenc defence craft.
R.N.	Base Accountant + Officer (B.A.O.)	The Base Accountant Officer is responsible for the feeding, payment of all naval personnel at the base.
Sea Transport	Divisional Sea Transport Officer. (D.S.T.O.)	The Divisional Sea Transport Officer (or Sea Transport Offi for the loading and discharge of all merchant vessels chartered and for H.M. Ships used primarily as cargo carriers. When mili are employed, Transportation will undertake the actual discharge The Divisional Sea Transport Officer will therefore confer with regarding the arrangements proposed by the latter for the discha The Divisional Sea Transport Officer is responsible for the orga safety of tugs and lighters between ship and shore and for their side. When tugs and lighters are manned by the Army, the above responsibility of the Docks Service. When civilian stevedores lighters the Divisional Sea Transport Officer's responsibility f the cargo is on shore. When lighters are manned by the Army, D responsibility begins and ends at the ship's side. Sea Transpo under Naval Discipline Act but are not under the orders of the M Charge as regards the working of ships. The Sea Transport Offi authority for the chartering and hiring of boats, small craft of

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tion of ntative	Duties.
utenant + mmander)	The First Lieutenant is the 'executive officer' of the naval base. He deals with the day to day work of the naval personnel and the disciplinary routine matters.
fficer + ns (S.O.O.)	The Staff Officer, Operations, is responsible for the operational staff work.
nesweeping + (P.M./S.O.)	The Port Minesweeping Officer is responsible for the minesweeping operations and the anti-mining organisation.
n Defence + (X.D.O.)	The Extended Defence Officer is the officer working in close collaboration with the Army Fire Commander for Coast Defence.
fence + (B.D.O.)	The Boom Defence Officer is responsible for all boom defences and boom defence craft.
countant + (B.A.O.)	The Base Accountant Officer is responsible for the feeding, clothing, and payment of all naval personnel at the base.
ional Sea rt Officer. .T.O.)	The Divisional Sea Transport Officer (or Sea Transport Officer) is responsible for the loading and discharge of all merchant vessels chartered for S a Transport and for H.M. Ships used primarily as cargo carriers. When military stevedores are employed, Transportation will undertake the actual discharge of the cargo. The Divisional Sea Transport Officer will therefore confer with the Docks Officer regarding the arrangements proposed by the latter for the discharge of the ship. The Divisional Sea Transport Officer is responsible for the organization and safety of tugs and lighters between ship and shore and for their safety when alongside. When tugs and lighters are manned by the Army, the above will be the responsibility of the Docks Service. When civilian stevedores are employed in lighters the Divisional Sea Transport Officer's responsibility for cargo ends when the cargo is on shore. When lighters are manned by the Army, D.S.T.C's responsibility begins and ends at the ship's side. Sea Transport Officers are under Naval Discipline Act but are not under the orders of the Naval Officer in Charge as regards the working of ships. The Sea Transport Officer is the only authority for the chartering and hiring of boats, small craft or ships.

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Service.	Designation of Representative	Duties.
Army (Movements Staff)	A.Q.M.G. (Mov)	(I) Responsible for military side of running of port and all dock area. (II) Co-ordination and Control of all Military and R.A.F. m the port area. (III) Requests berthing of ships and gives priorities to the
"	D.A.Q.M.G. (M) E.S.O.	Staff Officer to the A.Q.M.G.(M). Arranges embarkation, d and other movements of personnel, accompanied stores and accompa
"	D.A.D.Tn. R.T.O.	Technical Staff Officer to the A.Q.M.G.(M). Controls move Stores and vehicles through the port area by road and rail.
"	Military Forwarding Officer (M.F.O.)	Handling of all M.F.O. stores in and out. See Instruction Control (Overseas) 1938, Chapter 11, Sections 108 - 111.
Army Transportation (Docks) Services.	Docks Superintendent.	(I) Responsible to DD Mov and Tn, through Docks Group Com technical working of the port. (II) Working of cargo through the port area to the require Staff. (III) Responsible for receiving cargo on quay, checking, so loading to wagon, motor transport or inland water transport. (IV) If stevedores are not civilian under D.S.T.O., also discharge of cargo from ship's hold to quay or into lighter. (V) Maintenance of Tugs and Lighters when manned by Tramp (VI) Demands on area or sub-area H.Q. for labour in Dock A
Army	Port Detachment provided by RASC, RAOC and RE.	To assist in identifying stores of their respective servi disposal instructions under general direction of Movements Sta
"	Port Ordnance Workshop Detachment.	Inspection and servicing of all incoming MT and AFVs. and movement of AFVs in holds of ships.

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Duties.

(I) Responsible for military side of running of port and all traffic in dock area.
(II) Co-ordination and Control of all Military and R.A.F. movement through the port area.
(III) Requests berthing of ships and gives priorities to the D.S.T.O.

Staff Officer to the A.Q.M.G.(M). Arranges embarkation, disembarkation and other movements of personnel, accompanied stores and accompanied motor transport.

Technical Staff Officer to the A.Q.M.G.(M). Controls movement of unaccompanied Stores and vehicles through the port area by road and rail.

Handling of all M.F.O. stores in and out. See Instructions for Movement Control (Overseas) 1938, Chapter 11, Sections 108 - 111.

(I) Responsible to DD Mov and Tn, through Docks Group Commander, for technical working of the port.
(II) Working of cargo through the port area to the requirements of Movement Staff.
(III) Responsible for receiving cargo on quay, checking, sorting, stacking and loading to wagon, motor transport or inland water transport.
(IV) If stevedores are not civilian under D.S.T.O., also responsible for the discharge of cargo from ship's hold to quay or into lighter.
(V) Maintenance of Tugs and Lighters when manned by Tranportation personnel.
(VI) Demands on area or sub-area H.Q. for labour in Dock Area.

To assist in identifying stores of their respective service, and for giving disposal instructions under general direction of Movements Staff.

Inspection and servicing of all incoming MT and AFVs. Responsible for security and movement of AFVs in holds of ships.

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Service.	Designation of Representative	Duties.
Local Military Commander.	Area Commander or Sub-area Commander or Base Commandant or Town Major.	Responsible for:- P.A.D. inside and outside Dock Area Defences. Sanitation. Relations with local civil population. Discipline. Security (Docks Police) Provision of Labour. Works Services (Defence and P.A.D. Allotment of Motor Transport. Hiring and requisitioning of land and motor transport. Amenities and Welfare.
Army (Medical)	Embarkation Medical Officer	Supervision of all embarkation and disembarkation of invalids. Responsible for ensuring sufficient medical stores on outgoing
R.A.F.	R.A.F., E.O.	Arranges and supervises in conjunction with the Movements Staff disembarkation and other movements of R.A.F. personnel accompanied mechanical transport. Identification of consignment of R.A.F. equ supervision of its handling.

NOTE: Officers marked + are usually appointed to Naval Officer in Ch for defence purposes though they are not normally concerned with th the port.

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Duties.

Responsible for:-

P.A.D. inside and outside Dock Area Defences.

Sanitation.

Relations with local civil population.

Discipline.

Security (Docks Police)

Provision of Labour.

Works Services (Defence and P.A.D. only.).

Allotment of Motor Transport.

Hiring and requisitioning of land, buildings, and motor transport.

Amenities and Welfare.

Supervision of all embarkation and disembarkation of invalids.
Responsible for ensuring sufficient medical stores on outgoing ships.

Arranges and supervises in conjunction with the Movements Staff the embarkation, disembarkation and other movements of R.A.F. personnel accompanied equipment and mechanical transport. Identification of consignment of R.A.F. equipment and supervision of its handling.

NOTE: Officers marked + are usually appointed to Naval Officer in Charge's Staff for defence purposes though they are not normally concerned with the running of the port.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Service.	Designation of Representative	Duties.
Local Military Commander.	Area Commander or Sub-area Commander or Base Commandant or Town Major.	Responsible for:- P.A.D. inside and outside Dock Area Defences. Sanitation. Relations with local civil population. Discipline. Security (Docks Police) Provision of Labour.
Army (Medical)	Embarkation Medical Officer	Supervision of all embarkation and disembarkation of invalids. Responsible for ensuring sufficient medical stores on outgoing ship
R.A.F.	R.A.F., E.O.	Arranges and supervises in conjunction with the Movements Staff the disembarkation and other movements of R.A.F. personnel accompanied equip mechanical transport. Identification of consignment of R.A.F. equipmen supervision of its handling.

NOTE: Officers marked + are usually appointed to Naval Officer in Charge' for defence purposes though they are not normally concerned with the run the port.

Works Services (Defence and P.A.D. onl

Allotment of Motor Transport.

Hiring and requisitioning of land, bui and motor transport.

Amenities and Welfare.

Declassified E.O. 12356 Section 3.3/NND No. 785015

ation of ontative	Duties.	
ommander -area mander e mandant n Major.	Responsible for:-	
	P.A.D. inside and outside Dock Area Defences.	Works Services (Defence and P.A.D. only.).
	Sanitation.	Allotment of Motor Transport.
	Relations with local civil population.	Hiring and requisitioning of land, buildings, and motor transport.
	Discipline.	Amenities and Welfare.
	Security (Docks Police)	
	Provision of Labour.	
ation l Officer	Supervision of all embarkation and disembarkation of invalids. Responsible for ensuring sufficient medical stores on outgoing ships.	
, E.O.	Arranges and supervises in conjunction with the Movements Staff the embarkation, disembarkation and other movements of R.A.F. personnel accompanied equipment and mechanical transport. Identification of consignment of R.A.F. equipment and supervision of its handling.	

NOTE: Officers marked + are usually appointed to Naval Officer in Charge's Staff for defence purposes though they are not normally concerned with the running of the port.

APPENDIX VI

CONTROL OF RAILWAYS.

The control of railways in HORRIFIED will be exercised as follows:

(a) During the initial stages of HUSKY :-

(i) The Senior C.O. of US Railway Troops will be responsible to the Commanding General Force 343 for the operation and maintenance of the railway system in the zone allocated to Force 343. The Corps of Engineers will be responsible for new construction and major break and installation repairs. D.D.(Mov & Tn) Twelfth Army will be responsible to Commander Twelfth Army for all movements and transportation, including railway operation, maintenance and construction.

(ii) Co-ordination will be affected by D.Q.M.G. (Mov & Tn) Force 141 through the Chief of Transportation whose staff includes a Rial Section, and through the D.D.Tn (British). The Senior C.O. of US Railway Troops will maintain close liaison on technical matters with D.G.M.R.S.; D.D.(Mov & Tn) Twelfth Army will do likewise with D.Tn MIDEAST.

(iii) Demands for personnel, equipment, locos, rolling stock and stores will be placed by The Senior C.O. of US Railway Troops and D.D.(Mov & Tn) Twelfth Army through Task Forces on A.F.H.Q., and MIDEAST respectively. Copies will be sent to H.Q. Force 141 where they will be examined by D.Q.M.G. (Mov & Tn), who will be responsible that, within the limits of the port and shipping capacity available, provision is made to deal with the traffic necessary to implement the plan of the Force Commander. He will co-ordinate the demands where necessary and advise A.F.H.Q. or NATOUSA and MIDEAST accordingly.

(b)

(i) As the advance progresses, D.Q.M.G. (Mov & Tn) Force 141, will be responsible for any readjustment of zones of responsibility allocated to U.S. Railway Troops and the British Railway units, and for issuing such instructions as may be necessary.

(ii) When Force 141 assumes full administrative responsibility the demands referred to in sub-para (a) (iii) will be submitted to Force H.Q. After co-ordination the demands will be submitted to A.F.H.Q. so that D.G.M.R.S. can advise on what can be supplied from NORTH AFRICA and what towards must be made on other sources.

(c) When H.Q. Force 141 is established in HORRIFIED, D.Q.M.G. (Mov & tn) will become responsible to the Force Commander, for the operation and maintenance of the railway system and ports. The railway and port operating responsibilities of D.D. (Mov & Tn) Twelfth Army will then be assumed by D.D. Tn (British) Force 141. In case of U.S. ports and railways this supervision will be carried out through the U.S. Transportation Service.

Declassified E.O. 12356 Section 3.3/NND No. 785015

railway system in the zone allocated to Force 343. The Corps of Engineers will be responsible for new construction and major track and installation repairs. D.D.(Mov & Tn) Twelfth Army will be responsible to Commander Twelfth Army for all movements and transportation, including railway operation, maintenance and construction.

(ii) Co-ordination will be effected by D.Q.M.G. (Mov & Tn) Force 141 through the Chief of Transportation whose staff includes a Rail Section, and through the D.D.Tn (British). The Senior C.O. of US Railway Troops will maintain close liaison on technical matters with D.G.M.R.S.; D.D.(Mov & Tn) Twelfth Army will do likewise with D.Tn MIDEAST.

(iii) Demands for personnel, equipment, locos, rolling stock and stores will be placed by The Senior C.O. of US Railway Troops and D.D.(Mov & Tn) Twelfth Army through Task Forces on A.F.H.Q., and MIDEAST respectively. Copies will be sent to H.Q. Force 141 where they will be examined by D.Q.M.G. (Mov & Tn), who will be responsible that, within the limits of the port and shipping capacity available, provision is made to deal with the traffic necessary to implement the plan of the Force Commander. He will co-ordinate the demands where necessary and advise A.F.H.Q. or MATOUSA and MIDEAST accordingly.

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When the complete railway system of HORRIFIED has been captured, it may be deemed advisable to appoint a Director of Military Railways, but this can only be decided when the time comes.

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+ through H.Q. Bases and L of C.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

2287

#54

SECRET-BIGOT

HEADQUARTERS FORCE 343
APO # 758

SECRET
Auth: CG IAC, R.
Initials
Date 7-2-43

CP/VW
22 June 1943

Ambot

To: Headquarters II Corps (Civil Affairs)
45th Div (Civil Affairs)
1st Div (Civil Affairs)
3d Infantry Div (Civil Affairs)
9th Div (Civil Affairs)
2d Armd Div (Civil Affairs)

From: Force 343 (Civil Affairs)

Subject: Information on certain important communities in HORRIFIED.

Reference: Civil Affairs Instructions No. 1, 22 June 1943.

* * *

LEXICON:

Population 17,355 or 22,000.

UNCLASSIFIED RESTRICTED CONFIDENTIAL SECRET
REGRADED
ORDER SEC ARMY
BY TAG
41 1410

Located on slopes of hollow among rocky hills where two streams meet river BLUEBERRY which is west of town. Two old forts and church on brow of hill over town (200m.).

Roads: to TILSTOCK, CHI[redacted]NZEE and BLUEBERRY and to a small town [redacted] the coa[redacted].

Rail: BLUEBERRY and HOODWINK.

UNCLASSIFIED RESTRICTED CONFIDENTIAL SECRET
REGRADED
ORDER SEC ARMY
BY TAG
41 1410

Post, telegraph and telephone: 27 Via Francesco Mornino Ponna.

Town Hall in v. Principessa Di Piemonte.

Hospital: Osp. Busacca on west bank of river.

Water: source in 1926 - spring water - insufficient supply - good.

Two or three small hotels.

Industry: fruit and fish.

Provincial capital at DOGMATIC.

This copy only to duly accredited unofficial representative Order Sec/Army by TAG/ ---------- date ----------
41 1410

BRUTE:

On edge of plain above River; chessboard town plan; less compact than most towns in area.

Landmarks: Dome and facade of church.

Population: 34,769.

Roads: FEDERAL, DOGMATIC, CHIMPANZEE, PARKHEAD, GIZARD, (the port for the city) and N.E. to airport and beyond.

Railroads: FEDERAL-DOGMATIC; station in V Vittorio Emanuele III, at N.W. end of town.

Hotels: Italia - given as 22 rooms with 27 beds on v Rosario Cancellieri and also as 15 rooms with 24 beds at 98 v Principe Umberto.
Bristol - 146 v Palestro - listed at 16 rooms and 24 beds is probably the same as:
Savoia - 150 v Palestro - listed in the other report at 12 rooms and 19 beds.
Tripoli - 15 rooms - poor.
Centrale - 6 rooms - poor.

Banca di Sicilia - 116 V Carlo Alberto.

Town Hall - south side of Piazza Vittorio Emanuele II.

Two theaters: Vittorio Emanuele (Piazza Vittorio Emanuele II) and Garibaldi.

Two secondary schools; elementary schools. Palazzo delle Scuole (built in 1935) at west end of V Cavour.

Post, telegraph, telephone and radio telegraph.

20 barrack like buildings along southeast side of road to CHIMPANZEE in walled enclosure.

Wireless telegraph station on south side of road leading west from town.

Water: Source in 1926 - spring water - sufficient quantity - good, brought to town by acqueduct.

Provincial capital at DOGMATIC.

Power: 3 phase A.C. 50 cycles at 150/260 volts believed to come from main grid at DOGMATIC.

Industry: Wine, olives and general agriculture.

Industry (continued):

There are no large industrial establishments; the following are reported (it is not known which are in the town itself and which are in outlying districts; some of the references are probably to a group of small industrial establishments east of the station): Carpenters - about 10 firms: Coopers - about 15 firms, which presumably supply the wine industry: Distilleries - 4 firms: Engineering - the firm of Spadaro Fratelli is reported to be a "manufacturer of motors in general"; this is presumably a small engineering workshop: Flour mills - about 10 firms: Furniture makers - about 20 firms: Ice - two firms are reported G. e F. D'Andrea Fratelli, and Pavia F. Carfi: Lime - Idlns - GSGS. 4228 shows a small establishment ("Fornace Calce") south of the town at 466162; this is presumably supplied from the small pits along the road close to the south: Mechanical wood working - G. e F. Leonardi: Mechanical workshops - about 10 firms: Olive-oil producers - 2 firms: Petroleum products - 5 firms are listed as wholesalers; they are presumably small distributors of packed products: Rope and string - 2 firms: Spaghetti, etc - about 10 firms: Sulphur works - the firm of B. Lasinna is reported to grind sulphur (presumably brought from other areas for use in connection with vine-growing: Wine makers - about 30 firms.

QUEENBEE: On western slopes of Plateau, east of BRUTE; altitude 185 to 246 m. River west of town.

Population: 21,914.

Roads: BRUTE, DOGMATIC, CHIMPANZEE, CRANK.

Railroad: BRUTE and DOGMATIC - station east of town, at foot of slope; also said to be N.W. of town.

Theater in Piazza San Biagio: Teatro Comunale.

Post, telegraph and telephone; Via Bagni Diana.

Power: 150/260 V., A.C.

Prefecture.

Water: source in 1928 - spring water - good quality - insufficient quantity. Aqueduct under construction in 1938.

Landing ground with wireless telegraph, north of town.

QUEENBEE (continued):
Hotels: Casmono (Moderno?) - 52 Piazza Diana (Piazza del Municipio) 9 bedrooms, 13 beds.
Italia - 24 Via Villafranca - 10 bedrooms, 20 beds.

Three secondary schools - elementary schools.

Town Hall: Piazza Diana (Piazza del Municipio).

Hospitals: Ospedale Regina Margherita: Ospedale Antico.

Provincial capital at DOGMATIC.

Industry: Principally grapes, vegetables and non-citrus fruit; there are no important undertakings; the following are reported (it is not known which are in the town and which are in the surrounding area); no details of them are known, but all are undoubtedly small; Cement manufacturer - 2 firms; Flour mills - 6 firms; Lime manufacturers - 3 firms; Olive oil producers - 14 firms; Pottery manufacturers - 5 firms; Quarries - 8 firms (limestone is quarried for building material). Fairly large workings extend along the whole of the north half of the east boundary of the town; there are further workings along the extreme south-west outskirts of the town. There are said to be a number of caves in the hills N.E. of town. Saw mills - 3 firms; Soap manufacturers - 2 firms; Spaghetti, etc - 4 firms; Wine (dealers and producers) - 10 firms.

PARKHEAD:
Located 6 miles N.N.W. of BRUTE south of river on plateau above valley (400 ft. below), triangular shape town, straight streets, large square in center with Church, Town Hall and palace with two towers.

Population: 4,210.

Railroads: FEDERAL, 12 miles - HERCAT, 62 miles - BRUTE, 8 miles - LADBROKE, 102 miles.
Station 4½ miles W.S.W. of town.

Roads: BRUTE, 6 miles - CRANK, 14 miles - HAREM, 22 miles - and to PARKHEAD station, 4½ miles on FEDERAL-BRUTE road.

Hotel: Albergo Centrale - 3 bedrooms.

PARKHEAD (continued):
Elementary schools.

Electricity: Obtained from grid, probably brought by 20 k.v. line from BRUTE; 3 phase A.C., 50 cycles, at 150/260 volts.

Gas: None.

Water: No information.

Post and telegraph.

Anti-malaria dispensary.

Industry: vineyards.

Provincial capital at DOGMATIC

CHIMPANZEE:
In coastal belt - S.W. of DOGMATIC; square town, with straight streets, compactly built.

Population: 6,396.

Roads: DOGMATIC, QUEENBEE, with fork to BRUTE; LEXICON: SIDEREAL: and to the coast.

Railroad: Nearest station 9 kms. away on QUEENBEE - DOGMATIC line.

Post and telegraph - no telephone.

Water: Unknown.

Hotels: Albergo Tripoli Italiana - 7 bedrooms; two or three others - 3 bedrooms each.

Elementary school.

Provincial capital at DOGMATIC.

Power from grid, 3 phase A.C., 50 cycles, at 150/260 volt.

Industry: grapes, non-citrus fruit, forage and vegetables. There are no undertakings of any consequence; the following are reported (it is not known whether they are in the town or in the surrounding area; all are undoubtedly small); Flour mills - 3 firms; Joiners - 12 firms; Olive oil producers - 8 firms; Wine - 5 firms.

GRAVY:

Regular town plan, hexagonal, with piazza in center.
Altitude: 1700 ft.

Population: 14,014.

Roads: HAREM, MOSSY, and North to HAREM-FUSTIAN road.

Railway: HAREM and MOSSY.

Post, telegraph and telephone.

Water: source 1926 - spring water in sufficient quantity - good. Rail water is also said to be collected on roofs.

Hotels: La Magna - 4 bedrooms.
Orofino - 3 bedrooms.
Perhaps two others equally small.

Town Hall.

Hospital (Ospedale Barbuzza).

Elementary schools and one secondary school.

Provincial capital at FUSTIAN.

Electricity: Uncertain whether D.C. at 110/220 volts originated locally or 3 phase A.C. 50 cycles, at 150/300 volts from 20 k.v. line connecting with main grid.

Industry: There are no large undertakings; the following are reported (there is no information about size or location); Cement manufacturers - 2 firms (presumably natural cement from local raw material); Flour mills - 4 firms; Furniture makers - 2 firms; Joiners and cabinet makers - 10 firms; Mechanical workshops - 1 firm; Olive oil producers - 9 firms; Rope and string manufacturers - 4 firms; Saw mills - 1 firm; Smiths - 8 firms; Wine producers - 10 firms. Cereals, vegetables, and fruit (including grapes, citrus fruits, and olives) are grown; livestock are kept, and cheese is made. District sparsely settled.

HAREM:

The old city is built on three hills with the river winding between. Most of the streets are narrow and will not admit wheel traffic. There is a sub-prefecture, courts and a Diocese.

Population: 31,028.

M.REN (continued):

Banks: Banco Della Sicilia via Del Teatro (also said to be on Piazza Umberto I).
Banco di Roma - 30 Corso II Luglio.
Municipal pawnbroking office in former prison.

Hotels: Trinacria - 36 rooms, 50 beds - 1 via Roma Piazza Umberto I. Angelico - 14 rooms, 23 beds - via Infermeria 64. Several smaller hotels.

The Post Office is opposite the Town Hall in Piazza del Municipio. Telephone and telegraph. Also said to be at east end of v. Vittorio Emanuele.

The Town Hall is in Piazza del Municipio.
The Casa del Fascio is in via del Duomo which runs from the Cathedral to the Town Hall. (Also said to be at S.E. corner of Piazza Municipio).

The water comes by acqueduct 10 miles long from the north west, but rainwater is also said to be collected.

The electric power is 150/260 volts A.C. coming by line from main grid. There is also said to be a small local generating station.

The Marchese Salvatore Jacona della Motta generally lives on his estate at M/REN. He is an old Sicilian landowner, b. 1902, who had several properties taken from him by the Fascist Government; he is very pro-British and despises the Fascist officials as opportunists; closely associated with the British community in the island; is a Catholic of very high principles; unmarried. Gravini is the leading landlord.

Schools: Liceo-Ginnasio and Technical School, east of Piazza Umberto I with museum and public library in building, Convitto dei Salesiani, large building at highest point in town, former university, now home and school for war orphans. Technical Institute, School of Agriculture, School of Ceramics, Episcopal School - Locations unknown.

Theaters: Teatro Communale Garibaldi, s.s. of Piazza Municipio. Teatro Passanisi. Kursaal Trinacria Donanno.

Hospitals: Ospedale Umberto I.
Convalescenziario e Tubercolosario San Pietro.
One of the hospitals is said to be fairly large.

22891

HAREM (continued):

Several patrician palaces in center of town. Orfanotrofio S Luigi, s.w. end of Viale Principessa Margherita. Ospizio degli Invalidi, adjoining s. Maria di Gesu church.

Barracks and Military Buildings: Palazzo Reburdone (location unknown); buildings n. of Viale Principessa Margherita; also s.w. end of same and opposite Villa Crescimanno.

Roads: GRAVY, CROAKER, CONVICT, MUCKLE, PARKHEAD, and N., N.E., and S.W.

Railroads: BOOTY-GRAVY and FUSTIAN. Station at S. end of town.

provincial capital at FUSTIAN.

The only industries which are referred to as being of more than purely local importance are the manufacture of ceramics and the preparation of cork, which is grown locally. The following are reported (there is no information, except that given below, about location or size): Cement manufacturers - 2 firms (natural cement made from local raw material; one of the firms, the Soc. Laterizi e Cemento, may also make bricks); Ceramics manufacturers - 4 firms (majolica-type pottery): Clay pits - 2 firms; Cork workers - 8 firms; Cotton goods makers - 3 firms; Flour mills - 8 firms; Foundry - 1 firm; Furniture makers - 8 firms; Joiners and cabinet makers - 10 firms; Lime manufacturers - 5 firms; Mechanical workshops - La Magna di Cosentino; Olive oil producers - 8 firms; Quarries - small quarry in north-west outskirts; Rope and string manufacturers - 4 firms - the largest is stated to be that of Fratelli Garra; Saiths - 5 firms; Soap manufacturers - 1 firm; Spaghetti, etc - 10 firms - the largest is stated to be that of Comadonini, which mills flour in the same works, near the station, part of the buildings have apparently been heavily damaged by fire; Wine producers - 7 firms. Cereals, fruit (including grapes, from which wine is made, and olives, from which oil is extracted), cork (at S. Pietro, to the south), and licorice are produced.

FEDERAL:

A seaside town situated on top of a steep bank leading up from the sea, into which a pier projects. The town was an ancient Greek settlement and there are a few, though not very important, remains.

The main industries are fishing, vine cultivation and export.

FEDERAL (continued):

HOMESPUN, the Aerodrome, is about six miles N.N.E. up the road to BOOTY.

The population is about 31,900.

The mayor is Cavaliere Navarra, described as a good man.

Roads: BOOTY, FIBULA, BRUTE and HOWL.

Railroad: FIBULA - BRUTE.

Water: reservoir and pipeline.

Post, telegraph and telephone. 328 Via Vittorio Emanuele.

Provincial capital at MORAL.

Power: Not definitely known but there is said to be a small local generating station.

MUCKLE:

On top of hill (322m.) overlooking plain and bay of FEDERAL. Rectangular street plan.

Population 18,528.

Three or four small hotels.

Post, telegraph and telephone.

Water: source in 1926 - springs and wells - insufficient quantity - moderate quality. Aqueduct under construction in 1938.

Industry: grapes and general agriculture, also sheep.

Road: HAREM-FEDERAL.

No railroad - nearest station 20 km. distant - HAREM and FEDERAL same distance.

Provincial capital at MORAL.

HOWL:

On rock coast between two deep valleys in hills on edge of plain of FEDERAL, overlooking plain and bay, with castle with high tower on south of town.

Population: 7,224.

Roads: FEDERAL - CHEESECAKE.

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HOWL (continued):

Railroad: 12 km. south - FEDERAL and FIBULA.

Two hotels.

Post and telegraph - no telephone.

Prefecture.

Town Hall in via Regina Margherita.

Water: unknown.

Industry: wheat.

Provincial capital at MORAL.

CROAKER:

On hill (491m.) in upper valley of one of sources of a small river.

Population: 4,233.

Roads: BOOTY and HAREM.

No railroad - nearest station HAREM, 14 kms.

Post and telegraph - no telephone.

Industry: grapes and general agriculture.

Provincial capital at FUSTIAN.

BOOTY:

Altitude 2200 ft.

Population: 24,500.

Post office, telegraph and telephone.

Roads: FEDERAL, JAMPACK, MORAL and FORUM; CONVICT.

Railway: HAREM to connection with JAMPACK-FUSTIAN line.

Local power plant.

Industry: sulpher mines.

Water: source in 1926 - spring water in sufficient quantity, good quality.

Provincial capital at JAMPACK.

CHEESECAKE:
North [illegible] HOWL.

Population: ~~unknown.~~ 18,000

Roads: FEDERAL-HOWL to FALSEFACE-MORAL.

No railroad.

Water: source in 1926 - springs and wells - insufficient quantity - moderate quality. Acqueduct now believed completed.

Provincial capital at MORAL.

FIBULA:

Port on W. side of bay at mouth of MINERAL, sloping up to Castel San Angelo; old part near harbor has narrow winding streets, northern part more regular. Castel San Angelo and dome of San Angelo Church are landmarks.

Population: 30,541.

Roads: BANJO and FEDERAL, FLEAS.

Railroad: FEDERAL, BANJO via HEPCAT (branch for MORAL, alternative route to FUSTIAN): BANJO via FOGHORN (branch for HEPCAT - narrow gauge).

Hotels: Sicilia - 17 rooms and 26 beds - 151 Via Umberto I. Tripoli - 24 beds - 54 via Serrovira; three small hotels.

Bank of Sicily - c. Vittorio Emanuele.

Baths: G Melfitano; Russo.

Theatre: c. Vittorio Emanuele.

Post and telegraph and private circuit telephone. 147 Corso Umberto I.

Power station reported, unconfirmed and position unknown. 20 k.v. power line taps main 70 k.v. grid at Caltanissetta, 3 phase a.c. 50 cycles at 180/260 volts.

Prefecture, customs office,(at foot of pier) and Area H.Q. Customs Guards. Area H.Q. Carabinieri.

Water: Acqueduct N.N.W. 10 kms. long. There is also said to be another acqueduct. However prisoners of war have stated that there is no water in the town; that it is brought in large casks and sold to the people.

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SECRET-SIGINT

FIBULA (continued):

Town Hall: Piazza dell Impero (formerly Progresso).

Railroad Station: N.E. of town.

Hospital: On S. Angelo Hill.

Orphanage: on c. Vittorio Emanuele.

Cathedral: on c. Vittorio Emanuele.

Industry: 5 sulphor refineries, one on right bank of river reported largest in Europe with coal dump at southern end; another, corner of river mouth with coal dump S.W. corner. Chemical factory, (sulphuric acid?), location unknown. Small shipbuilding plant.

BUFFOON:

On river about 4 km. from coast.

Altitude: 500 ft.

Population: 17,000.

Post office and telegraph.

Roads: FIBULA-JORROCKS; BUSYBEE (on coast) - HEPCAT.

Railroad: narrow gauge FIBULA-HEPCAT.

Water: In 1926 - spring water, sufficient quantity - good quality. Two aqueducts under construction in 1938.

Provincial capital at BANJO.

FLEAS:

North of FIBULA. Altitude 1000 ft.

Population: 18,500.

Roads: Main road FIBULA to HEPCAT: also road to BULLOCK, FENDER, etc.

Railroad 2½ km. distant.

Post office, telegraph and telephone.

Water: In 1926, source wells and springs, sufficient quantity - moderate quality. Aqueduct under construction in 1938.

Industries: Fruit, agriculture and sulphur mines.

Provincial capital at BANJO.

BULLOCK:

North of FIBULA, a few kms. E. of FLEAS.

Population ~~unknown.~~ 15,000

Roads: FLEAS to CUTENESS or FENDER.

Railroad a few km.

Water: source in 1926 - spring water in insufficient quantity - good quality. Acqueduct under construction in 1938.

Provincial capital at BANJO.

FENDER:

Altitude 1000 ft. N.E. of FIBULA.

Population: 20,000.

Post office and telegraph.

Roads: BULLOCK or CUTENESS to FALSEFACE, CHEESECAKE or HORAL.

Nearest railroad 22 km. at FLEAS on line HORAL-FIBULA.

Water: source in 1926 - spring water in insufficient quantity - good quality. Acqueduct under construction in 1938.

Provincial capital at HORAL.

FOGHORN:

Between HEPCAT and BUFFOON.

Population: ~~unknown, but not large.~~ 18,000

Roads: BUFFOON, HEPCAT and N.W. to junction with main road HEPCAT to BANJO.

Railroad: BUFFON and FIBULA; HEPCAT; BANJO. All narrow gauge.

Water: source in 1926 - springs - insufficient quantity, moderate quality. Acqueduct projected in 1926.

Provincial capital at BANJO.

3192

HEPCAT:

Altitude 1400 ft. - built on side of steep hill.

Population: 32,000.

Post office, telegraph and telephone.

MEPCAT (continued):

Roads: MORAL, CUTENESS, FIBULA, BUFFOON, BANJO.

Railroads: Important railway center.
Lines: BUGGY and JORROCKS; FIBULA and LADBROKE; FOGHORN and thence branches to FIBULA and BANJO (narrow gauge): MORAL; and CUTENESS.

Industries: Agricultural and wine producing center; numerous small local industries; furniture making; agricultural machinery, cement works, soap and lubricating grease.

Water: source in 1926 - springs, insufficient in quantity and of moderate quality. Acqueduct under construction in 1938.

Provincial capital at BANJO.

By command of Lieutenant General PATTON:

W. G. CALDWELL,
Lt Colonel, AGD,
Adjutant General.

DISTRIBUTION: 5 copies to Units concerned.

Civil Affairs
10 copys

S-270 ANNOT A

SECRET-BIGOT

HEADQUARTERS FORCE 343
APO # 758

SECRET
Auth: CG IAG, RHINF
Initials:
Date: 28 June 1943
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TJR/brt
28 June 1943

TO: Headquarters II Corps (Civil Affairs)
45th Div (Civil Affairs)
1st Div (Civil Affairs)
3d Infantry Div (Civil Affairs)
9th Div (Civil Affairs)
2d Armd Div (Civil Affairs)

From: Force 343 (Civil Affairs)

Subject: Additional information on certain important communities in HORRIFIED.

Reference: Civil Affairs Instructions No. 1, 22 June 1943.

* * *

COMMUNE OF LEXICON:

Population: 21,827 (1939).

Mayor (Podesta) Cav. Francesco Battaglia (1939).

Chief Secretary of the Commune (Segretario Capo)
Francesco Caruso (1939)

Political Secretary (Segretario Politico) Bartolomeo
Sgarlotta (1939)

Arbitrator (Conciliatore) Cav. Pace Giuseppe Zerafa (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti) Bartolomeo Bellassai (1939)
of Industrialists (degli Industriali) Guglielmo Trovato(1939)
of Agriculturalists (degli Agricoltori) Giordina Vindighi(1939)

Parish Priests (Parroco): Don C Zisa (1939), Don G. Guarino
(1939) Don P Vindighi (1939)

Collector of Taxes (Esattore) Michele Pacetto (1939)

Hospital: Ospedale Micivero Busacca.

COMMUNE OF BUTE:

Population-37,575 (1939).

Mayor (Podesta) Giovanni Scotese (1939)

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Declassified E.O. 12356 Section 3.3/NND No. 785015

From: Force 343 (Civil Affairs)

Subject: Additional information on certain important communities in HORRIFIED.

Reference: Civil Affairs Instructions No. 1, 22 June 1943.

* * *

COMMUNE OF LEXICON:

Population: 21,827 (1939).

Mayor (Podesta) Cav. Francesco Battaglia (1939).

Chief Secretary of the Commune (Segretario Capo) Francesco Caruso (1939)

Political Secretary (Segretario Politico) Bartolomeo Sgarlotta (1939)

Arbitrator (Conciliatore) Cav. Paco Giuseppe Zerafa (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti) Bartolomeo Ballassai (1939)
of Industrialists (degli Industriali) Guglielmo Trovato(1939)
of Agriculturalists (degli Agricoltori) Giordina Vindighi(1939)

Parish Priests (Parroco): Don C Zisa (1939), Don G. Guarino (1939) Don P Vindighi (1939)

Collector of Taxes (Esattore) Michele Pacotto (1939)

Hospital: Ospedale Micivero Busacca.

COMMUNE OF BUTE:

Population-37,575 (1939).

Mayor: (Podesta): Giovanni Santapa (1939).

Chief Secretary of the Commune (Segretario Capo): Vacant(1939)

Political Secretary (Segretario Politico): Luigi La Grua(1939)

Arbitrator (Conciliatore): Luigi La Grua (1939)

Corporative Organizations:
Fascist Unions; Presidents:
of Traders (degli Commercianti): Giuseppe Grasso (1939)
of Industrialists (degli Industriali): Gaetano Alfieri (1939)

SECRET-BIGOT

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COMUNE OF BRUTE (Continued)

of Agriculturalists (dogli Agricoltori): Ugo Corfi (1939).
of Artisans (dogli Artisiani): Gioacchino Di Noto (1939).

Parish Priests (Parroci): Don Raffaele Cassibba (1939), Don Giuseppe Lissadrello (1939)

Collector of Taxes (Esattore): Banco di Sicilia Soc An. "La Cementizia" has office in Brute (1942)

Giuseppe Angelini, Chief Secretary (cf.above to effect place is vacant). Born Oct 5, 1883. Entered Public Service on 16.8.22. Since 6.9.31. Chief Comunal Secretary of second grade.

Hospital: Ospedale Civile-35,40 beds.

Gas-None.

Post Office on Piazza Vittorio Emanuele.

6 Or 7 Doctors.

COMUNE of QUEENSBEE:

Population-26,500 (1939)

Mayor (Podesta) Cav. Biagio Bellassai (1939).

Chief Secretary of the Commune (Segretario Capo)D'Antino Francesco (1940).

Political Secretary (Segretario Politico) Cav Enzo Battistoni (1939)

Arbitrator (Conciliatore) Cav. Salvatore Gorlando (1939).

Corporative Organizations:
Fascist Unions; Presidents:
of Traders (degli Commercianti) Giuseppe Branco (1939).
of Industrialists (degli Industriali) Biagio Battaglia (1939).
of Agriculturalists (degli Agricoltori) Salvatore Noto (1939).
of Artisans (degli Artigiani) Biagio Battaglia (1939).

Parish Priests (Parroci): Mons Francesco Rimmando (1939)-Don Carmelo Jidona (1939)-Don Salvatore Rotta (1939)-Don Francesco Limonaco (1939)

Collector of Taxes (Esattore): Rosario di Pietro (1939).

Personalities: Pace, Biagio-berone/ Prof. at the Univ. of Rome in Archaeology and History of Ancient Art. Address-Via Regina Margherita 85, Queenebee. Born 30th Nov, 1889, at Queenebee. Was one of the founders of Sicilian Fascism.

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Hospital: Ospedale Civile-35,40 beds.

Gas-None.

Post Office on Piazza Vittorio Emanuele.

6 Or 7 Doctors.

COMUNE of QUEENBEE:

Population-26,500 (1939)

Mayor (Podesta) Cav. Biagio Bellassai (1939).

Chief Secretary of the Commune (Segretario Capo)D'Antino Francesco (1940).

Political Secretary (Segretario Politico) Cav Enzo Battisteni (1939)

Arbitrator (Conciliatore) Cav. Salvatore Gorlando (1939).

Corporative Organizations:
Fascist Unions; Presidents:
of Traders (degli Commercianti) Giuseppe Franco (1939).
of Industrialists (degli Industriali) Biagio Battaglia (1939).
of Agriculturalists (degli Agricoltori) Salvatore Noto (1939).
of Artisans (degli Artigiani) Biagio Battaglia (1939).

Parish Priests (Parroci): Mons Francesco Rimmando (1939)-Don Carmelo Jidona (1939)-Don Salvatore Rotta (1939)-Don Francesco Limonaco (1939)

Collector of Taxes (Esattore): Rosario di Pietro (1939).

Personalities: Pace, Biagio-barone/ Prof. at the Univ. of Rome in Archaeology and History of Ancient Art. Address-Via Regina Margherita 85, Queenebee. Born 30th Nov, 1889, at Queenebee. Was one of the founders of Sicilian Fascism.

Hospital: Ospedale Regina Margherita
Ospedale Antico.

COMUNE OF LICODIA EUBEA: (no code name):

Population-6,614 (1939).

Railroad-none but only a few kms. distant from junction of lines from Ladbroke and Fustian to Herem.

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COMMUNE OF LICODIA EUBEA (continued):

Government Commission (commissario prefettizio): Mario Vassalo (1942).

Chief Secretary of the Commune (Segretario Capo): Benedetto Albo (1942).

Medical Officer (Ufficiale sanitario): Cav. Margherita Licciardi (1939).

Political Secretary (Segretario Politico): Amedeo Tornelio.

Arbitrators (Conciliatori): Cav. Mario Vassallo (1941).

Parish Priest (Parroco): Don Giuseppe Candolfo (1939).

Collector of Taxes (Esattore): Gaetano Sinoco (1939).

Liquidator of Cassa rurale: Giuseppe di Gregorio (1942).

Provincial capital at Fustian.

COMMUNE OF CHIARAMONTE:

Population-6,628 (1939)

Mayor (Podesta) Giambattista Ciarcia (1939).

Chief Secretary of the Commune (Segretario Capo): Guglielmo Barone (1939).

Medical Officer (Ufficiale Sanitario): Comm. Luigi Sipione (1939).

Political Secretary (Segretario Politico): Guglielmo Rosa Mattia (1939).

Arbitrator (Conciliatore): Cav. Francesco Iozia (1939).

Parish Priest (Parroco): Don Vincenzo di Quattro. (1939).

Collector of Taxes (Esattore): Francesco Licitra (1939).

Hospital: Ospedale Civile.

COMMUNE OF GRAVY:

Population-14,014 (1939)

Mayor (Podesta):Emanuli Conigliono (1939).

Chief Secretary of the Commune (Segretario Capo): Vacant (1939)

Political Secretary (Segretario Politico): Antonino Vacino (1939).

Arbitrator (Conciliatore): Michele Liros (1939).

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Parish Priest (Parroco): Don Giuseppe Gandolfo (1939).

Collector of Taxes (Esattore): Gaetano Sicco (1939).

Liquidator of Cassa rurale: Giuseppe di Gregorio (1942).

Provincial capital at Pustian.

COMUNE OF CHI[illegible]NZEE:

Population-6,628 (1939)

Mayor (Podesta) Giambattista Ciarcia (1939).

Chief Secretary of the Commune (Segretario Capo): Guglielmo Burone (1939).

Medical Officer (Ufficiale Sanitario): Comm. Luigi Sipione (1939).

Political Secretary (Segretario Politico): Guglielmo Rosa Mattia (1939).

Arbitrator (Conciliatore): Cav. Francesco Iozia (1939).

Parish Priest (Parroco): Don Vincenzo di [illegible]uattro. (1939).

Collector of Taxes (Esattore): Francesco Licitra (1939).

Hospital: Ospedale Civile.

COMUNE OF GRAVY:

Population-14,014 (1939)

Mayor (Podesta):Emanuli Conigliono (1939).

Chief Secretary of the Commune (Segretario Capo): Vacant (1939)

Political Secretary (Segretario Politico): Antonino Vacino (1939).

Arbitrator (Conciliatore): Michele Liros (1939).

Stipendiary Magistrate (Pretore): Angelo Battaglia (1939).

Medical Officer (Ufficiale Sanitario): Cav. Giacomo Angelico (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (degli Commercianti): Giacomo Grandinoto (1939).
of Industrialists (degli Industriali): Giovanni Li Favi (1939).
of Agriculturalists (degli Agricoltori): Giuseppe Alliotta (1939).
of Artisans (degli Artigiani): Rocco Bellissima (1939).

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SECRET-RIGOT

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COMMUNE OF GRAVY: (continued)

Parish Priests (Parroco): Don Filippo Granato (1939), Don Giuseppe Grosso (1939).

Collector of Taxes (Esattore): Raffaelio Gulisano (1939).

Hospital: Ospedale Civico Barbuzzo.

COMMUNE OF HAREM:

Population: 39,349 (1939).

Mayor (Podesta): Barone Alessandro Libertino de San Marco till October, 1942.

Government Commission (Commissario Prefettizio): G.Sagono (lato in November, 1942.

Chief Secretary of the Commune(Segretario Capo): V. Fasulo (1942).

Political Secretary (Segretario Politico): Giuseppe Carli (1942).

Stipendiary Magistrate (Pretore): Cav. Giuseppe Amoroso (1939).

Chancellor of Courts: Mario Nicefero (1942).

Arbitrator (Conciliatori): Vincenzo Barletta (1939).

Medical Officer (Ufficiale Sanitario): Vincenzo Arancio (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (Degli Commercianti): Cav. Gracomio Donanno (1939)
of Industrialists (Degli Industriali): Cav. Graconico Sasso (1939).
of Agriculturalists (degli Agricoltori): Giuseppe La Pianci
of Artisans (degli Artigiani): Giuseppe Vullo (1939).
Lavoratori Industriali: Aldo Cusmano (1939).

Parish Priest (Parroco): Bishop Capizzi, Pietro.

Bank: Banco di Sicilia, Banco del Sud

Collector of Taxes (Esattore): Banco di Sicilia.

Hospital: Ospedale Civico Umberto I
Ospedale Uomini
Ospedale Donne

Tribunale Civile And Penale Preside; Cav. Domonico La Pergola (1939)

Public Prosecutor (Proc del Re)Cav. Vincenzio D'Accardi (1939)

Declassified E.O. 12356 Section 3.3/NND No. 785015

COMMUNE OF HAREM:

Population: 39,349 (1939).

Mayor (Podesta): Barone Alessandro Libertino de San Marco till October, 1942.

Government Commission (Commissario Prefettizio): G.Sagone (late in November, 1942.

Chief Secretary of the Commune(Segretario Capo): V. Fasulo (1942).

Political Secretary (Segretario Politico): Giuseppe Corfi (1942).

Stipendiary Magistrate (Pretore): Cav. Giuseppe Amoroso (1939).

Chancellor of Courts: Mario Nicefore (1942).

Arbitrator (Conciliatori): Vincenzo Barletta (1939).

Medical Officer (Ufficiale Sanitario): Vincenzo Arancio (1939).

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (Degli Commercianti): Cav. Gracomio Donanno (1939)
of Industrialists (degli Industriali): Cav. Graconico Sasso (1939).
of Agriculturalists (degli Agricoltori): Giuseppe La Pianci
of Artisans (degli Artigiani): Giuseppe Vullo (1939).
Lavoratori Industriali: Aldo Cusmano (1939).

Parish Priest (Parroco): Bishop Capizzi, Pietro.

Bank: Banco di Sicilia, Banco del Sud

Collector of Taxes (Esattore): Banco di Sicilia.

Hospital: Ospedale Civico Umberto I
Ospedale Uomini
Ospedale Donne

Tribunale Civile And Penale Preside; Cav. Domenico La Pergola (1939)

Public Prosecutor (Proc del Re)Cav. Vincenzio D'Accardi (1939)

Personalties: Caristia, Carmelo-Professor of Law address-Via F.Crespi-195 Pustian -Born 1st Sept 1881 at Harem. Barletta, Gaspare-Agriculturist; address, Via Volta Libertini 7. Doctor of Agricultural Science-lecturer. Libertini, Gesualdo-Senator-address Via Cavour 247 Rome-born 21st Oct 1860 at Harem. Libertini, Nobile dei Baroni di S Marco Lo Vecchio Pasquale. Agriculturalist-Senatore del Regno; address, Via Etnea 466 Pustian, Born, 9th Nov 1856, at Harem. His main interest now is his estates, where he has founded an agricultural village, Libertinia, and is building at his own expense an agricultural colony for orphan girls and daughters of condemned men. Started life as a painter and was in politics for a time.

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COMMUNE OF FEDERAL:

Population-32,385 (1939).

Mayor (Podesta): Comm. Vincenzo Cnoli (1939).

Chief Secretary of the Commune (Segretario Capo): Domenico Viverit (1942).

Political Secretary (Segretario Politico): Francesco Battaglia (1939), Casa del Fascio.

Arbitrator (Conciliatore): Deputy, Cav. Angelo Bovilacqua, (1941).

Parish Priest (Parroco): Don Emanuele Cartorana.

Banfi: Rural bank (Cassa rurale) was in liquidation with Cav. Cincomo del Guercio as commissioner (1942).

Collector of Taxes (Esattore): Banco di Sicilia (1939).

Colucci, Michele, Chief Secretary of the Commune of Gela (note conflict with above statement that Domenico Viverit holds the office), born Jan 11, 1889. Entered Public Service 25.6.14. since 1.11.42, Chief Communal Secretary of the second grade.

Hospital: Ospedale- Civile.

Hotel: Trinacria (42 beds) on Corso Victorio Emanuele.
2 others.

COMMUNE OF MUCKLE:

Population-20,180 (1939).

Chief Secretary of the Commune (Segretario Capo): Antonio Enna, (1939).

Political Secretary (Secretario Politico) Gaetano Fregola (1939).

Arbitrator (Conciliatore): Cav. Giovanni Scapicri (1939).

Sezione Combattenti: President-Cav. Giovanna Paluzbo (1942).

Parish Priests (Parroci) Canon Francesco Calosi (1939).
Canon Luciano Tizza (1939)
Canon Francesco Spinello (1939)

Collector of Taxes (Esattore)-Banco di Sicilia.

Hospital: Ospedale Civile.

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Arbitrator (Conciliatore): Deputy, Cav. Angelo Bavilacqua, (1941).

Parish Priest (Parroco): Don Emanuele Martorana.

Banfi: Rural bank (Cassa rurale) was in Liquidation with Cav. Giacomo del Guercio as commissioner (1942).

Collector of Taxes (Esattore): Banco di Sicilia (1939).

Colucci, Michele, Chief Secretary of the Comune of Gela (note conflict with above statement that Domenico Viverit holds the office), born Jan 11, 1889. Entered Public Service 25.6.14. since 1.11.42, Chief Communal Secretary of the second grade.

Hospital: Ospedale Civile.

Hotel: Trinacria (42 beds) on Corso Victorio Emanuele.
2 others.

COMUNE OF NUCMLE:

Population-20,180 (1939).

Chief Secretary of the Commune (Segretario Capo): Antonio Enna, (1939).

Political Secretary (Secretario Politico) Gaetano Pregola (1939).

Arbitrator (Conciliatore): Cav. Giovanni Sempieri (1939).

Sezione Combattenti: President-Cav. Giovanna Palumbo (1942).

Parish Priests (Parroci) Canon Francesco Calesi (1939).
Canon Luciano Tizza (1939)
Canon Francesco Spinello (1939)

Collector of Taxes (Esattore)-Banco di Sicilia.

Hospital: Ospedale Civile.

COMUNE OF NOTO:

Population-9,149 (1939).

Mayor (Podesta): Luigi Strazzeri (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Vinci (1939).

Medical Officer (Ufficiale Sanitario): Dott. Giuseppe Strazzeri (1939)

Political Secretary (Segretario Politico): Giuseppe Guzzardella (1939).

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COMMUNE OF HOWL (continued):

Arbitrators (Conciliatori): Cav. Dott. Salvatore Boscaglia, (1941): Deputy (Vice-conciliatore), Cav. Dott. Giuseppe Strazzeri (1941).

Parish Priests (Parroci): Don Mario Scarlata (1939); Don Salvatore Camizzaro (1939).

Co-operative Society "Agricola" for ex-servicemen and reservists: President, S. Guzzardella (1942): Head Office, Moral. Branch office in Howl.

Hospital: Ospedale Federico Bramforti.

COMMUNE OF BOOTY:

Population - 24,527 (1939)

Mayor (Podesta): Cav. Antonio Arena (1941).

Chief Secretary of the Commune (Segretario Capo): Cav. Littori (1939).

Medical Officer (Ufficiale Sanitario): Comm. Antonino Ranfaldi (1939).

Political Secretary (Segretario Politico): Cav. Salvatore Castrogiovanni (1939).

Center of a Judicial District (Courts at Jampack. Court of Appeal at Moral.

Stipendiary Magistrate (Pretore): Cav. Michele Frischia (1939).

Arbitrator (Conciliatore): Cav Pasquale Cagni (1941): Deputy, Giuseppe Cala (1939).

Corporative Organizations.

Fascist Unions: Presidents:
of Traders (dei Commercianti): Oreste Marino (1939).
of Agriculturalists (dogli Agricoltori): Giuseppe Adamo (1939).
of Artisans (dogli Artigiani): Silvio Bruno (1939).

Parish Priest (Parroco): Booty is the seat of a Bishop, Antonio Caltarella, Bishop of Booty. Born Aug 15, 1889 at Camarata. Ordained 11.7.13. Elected Bishop of Booty on 10.1.42. consecrated 8.3.42.

Bank: Branch of the Banco di Sicilia (Monte di Credito su Pegno): President, Cesare Fusoni (1941).

Collector of Taxes (Esattore): Banco di Sicilia.
Lawyers, etc: Rosario Rocella Calarco (1941)
Notary: R. Rocella (1941).

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Howl.

Hospital: Ospedale Federico Bramforti.

COMMUNE OF BOOTY:

Population - 24,527 (1939)

Mayor (Podesta): Cav. Antonio Arona (1941).

Chief Secretary of the Commune (Segretario Capo): Cav. Littori (1939).

Medical Officer (Ufficiale Sanitario): Comm. Antonino Ranfaldi (1939).

Political Secretary (Segretario Politico): Cav. Salvatore Castrogiovanni (1939).

Center of a Judicial District (Courts at Jampack. Court of Appeal at Moral.

Stipendiary Magistrate (Pretore): Cav. Michele Frischia (1939).

Arbitrator (Conciliatore): Cav Pasquale Cagni (1941): Deputy, Giuseppe Cala (1939).

Corporative Organizations.

Fascist Unions: Presidents:
of Traders (dei Commercianti): Oreste Marino (1939).
of Agriculturalists (degli Agricoltori): Giuseppe Adamo (1939).
of Artisans (degli Artigiani): Silvio Bruno (1939).

Parish Priest (Parroco): Booty is the seat of a Bishop, Antonio Caltarella, Bishop of Booty. Born Aug 15, 1889 at Camarata. Ordained 11.7.13. Elected Bishop of Booty on 10.1.42. consecrated 8.3.42.

Bank: Branch of the Banco di Sicilia (Monte di Credito su Pegno):
President, Cesare Fusoni (1941).

Collector of Taxes (Esattore): Banco di Sicilia.
Lawyers, etc: Rosario Rocella Calarco (1941)
Notary: R. Rocella (1941).

Hotel: Excelsior 14 rooms, 22 beds

Filippo Verso, Chief Secretary of the Commune of Booty (Note: Cav Littori is given above as holder of this office). Born Aug 12, 1882. Entered Public service 1.8.26. Since 16.5.40, Chief Communal Secretary of the second grade.

Hospital: Ospedale Civile.

This is one of the communities of Horrified that has a substantial Albanian population.

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COMMUNE OF AIDONE (no code name):

Population - 8,761.

Railroad: None. Nearest station on narrow gauge from Booty to junction with Fustian-Malicious line.

Roads: Booty, Convict, and N. W.

Mayor (Podesta): C.v. Giacomo Zagardo (1939).

Chief Secretary of the Commune (Segretario Capo): C.v. Filippo Orlando (1939).

Medical Officer (Ufficiale Sanitario): C.v. Francesco Manzola (1939).

Political Secretary (Segretario Politico): Rosario Mascara (1939).

Arbitrator (Conciliatore): Gaetano Capra (1941)

Parish Priest (Parroco): Don Lorenzo Milazzo (1939).

Pawnbrokers (state run) (Monte di Credito su Pegno): President, Luigi Spinello; Vice-President, Angelo Aloi; Syndic, Angelo Baviera

Collector of Taxes (Esattore): Francesco Lacorella (1939).

Provincial capital at Jumpack.

COMMUNE of CONVICT:

Population-7,671 (1939)

Railroad: Booty-Harem. (narrow gauge).

Road: Booty-Harem.

Mayor (Podesta): Benedetto Lo Presti (1939).

Chief Secretary of the Commune (Segretario Capo): Salvatore Fantauzzo(1939)

Medical Officer (Ufficiale Sanitario): Dottore Ludovico di Feazio (1939).

Arbitrator (Conciliatore): Benedetto Lo Presti (1939).

Corporative Organizations:

Fascist Unions: Presidents:
of Trades (dei commercianti): Salvatore Concessi (1939)
of Industrialists (degli Industriali): Filippo Morgani (1939)
of Agriculturalists (degli Agricoltori): Liborio Muscarello (1939)

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(1939).

Medical Officer (Ufficiale Sanitario): Cav. Francesco Lanzola (1939).

Political Secretary (Segretario Politico): Rosario Mascara (1939).

Arbitrator (Conciliatore): Gaetano Capra (1941)

Parish Priest (Parroco): Don Lorenzo Milazzo (1939).

Pawnbrokers (state run) (Monte di Credito su Pegno): President, Luigi Spinello; Vice-President, Angelo Alci; Syndic, Angelo Saviona

Collector of Taxes (Esattore): Francesco Laverella (1939).

Provincial capital at Jampack.

COMMUNE of CONVICT:

Population-7,671 (1939)

Railroad: Booty-Harem. (narrow gauge).

Road: Booty-Harem.

Mayor (Podesta): Benedetto Lo Presti (1939).

Chief Secretary of the Commune (Segretario Capo): Salvatore Fantauzzo(1939)

Medical Officer (Ufficiale Sanitario): Dottore Lodovico di Fazio (1939).

Arbitrator (Conciliatore): Benedetto Lo Presti (1939).

Corporative Organizations:

Fascist Unions: Presidents:
of Trades (dei commercianti): Salvatore Concessi (1939)
of Industrialists (degli Industriali): Filippo Bergani (1939)
of Agriculturalists (degli Agricoltori): Liborio Mascarello (1939)
of Artisans (degli Artigianni): Randolfo Antonino (1939)

Parish Priest (Parroco): Don Giuseppe Falcone (1939).

Provincial capital at Fustian.

COMMUNE of CHEESECAKE:

Population - 17,715 (1939)

Mayor (Podesta) Giuseppe Bertoli (1939).

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SECRET-BIGOT

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COMUNE of CHEESECAKE: (continued)

Chief Secretary of the Comune (Segretario Capo) Giuseppe Giovino (1939).

Judicial Officer (Ufficiale Senatario): Rocco Giunta (1939).

Political Secretary (Segretario Politico): Antonio Alberti (1939).

Arbitrator (Conciliatore): Vincenzo Areno (1941).

Parish Priest (Parroco): Cav. Salvatore Santoro (1939).

Collector of Taxes (Esttore): Francesci Cali (1939).

Hospital: Ospedale Civile - S. Stefano.

COMUNE of FIBULA:

Population - 31,611 (1939).

Mayor (Podesta): Angelo Curella (1939).

Chief Secretary of the Commune (Segretario Capo): Cav. Giuseppe Miraglia (1939)

Political Secretary (Segretario Politico): C. Sapio (1939).

Stipendiary Magistrate (Pretore): Gasparo Giuccardi (1939).

Arbitrators (Concilitori): Cav. Ferdinando Lauria (1939), Salvatore Attanasio (1939), Antonio Bonsignore (1939), Giovanni Mangione (1939).

Town Hall (Palazzo del Municipio) on W. side of Piazza Progresso: Modern (1935).

Customs Building (Dogana), near Molo di Levante.

Corporative Organizations:
Fascist Unions: Presidents:
of Industrialists (degli Industriali): Giuseppe Maragliano (1939)
of Agriculturalists (degli Agricoltore): Vincenzo Lo Monaco (1939)
of Artisans (degli Artigiani): and of Traders (dei Commercianti): Unknown.

Hospital (Ospedale Civico Umberto I): south side of via S. Maria, adjoining church; 50 beds.
Orfanotrofio Regina Margherita (Orphanage in former monastery);
Corso Vittorio Emanuele.

Parish Priests (Parroci): Don A. Curella (1939): Don Pontillo (1939)
Don di Vincenzo (1939): Don Martorana (1939).

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COMUNE of FIBUL[A]:

Population - 31,611 (1939).

Mayor (Podesta): Angelo Curolla (1939).

Chief Secretary of the Commune (Segretario Capo): Cav. Giuseppe Miraglia (1939)

Political Secretary (Segretario Politico): C. Sapio (1939).

Stipendiary Magistrate (Pretore): Gaspare Giuccardi (1939).

Arbitrators (Concilintori): Cav. Ferdinando Lauria (1939), Salvatore Attanasio (1939), Antonio Bonsignore (1939), Giovanni Mangione (1939).

Town Hall (Palazzo del Municipio) on W. side of Piazza Progresso: Modern (1935).

Customs Building (Doganal), near Molo di Levante.

Corporative Organizations:
Fascist Unions: Presidents:
of Industrialists (degli Industriali): Giuseppe Maragliano (1939)
of Agriculturalists (degli Agricoltore): Vincenzo Lo Monaco (1939)
of Artisans (degli Artigiani): and of Traders (dei Commercianti): Unknown.

Hospital (Ospedalo Civico Umberto I): south side of via S. Maria, adjoining church; 50 beds.
Orfenotrofio Regina Margherita (Orphanage in former monastery);
Corso Vittorio Emanuele.

Parish Priests (Parroci): Don A. Curella (1939): Don Pontillo (1939)
Don di Vincenzo (1939): Don Martorana (1939).

Banks: Cassa Rurale Cattolica-Liquidator, Matteo Lauricella (1942)
Cassa Agraria "La Terra"- Liguidator, Matteo Lauricella
(1941) : Branches of Banca di Sicilia (1939) and Cassa di Risparmi.

Lawyers: Francesco Flores (1941), Tommaso Fodaro (1941).

Notary: Gaetano Sapio.

Center of a Judiciary District (Courts at Agrigento, Court of Appeal at Palermo).

Transport: V. Saito and Fratelli, Giovanni Greco, Magazzini Generali.

SECRET-BIGOT

Declassified E.O. 12356 Section 3.3/NND No. 785015

COMMUNE OF FIRULA: (continued)

State Pawnbrokers (Monte di Credito Supegno): President: Angelo Gigenti.

Hospital: Ospedale Civili Riuniti.

Provincial Capital at Banjo.

COMMUNE OF BUFFOON:

Population-15,615 (1939)

Mayor (podesta): Cav. Carlo Coglitore (1939).

Chief Secretary of the Commune: (Segretario Capo) Cav. Filippo Verso(1939)

Medical Officer (Ufficiale Sanitario) Comm Giuseppe Mangiaville (1939).

Political Secretary (Segretario Politico): Calogero Incardona (1939).

Stipendiary Magistrate (Pretore): Ignazio Badali (1939). Center of a Judicial District (Courts at Banjo).

Arbitrator (Conciliatore): Cav. Ignazio Todaro (1941).

Parish Priests (Parroco): Don Calogero Napoli (1939): Don Baldassare Zimmilo (1939): Don Angelo Lombardo (1939).

Branches of Banco di Sicilia (1939): Banca Agricola Cooperative

Lawyer: Giuseppe La Corica.

Notary: Luigi Gallo.

Oil Merchant: P. La Corica.

Commerci: Calogero Montalbano (1939).

Agric: Giuseppe Lombardo (1939).

Hospital: Ospedale Civico.

COMMUNE OF FLEAS:

Population-11,951 (1939).

Mayor (Podesta): Giuseppe Ciotta (1939).

Chief Secretary of the Commune (Segretario Capo): Angelo Castellana (1939)

[illegible]): Giovanni Ciotta (1939).

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Population-15,615 (1939)

Mayor (podesta): Cav. Carlo Coglitore (1939).

Chief Secretary of the Commune: (Segretario Capo) Cav. Filippo Verso(1939)

Medical Officer (Ufficiale Sanitario) Comm Giuseppe Mengiavilla (1939).

Political Secretary (Segretario Politico): Calogero Incardona (1939).

Stipendiary Magistrate (Pretore): Ignazio Badali (1939). Center of a Judicial District (Courts at Ranjo).

Arbitrator (Conciliatore): Cav. Ignazio Todaro (1941).

Parish Priests (Parroco): Don Calogero Napoli (1939): Don Baldassaro Zirmilo (1939): Don Angelo Lombardo (1939).

Branches of Banco di Sicilia (1939): Banca Agricola Cooperative

Lawyer: Giuseppe La Corica.

Notary: Luigi Gallo.

Oil Merchant: P. La Corica.

Commerci: Calogero Montalbano (1939).

Agric: Giuseppe Lombardo (1939).

Hospital: Ospedale Civico.

COMUNE OF FLEAS:

Population-11,951 (1939).

Mayor (Podesta): Giuseppe Ciotta (1939).

Chief Secretary of the Commune (Segretario Capo): Angelo Castolliano (1939)

Political Secretary (Segretario Politico): Giovanni Ciotta (1939).

Arbitrators (Conciliatori): Rosario Lauria (1939).

Medical Officer (Ufficiale Sanitario): Dott Giovanni Sillitti (1939)

Corporative Organizations:
Fascist Unions: Presidents:
of Traders (dogli Commercianti): Salvatore Fontana (1939).
of Industrialists (dogli Industriali): None.
of Agriculturalists (dogli Agricoltori): Calogero Terranova (1939).
of Artisans (dogli Artigiani): Ludovico Bona (1939).

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SECRET-SCHOT

Declassified E.O. 12356 Section 3.3/NND No. 785015

COMMUNE OF FLEMS (continued):

PARISH PRIEST (PARROCO): Don Carmelo Lauria (1939): Don Calogero Giglia (1939)

Collector of Taxes (Esattore): Rocco D'Antona (1939).

Hospital: Ospedale Civile.

COMMUNE OF BELLOCK:

Population-14,555 (1939)

Government Commissioner (Commissario Prefettizio): Cav. Antonino Sillitti (1939).

Chief Secretary of the Commune (Segretario Capo): Nicolo d'Urso. (1939).

Medical Officer (Ufficiale Sanitario): Francesco Ianny (1939).

Political Secretary (Segretario Politico): Francesco Gallo (1939).

Stipendiary Magistrate (Pretore) Giuseppe Nicole (1939).

Arbitrator (Conciliatore): Cav. Calogero di Prima (1939).

Parish Priests (Parroci) Cav. Giuseppe Sorrento (1939): Don Michele Stuppia (1939): Don Alfonso Praictti (1939).

Collector of Taxes (Esattore) Banco di Sicilia (1939).

Hospital: Ospedale Civile.

COMMUNE OF FENDER:

Population-19,709 (1939).

Mayor (Podesta): Cav. Filippo Verso (1939).

Chief Secretary of the Commune (Segretario Capo): Edoardo Marinoni (1942)

Political Secretary (Segretario Politico): Ernesto Celestri (1939).

Arbitrator (Conciliatore): Guiseppe Cappadona (1941): Eugenio Roccella (1941)

Corporative Organizations: Fascist Unions Presidents:
of Traders (degli Commercianti): Domenico di Legami (1939).
of Industrialists (degli Industriali): Salvatore Sardella (1939).
of Agriculturalists (degli Agricoltori): Gaetano Greco (1939).
[illegible] Gaetano Bertoli (1939).

Declassified E.O. 12356 Section 3.3/NND No. 785015

Population-14,555 (1939)

Government Commissioner (Commissario Prefettizio): Cav. Antonino Sillitti (1939).

Chief Secretary of the Commune (Segretario Capo): Nicolo d'Urso. (1939).

Medical Officer (Ufficiale Sanitario): Francoso Ianny (1939).

Political Secretary (Segretario Politico): Francoso Gallo (1939).

Stipendiary Magistrate (Pretore) Giuseppe Nicole (1939).

Arbitrator (Concilintore): Cav. Calogero di Prima (1939).

Parish Priests (Parroci) Cav. Giuseppe Sorrento (1939): Don Michele Stuppia (1939): Don Alfonso Proietti (1939).

Collector of Taxes (Esattore) Banco di Sicilia (1939).

Hospital: Ospedale Civile.

COMMUNE OF FENDER:

Population-19,709 (1939).

Mayor (Podesta): Cav. Filippo Verso (1939).

Chief Secretary of the Commune (Segretario Capo): Edoardo Marinoni (1942)

Political Secretary (Segretario Politico): Ernesto Colestri (1939).

Arbitrator (Conciliatore): Guiseppe Cappadona (1941): Eugenio Roccella (1941)

Corporative Organizations: Fascist Unions Presidents:
of Traders (degli Commercianti): Domenico di Degami (1939).
of Industrialists (degli Industriali): Salvatore Sardella (1939).
of Agriculturalists (degli Agricoltori): Gaetano Greco (1939).
of Artisans (degli Artigiani): Gaetano Bertoli (1939).

Bank: (Casa rurale): Cn Committee,, Giuseppe Colajanni di Cristoforo(1941)

Collector of Taxes (Esattore): Banco di Sicilia.

Giambattista Puglisi, Chief Secretary of Commune (naming above of Ernesto Colestri is evidently an error) Born Sept. 9, 1889. Entered public servic 16.5.16. Since 1.11.42 Chief Communal Secretary of the second grade.

Hospital: Ospedale Civile.

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COMMUNE OF FOGHORN:

Population - 18,057 (1939).

Mayor (Podesta): Cav. Pasquale Colli (1942).

Chief Secretary of the Commune (Segretario Capo): Sebastiano Daniele(1939)

Medical Officer (Ufficiale Sanitario): Vincenzo Palmeri (1939).

Political Secretary (Segretario Politico): Antonio Camilleri (1939).

Stipendiary Magistrate (Pretore): Giuseppe Sagone(1939).

Arbitrator(Conciliatore): Cav. Giuseppe Rindone (1942).

Parish Priests (Parroci): Don Paolo Bracio (1939); Don Paolo Comerato (1939) Don Giuseppe Fontana (1939); Don Paolo Patronaggio(1939).

Collector of Taxes (Esattore): Antonino Contino (1939).

Hospital: Ospedale S. Rocco.

COMMUNE OF CATERNS:

Population-10,924.

Railroad: to Hopcat.

Roads: Hopcat-Fondor with branch to Bullock and Flora.

Mayor (Podesta) Comm. Giuseppe Circolo (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Cutilla (1939).

Medical Officer (Ufficiale Sanitario): Alfonso Cigno (1939).

Political Secretary: Ernesto Stella (1939).

Arbitrator (Conciliatore): Cav. Luigi Russo (1941).

Parish Priest (Parroco): Don Luigi Rosen (1939).

Collector of Taxes: (Esattore): Giuseppe Lampasone (1939).

Provincial capital at Moral.

COMMUNE OF DELIA (NO CODE NAME):

Population-6,423 (1939).

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Stipendiary Magistrate (Pretore): Giuseppe Sagone(1939).

Arbitrator(Conciliatore): Cav. Giuseppe Rindone (1942).

Parish Priests (Parroci): Don Paolo Bracio (1939); Don Paolo Comperato (1939) Don Giuseppe Fontana (1939); Don Paolo Patronaggio(1939).

Collector of Taxes (Esattore): Antonino Contino (1939).

Hospital: Ospedale S. Rocco.

COMMUNE OF CATENANUSA:

Population-10,924.

Railroad: to Nepcat.

Roads: Nepcat-Pender with branch to Bullock and Flora.

Mayor (Podesta) Comm. Giuseppe Ciraolo (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Cattila (1939).

Medical Officer (Ufficiale Sanitario): Alfonso Cigno (1939).

Political Secretary: Ernesto Stella (1939).

Arbitrator (Conciliatore): Cav. Luigi Russo (1941).

Parish Priest (Parroco): Don Luigi Mosca (1939).

Collector of Taxes: (Esattore): Giuseppe Lempesone (1939).

Provincial capital at Moral.

COMMUNE OF DELIA (NO CODE NAME):

Population-6,423 (1939).

Railroad: Cutonuso-Nepcat.

Road: Cutonuso-Nepcat.

Mayor (Podesta): Stefano di Marco (1939).

Chief Secretary of the Commune (Segretario Capo): Giuseppe Sinatra (1939).

Medical Officer (Ufficiale Sanitario): Vincenzo Timbro (1939).

Arbitrators (Conciliatori): Carmelo Barberi (1939): Deputy (Vice-Conciliatore); Cav. Onofrio Paterno (1942).

SECRET-SIGOT

Declassified E.O. 12356 Section 3.3/NND No. 785015

COMMUNE OF DELIA (continued):

Parish Priest (Parroco): Don Calogero Franco (1939).

Provincial capital at Moral.

Political Secretary of Commune: Diego Mossano (1939).

COMMUNE OF MERCAT:

Population: 29,974 (1939)

Mayor (Podesta): Don Ignazio Portalone (1939).

Chief Secretary of the Commune (Segretario Generale): Cav. Stefano Gazziano (1939).

Political Secretary (Segretario Politico) Cav. Prof. Giuseppe Alaimo(1939)

Medical Officer (Ufficiale Sanitario) Don Vincenzo Marchese (1939).

Arbitrators (Conciliatore): Don Ferdinando Gangitano (1939): Don Vito Marchese (1939): Don Carmelo Pautano (1939): Ing. Luigi Portalone (1939). Cav. Vincenzo Fontano (1941).

Stipendiary Magistrate (Pretore) Avv. Cav. Angelo Testasecca (1939).

Corporative Organizations: Fascist Unions: Presidents:
of Traders (dei Commercianti) Rag. Alfonso Napoli (1939)..
of Industrialists (degli Industriali): Antonio Noli Caratozzolo, (1939).
of Agriculturalists (degli Agricoltori): Mario Bartoccelli (1939).
of Agricult. Workers (Lavoratori Agricoli) Pietro La Rocca (1939).
of Artisans (degli Artigiani): Salvatore Musco (1939).

Education: Elementary school teacher: Giuseppe Alaimo (1941):
Parish Priest (Parroco) Dott. Don Angelo Scrodato.

Banks: Farmers Bank (Banca Agricola): President, Cesare Gangitano (1943). via Marsala 3- Director, Antonio Savatteri (1942). Banco di Credito: Director, Pietro di Prima (1943). Banco di Sicilia: Director, Dott. Alberto Gerraci.

Collector of Taxes (Esattore) Cav. Rosario Livatino.

Firms and Officers: To the firm represented by Gaetano Martorana is granted a perpetual concession of the sulphur mine "Falconera Cona" (1942)
UNUCI has section: Founder and commandant, Cav Antonino Terrana (1941).
"La Vittoria" Electric Co: Lire-2,000,000.(1943).
Martorana Electric Co: President, Diego Martorana-via Marsala 72 (1943).

This Commune is divided into 6 parishes (Parrocchie), each with a parish

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Chief Secretary of the Commune (Segretario Generale): Cav. Stefano Gazziano (1939).

Political Secretary (Segretario Politico) Cav. Prof. Giuseppe Alaimo(1939)

Medical Officer (Ufficiale Sanitario) Don Vincenzo Marchese (1939).

Arbitrators (Conciliatore): Don Ferdinando Gangitano (1939): Don Vito Marchese (1939): Don Carmelo Pautano (1939): Ing. Luigi Portalone (1939). Cav. Vincenzo Pantano (1941).

Stipendiary Magistrate (Pretore) Avv. Cav. Angelo Testasecca (1939).

Corporative Organizations: Fascist Unions: Presidents:
of Traders (dei Commercianti) Rag. Alfonso Napoli (1939)..
of Industrialists (degli Industriali): Antonio Meli Caratozzolo, (1939).
of Agriculturalists (degli Agricoltori): Mario Bertuccelli (1939).
of Agricult. Workers (Lavoratori Agricoli) Pietro La Rocca (1939).
of Artisans (degli Artigiani): Salvatore Musca (1939).

Education: Elementary school teacher: Giuseppe Alaimo (1941):
Parish Priest (Parroco) Dott. Don Angelo Seredato.

Banks: Farmers Bank (Banca Agricola): President, Cesare Gangitano (1943). via Marsala 3- Director, Antonio Savettori (1942). Banco di Credito: Director, Pietro di Prima (1943). Banco di Sicilia: Director, Dott. Alberto Gerraci.

Collector of Taxes (Esattore) Cav. Rosario Livatino.

Firms and Officers: To the firm represented by Gaetano Martorana is granted a perpetual concession of the sulphur mine "Falconera Cona" (1942)
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"La Vittoria" Electric Co: Lire-2,000,000.(1943).
Martorana Electric Co: President, Diego Martorana-via Marsala 72 (1943).

This Commune is divided into 6 parishes (Parrocchie), each with a parish priest (parroco).

Hospital: Ospedale Civile.

By Command of LIEUTENANT GENERAL PATTON:

W. G. CALDWELL,
LT. COLONEL, AGD,
Adjutant General.

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COPY

2

SUBJECT: Italian Intelligence, Counter-Intelligence and Political Police Agencies

MOST SECRET

141F/1424/1/G(Ib)

2 Jul 43

Herewith copies (Nos. 62 - 71) of Notes on Italian Intelligence, Counter-Intelligence and Political Police Agencies.

The information contained in these notes is believed to be reliable and is issued in amplification of that already forwarded on the same subject.

It is thought that these notes may provide valuable background material for Intelligence Staffs and Security personnel, and sufficient copies are enclosed for distribution to Divisions and F.S./C.I.C. Sections, if desired.

Please acknowledge receipt.

(Sgd) W.D.GIBSON, Lt.Col.,
for Major General,
Chief of General Staff,
141 Force.

H.Q. 141 Force
B.N.A.F.

2 July 43
White + all pink
Papers

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SECRET

Cf. 62-70 Rear Do. Do. DSF 4.7 2A 71

THE AGENCIES OF ITALIAN INTELLIGENCE AND COUNTERINTELLIGENCE

INTRODUCTORY:

By reason of the essentially hidden nature of their operations, the structure of the enemy intelligence systems is seldom likely to be known completely or accurately. Their structures, too, are liable to sudden change, invalidating much of our previously acquired knowledge and confusing the picture which arises following their reorganisation. Yet such knowledge as is available can be useful, is indeed essential, in the field of counterespionage, and can serve, subject always to correction and increase, in the destruction of the enemy.

GENERAL OBSERVATIONS:

It is not always possible, in considering the Italian intelligence forces, to distinguish absolutely between their units of intelligence and counterintelligence. A typical example of an organisation active in both fields is the notorious O.V.R.A., or ORGANIZZAZIONE VOLONTARIA PER LA REPRESSIONE DELL'ANTI-FASCISMO. In general, however, it may be said that the intelligence agencies, conventionally known as the SIS system, are under the respective direction of the Italian ministries of Air, War and Navy. The counterintelligence agencies, including the O.V.R.A., fall under the direction of the Ministry of Interior. There are, however, exceptions to this convenient rule.

At the present time, there is some probability that any Italian agency will be subject to a considerable degree of German direction and infiltration. This is particularly likely to be true in the case of the O.V.R.A., the primary function of which is the suppression of Italian discontent with the existing regime.

The scope of our contact with the Italian intelligence systems is constantly increasing. At present, Allied counterintelligence must combat, not only the Fascist agents and informers planted abroad prior to Italy's entrance into the war, but must also reckon with the emergency systems, the existence of which is known, remaining in formerly Italian possessions. In the former Italian colonies of East Africa alone, there are said to be 60,000 Italian nationals, and in this number a considerable proportion may be expected to remain friendly to the Fascist Government.

THE ITALIAN SECRET POLICE (O.V.R.A.)

1. Background. - - Early in the history of the Fascist regime, Mussolini found it necessary to create an espionage organisation for the suppression of liberal thought in Italy. Like the Gestapo, an organisation to which it has been aptly compared, its methods were brutal and persistent, even to the extent of pursuing its victims into foreign countries for observation and, at times, assassination.

As a result, the organisation soon assumed the functions not only of counterintelligence, but also those of espionage, particularly in the field of political intelligence. It received the name ORGANIZZAZIONE VOLONTARIA

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As a result, the organisation soon assumed the functions not only of counterintelligence, but also those of espionage, particularly in the field of political intelligence. It received the name ORGANIZZAZIONE VOLONTARIA PER LA REPRESSIONE DELL'ANTI-FASCISMO, which for short is more commonly referred to as the O.V.R.A. It was headed by Senator ARTURO BOCCHINI. Under his leadership, it grew rapidly in personnel and geographical proportions, although it is doubtful that it ever attained to the efficiency of the Gestapo.

2. Leadership - - Upon the death of Senator BOCCHINI in 1938, leadership of the O.V.R.A. devolved upon Dr. CARMINE SENISE, who succeeded to the position by reason of seniority. There is reason to believe that the services of SENISE were unsatisfactory to the Fascist regime, particularly to its more

.... extreme faction .....

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extreme faction, which accused SENISE of too great a leniency toward anti-Fascists and the Jews. Furthermore, SENISE does not come from the Fascist Party ranks, but belongs entirely to an administrative career.

As early as the autumn of 1942, there were rumours current that SENISE was to be replaced by a more energetic officer. On April 16, 1943, in connection with a large scale prefectural shake-up in the Italian Government, it was announced by the Rome radio station that SENISE had been replaced by RENZO CHIERICI and that the former Vice Chief of Police, SALVATOR ROSAI, had been demoted to an inspectorship, his position falling to FRANCESCO SEPE, prefect of Taranto.

Though at this date, the identification of CHIERICI is uncertain, there is some probability that he may be identical with an official of this name, prefect of Pola, who in 1942 was appointed as Commandant of the Italian Forest Militia.

It is reported that the chief of the O.V.R.A. in the United States, prior to his departure from that country on July 15, 1941, was Dr. UMBERTO CARADOSSI (alias UMBERTO CARCOSI), former Italian Vice Consul in New York City.

The O.V.R.A. operates under the general supervision of the Ministry of Interior, in which most of the police functions of Italy are included.

3. Functions. -- There are definite indications that the O.V.R.A. is the most important, and probably the best-organised of the espionage agencies of the Italian Government. As previously indicated, its primary function is the seeking of information relative to Italian anti-Fascist movements both inside and outside of Italy. It also serves, however, as an intelligence agency and operates in close liaison with the S.I.M. (Italian Military Intelligence).

Its agents are reported to seek positions whereby contact may be maintained directly with military personnel, with a minimum of suspicion and effort, for the purpose of acquiring and transmitting military information. They are also instructed, where possible, to carry out acts of sabotage.

4. Size. -- In as much as the O.V.R.A. operates in a highly secret fashion, estimates concerning its size are only approximate. In 1930, its strength was said to be about 9,000. At that time, the O.V.R.A. headquarters was reported to receive on the average of 800 reports daily, and to have a file listing over 200,000 names. In 1941, the O.V.R.A. was reported to have a fixed personnel of about 35,000 individuals, of whom a proportion were women, paid regular salaries according to their grade of work. In addition, there was an indefinite number of informers who were paid in proportion to the importance of their information. At that time, 15,000 agents were said to be assigned to the colonial and military section.

The O.V.R.A. recently has been reported active in North Africa and more particularly in the Middle East, in such localities as Alexandria, Cairo, Suez and Khartoum. In Eritrea, many of the former Italian soldiers who are now members of the Eritrian Police Force are suspected of O.V.R.A. membership.

[illegible] -- There are persistent reports of

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5. Connection with the Gestapo. -- There are persistent reports, of some degree of probability, that the Gestapo presently exercises a considerable degree of control over the operations of the O.V.R.A. It is reliably reported that the Gestapo and its related German police services, in the spring of 1942, had increased its strength within Italy by 50 per cent and that it had over 10,000 operatives in this territory. Early in 1941, it was reported that agents of the O.V.R.A. were being trained by the Gestapo for service abroad, and that a joint arrangement existed for the exchange of from 100 to 200 student agents between the two services. In the autumn of 1941, Prince HOHENLOHE was reported to be the chief of the Gestapo in Italy, the probability being indicated that he would soon be recalled to Germany. In the spring

..... of 1942 .....

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of 1942, this was confirmed by an unofficial, but probably correct indication that a Herr DOLLMAN had assumed this position.

In the Middle East, the O.V.R.A. is reported to maintain contact with the Gestapo organisations in Egypt, the Levant States, Turkey, Italy and Germany.

6. Organisation. - - Early in 1941, it was reported that, as the result of cooperation with German authorities, the O.V.R.A. had been reorganised the scheme of organisation being as follows :

a Internal Political, with separate branches responsible for supervising:

(1) Activities of anti-Fascists;
(2) Employees of the Government and municipal administrations;
(3) Fascist Party Leaders;
(4) Fascist Party organisations;
(5) General Intelligence.

b Internal Military, with separate branches for supervising:

(1) Officers;
(2) Other ranks.

c Financial, with separate branches for supervising:

(1) Banking operations;
(2) Control of currency exchange;
(3) Flight of capital abroad.

d Foreign Political (Director, General PIERO PARINI), with separate branches for each foreign country, responsible for:

(1) Watching anti-Fascist activities abroad (including supervision of personnel of Italian Embassies, etc.,)
(2) Political Intelligence;
(3) Commercial Intelligence;
(4) Military Intelligence;
(5) Organisation of opposition to Governments of democratic countries hostile to Italian and German Governments.

e Colonial and Military (Directors - Generals de BONO, PARINI, and ATTILIO TERUZZI). - - This section, besides making use of regular O.V.R.A. agents, has a special personnel of its own abroad, paid from special funds. The section works in close liaison with Army Intelligence, and Counterespionage. General BERGONZOLI, presently a prisoner-of-war, was formerly a director.

A recent report from a colony formerly in Italian possession, [illegible] indicates that in one region at

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vising:

(1) Activities of anti-Fascists;
(2) Employees of the Government and municipal administrations;
(3) Fascist Party Leaders;
(4) Fascist Party organisations;
(5) General Intelligence.

b Internal Military, with separate branches for supervising:

(1) Officers;
(2) Other ranks.

c Financial, with separate branches for supervising:

(1) Banking operations;
(2) Control of currency exchange;
(3) Flight of capital abroad.

d Foreign Political (Director, General PIETRO PARINI), with separate branches for each foreign country, responsible for:

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A recent report from a colony formerly in Italian possession, but captured by the Allies, indicates that in one region at least, the Colonial section of the O.V.R.A. has assumed direction of the Italian Military Intelligence (SIM) organisation remaining in that colony.

f Mixed Section for Exchange of Information. -- This is a new section formed as a result of recent collaboration with the Gestapo. It is directed by two officials, one German and one Italian, who are responsible for arranging liaison between Italian and German agents operating abroad. The expenses of this section are paid jointly by the Italian and German Governments..

The internal organisation of the O.V.R.A. is as follows :-

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A secret office of the O.V.R.A., entirely independent of the ordinary police services, operates in each province, town, and municipality of Italy, the identity of this office being known only to the O.V.R.A. authorities, who meet their agents out-of-doors and in cafes.

The local agents are required to establish a system of informers and to place sub-agents in offices and factories, both public and private. These sub-agents submit daily reports, either by post or by hand. Heads of the local offices in turn submit a daily report to Rome. Regular agents are paid monthly by means of drafts on the Bank of Italy, transmitted by post.

A staff of travelling inspectors supervise the activities in Italy of O.V.R.A. agents of all grades. There are about 150 of these inspectors, who travel on a special pass issued by the Ministry of the Interior.

Female agents form an autonomous section, with female directors.

7. Methods of Operation. -- Prior to the entry of Italy into the present war, there can be little doubt that the Italian Embassies and Consulates were used as focal points of O.V.R.A. activities abroad, the chief of the O.V.R.A. in various countries being usually a functionary of the Italian Consulate therein. Used in a similar capacity, though to a lesser degree, were such organisations as the COMPAGNIA ITALIANA DI TOURISMO, the ENTE NAZIONALE DI TURISMO, ITALCABLE, the BANK OF SICILY, and the BANK OF NAPLES. It is reported, though without confirmation, that all secretaries of the Fascio abroad were members of the O.V.R.A., as were generally the secretaries of such Fascist organisations as the DOPOLAVORO, GIOVENTU DEL LITORIO, SOCIETA DI MUTUO SOCCORSO, the SOCCORSO, the DANTE ALIGHIERI, and Italian sport and educational associations.

Agents abroad are reportedly divided into categories according to their duties under the branches of the Foreign Political Section of the O.V.R.A. and are instructed to recruit sub-agents and informers in the country where they are stationed. To escape detection, they are frequently moved, either locally, or by reassignment to another country.

The O.V.R.A. also reportedly employs a staff of foreign travelling inspectors, who sometimes have diplomatic passports and who may travel under their own or assumed names. Some of them travel as tourists or businessmen, and are enrolled frequently as students of foreign universities. In cases where some special campaign of espionage is contemplated, these inspectors sometimes establish temporary headquarters, acting in this case as centres for the transmission of information to Italy.

Agents of the O.V.R.A. operate under conditions of great secrecy, and as a rule are unaware of any of their fellow agents, with the exception of the immediate superior. They work secretly and individually.

From known instances, O.V.R.A. agents may be expected in the guise of priests, Italian bank employees, travelling businessmen, tourists, touring athletes, and employees in American arsenals, ordnance shops, and military

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There is, furthermore, a recently indicated probability that the O.V.R.A. is planning to enlist its agents as crew members of vessels sailing from Lisbon, Portugal, for the United States, the agents jumping ship upon their arrival there.

The personnel of the O.V.R.A. is reliably reported to be made up of employees of the Italian Government and former members of the Italian Army. Even in Italy, they operate without uniforms, and they frequently hold positions high in the Italian Government. They are usually well paid, but are reportedly liable to corruption if they can be identified.

.....The Colonial ....

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2C

The Colonial and Military Section of the O.V.R.A. is said to be recruited chiefly from young Fascists who have received a special six months' course at the school of languages in Rome. These courses, which teach all languages, are attended on the average by over a thousand persons. Pupils on leaving are graded with the rank of lieutenant, sergeant, etc., according to their ability.

In this connection, it should be observed that the O.V.R.A., by one report, is organised on a military basis, with ranks corresponding to the Army. Many of the former Italian soldiers, remaining in territory captured by the Allies from Italy, are believed to be O.V.R.A. agents. There is a confirmed probability that the O.V.R.A. works in close cooperation with the SIM and passes on to it such foreign military information as may be obtained.

Agents of the O.V.R.A. in Italy reportedly operate in trains, streetcars, and buses, as well as in hotels, cafes, bars, theatres, places of amusement and street-corner crowds. Abroad, it is recently reported that they are likely to be located in all hotels, camps, projects, and institutions operated by the Allies, both for the collection of information and the commission, where possible, of acts of sabotage.

It is believed that the Italian espionage organisation, particularly in Egypt and in Eritrea, makes great use of female agents, who frequent cabarets and bars for association with military personnel.

Discipline within the O.V.R.A. is severe. Its methods are ruthless, and agents found guilty of treachery are punished with death, sentences being passed by the O.V.R.A. tribunal. An O.V.R.A. unit, reportedly headed by General BROMOLLA, conducts counterespionage within the O.V.R.A. itself. A special personnel exists for carrying out sentences against O.V.R.A. agents both in Italy and abroad.

THE ITALIAN INTELLIGENCE SYSTEM (S.I.S.)

The Italian S.I.S. is divided according to function, corresponding to the three services of the Italian military forces. Its divisions are: SIA (Air Force), SIM (Army), and SIM (Navy). In neutral countries and in those allied with Italy, the SIS may be assumed to be especially active, employing as its medium the Italian consular organisations therein.

In North Africa, prior to November 8, 1942, the SIS appears to have operated in liaison, rather in collaboration with the German intelligence. Following the arrival of the American forces, the SIS is believed to be disorganised, the Technical methods and equipment at its disposal now being very poor. Furthermore, many of the Italian nationals who acted as minor informants have been interned. It is believed that at present the North African element of the SIS has been unable to recover from the invasion sufficiently to resume any real activity.

In East Africa , there are confirmed indications that the SIS, in [illegible] under the direction of the O.V.R.A., remains

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In East Africa, there are confirmed indications that the SIS, in collaboration with, and possibly under the direction of, the O.V.R.A., remains in activity.

It is indicated that SIS officers work in such conditions of secrecy that the commanding officers of military units to which such agents are attached have no knowledge of the true status of their attached officers. In French North Africa, much of the work of the SIS appears to have been accomplished through agents planted in the sub-delegation of the Italian Armistice Commission (Commissione Italiana per l'Armistizio colla Francia), conventionally designated as the CIAF. These agents operated not only as functionaries of the CIAF but also carried out special secret assignments for their own agencies.

..... In addition 3475

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In addition, it should be observed that the personnel of the CIAF generally were under orders to "keep their eyes and ears open" for information of economic, military or political significance to Italy.

After the American invasion of North Africa, some members of the CIAF managed to escape to Tunisia and others to Spanish Morocco, but a considerable number were arrested.

The principal services of the SIS have been indicated to be as follows:

1. SIA (Servizio Informazione Aeronautica). - - This service is of comparatively recent origin, having been introduced only since the outbreak of the war (January 1941, and as such is still deficient in personnel and efficiency. It operates both inside and outside of Italy. Its head is General SCAGLIOTTI, formerly Commandant of the Air School at Lonato Pozzuoli. Chief of the organisation within the United States was Colonel GAETA.

a Headquarters. - - Stato maggiore della R.A., Superaero, Rome, Italy. (First floor, Air Ministry Building).

b Organisation. - - The SIA consists of four sections, A,B,C, and D.

(1) SIA, Section A.

(a) Headquarters - Superaereo SIA Sez.A, Rome, Italy

(b) Chief - Lieutenant Colonel VESPASIANO PAOLETTI.

(c) Organisation - It is believed that there are three offices within Section A. No.1. Office, under the direct control of Lieutenant Colonel PAOLETTI, works in collaboration with the CCRR Personal Section (Carabinieri Reali, Sezione Personale) and acts to preserve the secrecy of important Air Forces activities within Italy itself. Specific functions of offices 2 and 3 are not known.

(d) Suborganisation - Section A is divided geographically into 17 regional subsections, corresponding to regions of Italy, each subsection having an SIA section and a CCRR section attached to it. These "Sezioni Regionali" are subdivided further into 4 or 5 Provincial Groups (Gruppi Provinciali), which have direct supervision of security measures in all aircraft factories. Trusted Fascist agents operate in each factory. The headquarters of the Regional and Provincial Groups are located in their respective "County towns).

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(e) Functions - Section A has a rather extensive field of activity, including the security of airposts, training schools, Air Force depots, and aircraft construction and assembly plants. It has charge of counterespionage measures, such as the prevention of anti-Fascist propaganda and subversive tendencies among the workers, the execution of this function being entrusted to the CCRR (Carabinieri Reali). It also keeps a register of all personnel in the Italian Air Force and in factories working for them, and maintains a check on the control system of personnel.

(f) Personnel - The following individuals are believed to be assigned to Section A :

..... Lieutenant Colonel ...

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Lieutenant Colonel VESPASIANO PAOLETTI
Captain SCHETTINI
Lieutenant GIOVINELLI

(2) SIA, Section B

(a) Chief - Lieutenant Colonel BOREA

(b) Organisation - Section B consists of three officers and one attached section, as follows:

1. Bulletin Office (Ufficio Bollettino), with a captain in charge.
2. Biographical Office (Ufficio Monografio)
3. Air Attache's Office (Ufficio degl'Ufficiali Adetti), with a captain in charge.
4. Observer Section (Sezione Osservatori).

(c) Functions - The bulletin Office publishes a monthly bulletin of Italian aircraft achievements, including the number of planes shot down, raids on enemy territory, and personality sketches of the officers.

The Biographical Office compiles short biographies of outstanding pilots and narratives of distinguished air actions.

The Air Attache's Office acts as an information centre which transmits and collates the information to and from Air Attaches in foreign countries. It employs a staff of linguists for this purpose.

(d) Personnel - Air Attaches known to be assigned to Section B are :

Colonel TRIMBOLI (in Istanbul)
Colonel POPPI (in Madrid)
Lieutenant Colonel BIANCHI
The Flag Officer of Ecc. FOUGIER, Italian Air Minister (now an Air Attache in Berne).

(3) SIA, Section C

(a) Chief - Lieutenant Colonel GERINI

(b) Organisation - Section C consists of:

1. A Technical Department for the examination of war materials.
2. The Interrogation Section, under Major SOLDANI who acts as interpreter. Prisoners of war interviewed are almost exclusively officers. There is another major in this Department, and several

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3. A Radio Subsection, which collects and collates meteorological data, information on the types of enemy opposition, and radio intercepts. One of its radio intercept stations is situated at Monte Mario, near Porta Salaria, on the outskirts of Rome.
4. A Cipher Subsection, under the direction of Major SALARIS, which produces codes for use by the Air Force and also functions in the breaking of enemy codes and ciphers.

..... (c) Personnel .....

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(c) Personnel - Officers believed to be assigned Section C are :

Lieutenant Colonel GERINI
Major SOLDANI
Major SALARIS
Captain SAVORGNAN

(4) SIA, Section D

(a) Function. - This is the Secretariat for the whole of SIA. Captain CURIONE is in charge of administration and files.

c SIA Air Photo and Film Sections.- Air Photographs are furnished by the Gabinetto Fotografia and the Sezione Cinematografica, both of these being integral parts of the Gernal Staff of the Air Ministry.

d SIA Liaison with the German Military Mission in Rome. - The German Military Mission in Rome frequently sends liaison officers to Lieutenant Colonel PAOLETTI.

e SIA Representatives in Turin. - The SIA maintained the following representatives at the General CIAF (Commissione Italiana Armistizio colla Francia) :

Colonel DARIO
Lieutenant Colonel The Marquis della ROCCA
Major SCHIAPACCASSE

f SIA Communications - All reports to the SIA are sent in weekly to Rome by the LATI Courier Service. In urgent cases, reports are transmitted by the Naval Radio Station at Tunis.

g SIA "I" Training. - Intelligence training for "I" officers with air formations is given at the Tivoli School. Members of the SIA are not believed to be given any specialised training.

h SIA Operations through the Italian Armistice Commission - The CIAF (Commissione Italiana Armistizio colla Francia), in addition to the collection and collation of political , economic, and military information for dispatch to Rome, was also infiltrated by various agents of the Italian Air Intelligence for the collection of specialized information

2. SIM (Servizio Informazione Militare). - The SIM, or Italian Military Intelligence, is reported to be a well-financed and efficient organisation, which operates both inside and outside of Italy. Prior to 1939, its foreign operations are reported to have been of limited character, but it is said that in the course of the present war, the SIM has been developed to include secret radio operations, the interrogation of prisoners, censorship (in conjunction with the C.C.R.R.), and political intelligence. It is a branch of the General Staff in the War Ministry. As in the United States Army, the Italian Army has a functional organisation of its General Staff,

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The SIM is reported to consist of between 20,000 and 30,000 individuals. It is headed by General ROATTA. In August, 1942, the chief of the SIM in Tunisia is said to have been N.F. SALVICTI.

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a Headquarters: War Ministry, Rome, Italy.

b Peacetime Organisation: In time of peace, the SIM was split into branches as follows :

(1) Section A. Military Security. The head of this section Major ZAMMUTTO, with Major VILLANI and Cav FRATTINI as subordinates

(2) Section B. Personnel. The head of this section was Colonel MORELLI or MORANI. Under him were five non-commissioned officers.

(3) Section C. Communications.

(4) Coastal Section. Lieutenant Colonel GIULIO PAOLETTI was in charge of this section. It worked in close liaison with SIM.

(5) Foreign Department. This department dealt with documents from abroad and developed photographs taken in foreign countries.

(6) Cipher Department. This was under divided control of the Stato Maggiore dell'Esercito and the SIM. General BOLLEA was in charge. Under him were Colonel BELLINSANTI and Lieutenant Colonel FURLO, a member of the CCRR directly attached to the SIM.

(7) Pigeon Section. Colonel GRAVINA, from NAPLES, was in charge of this section.

(8) Archives Section. MARESCIALLO MESSARA, a Sicilian, was in charge of reports and files on" untoward incidents and personalities".

c Wartime Organisation. So far as is known, the wartime organisation is altered considerably from its former composition, although apparently Section A remains identical in function. The wartime organisation is indicated to be as follows:

(1) Section A. Military Security In general, the functions of this section correspond to those of Section A of the SIA: security control in ordnance depots, factories, supply dumps, food stores, unit stations, and fortifications. Action against sabotage is directed by the SIM and carried out by the Carabinieri and by security workers in the factories.

(2) Section B. Politico-Military Espionage

Both of these sections are known to have sub-organisations, and to

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(3) Section C. Communications.

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(2) Section B. Politico-Military Espionage

Both of these sections are known to have sub-organisations, and to work in close cooperation with Operations. SIM Officers are attached to all formations down to regiments. Sergeants and Sergeants-Major are also attached to formations for security purposes. Cipher officers in formations are all members of the SIM. There are confirmed reports that SIM officers operate in some cases secretly and unknown to their superior officers outside the SIM organisation.

d Function. - The SIM, which operates under the direct supervision of a divisional or a brigade general, is reported to devote itself, not only to espionage and counterespionage, but also to press relations, press revisions, summations, announcements, and means of propaganda. It is reported that initial interrogation of air force pilots show down on land or sea are ordinarily conducted by the SIM, only the more detailed and technical interrogations being

.....administered.....

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by the SIA.

e Personnel. - Officers believed to be presently assigned to SIM are:

Colonel SOGNO (former C.O., 10th Eng.Regt.), now in the SIM at Rome.

Lieutenant NEGRI di SAN FRONTE, who served as liaison officer to the Germans at Casablanca and was previously interpreter (German) to the Contruello Industrie Belliche (Control Delegation for War Industries in France) in Algiers.

Lieutenant VALENTI.

f SIM "I" Training. - "I" training for members of the SIM is conducted at the Civitavecchia School. The more specialised training is carried out in conditions of secrecy before the candidates go through their regular "I" Course.

3. SIN (Servizio Informazione Navale). - - This is a comparatively small organisation, composed mostly of naval officers, and operating both inside and outside of Italy. The names of its members are usally known to those in the higher Italian circles. It is reportedly headed by an admiral, designated as the chief of the Information Department. It is concerned with Italian naval attaches, intelligence in foreign countries, and activities of naval officers, civilians, and women loosely connected with attaches performing missions for naval intelligence.

a Headquarters. - Ministero della Marina, Rome, Italy, with detached sections at La Spezia, Genoa-Pegli, Brindisi, Naples, Milan, Pola, Ancona, Trieste, Palermo and Cagliari.

b Personnel. - SIN is believed to have no fixed personnel as naval officers are continuously being attached to it for short periods. The Naval Attache IAGINO is believed to be a member of the SIN.

THE CARABINIERI (CCRR)

1. Background - - The Carabinieri Reali, which corresponds to a certain degree to the French gendarmerie, is an admirable organisation, traditionally responsible directly to the King of Italy. It antedates by far the Fascist regime, and is a picked group of men, chosen for exceptional intelligence, loyalty, integrity and physique.

2. Leadership. - - The present leader of the CCRR is reported to be General AZZALINO HAZON (or HUDZON). At Algiers, the officer in charge of the CCRR detachment was Captain CARDINALI believed to have been formerly attached to the Italian Embassy in Washington, D.C.

3. Functions. - - The Carabinieri Reali are said to be responsible for the execution of security measures, and, to a certain extent, for counter-espionage work in Italy and her colonies. In wartime, it forms a part of the Italian Army, to which it is detailed as a Military Police. An early report,

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4. Size. - - The peacetime strength of the Carabinieri was estiimated at approximately 25,000 individuals. Its present strength is unknown.

..... 5 Organisation .....

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5. Organisation. - - The CCRR is organised on a military basis. In Italy it supervises two major police areas, each in charge of a Division Commander. Each divisional area is divided into three sub-areas, each under direct charge of a brigade commander. In addition, units of the CCRR are detailed to service abroad with the Italian Army.

The Carabinieri are under the Ministry of War in respect to their organisation, administration, recruiting, the appointment of officers, discipline and equipment. With respect to their public security functions, they are also under the direction of the Ministry of Interior.

6. Methods of Operation. - - The Carabinieri, as a rule, are a uniformed and thoroughly military organisation. Certain units, however, detailed to special investigations, are believed to operate in plain clothes. Security detachments in military areas operate under direction of the SIS (Italian Intelligence System). The Carabinieri are known as a highly efficient and trustworthy organisation, with a high degree of morale and esprit de corps. They are both esteemed and liked by the Italian populace.

THE OFFICE OF POLITICAL INVESTIGATION (Ufficio Politico Investigativo)

The U.P.I. organisation is reported to be the investigative section of the Fascist Party in Italy, the duty of this office being primarily the investigation of personnel for political reasons. It also functions abroad as an intelligence channel, reporting to a central bureau in Rome any information which might be of interest to the Italian Government, but more particularly any information on anti-fascist activities on the part of suppocedly loyal Italians.

The organisation is said to depend on individual informants, rather than on an organised intelligence system. It is believed that the informants, said to consist of about 500 individuals who are officers of the Fascist Militia, receive no compensation.

The head of the U.P.I. in Italy is said to be General SALVATORE FONTANA, whose address, prior to the entry of the United States into the war, was Via Bruxelles, Rome, Italy.

It has been indicated that the Ufficio Politico Investigativo functions in cooperation with the SIM and O.V.R.A.

THE COUNTERESPIONAGE ORGANISATION (CONTRO SPIONAGGIO)

The Italian Contro Spionaggio (known conventionally as the CS) is designed to counteract Allied intelligence, and operates both inside and outside Italy. It functions in close collaboration with the SIS organisation. It is said to be an efficient system, well financed, and consisting of intelligent personnel, almost all of whom are said to be officers of the Carabinieri.

The chief of the CS is said to be Colonel EMANUELLI.

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In North Africa, the Contro Spionaggio directed its efforts against the activities of British and American agents, the Jews, and the Gaullists, displaying a distrust of the French population and of the French Deuxieme Bureau. It is stated that the CS is active on the European continent, where it is well organised. It is not believed to have a very extensive organisation in the United States

THE SPECIAL SERVICE UNIT (Servizi Speciali).

Comparatively little recent information is available concerning the functions of the Italian Special Service (S.S.) organisation, although there are

.....indications .....

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ind cations that it operates in a counterintelligence and disciplinary capacity. In the Middle East, it is reported to employ agents to hit anti-Fascists through discussion and otherwise.

THE SPECIAL TRIBUNAL (Tribunale Speciale per la Defesa dello Stato)

The Tribunale Speciale has been reliably reported to be Mussolini's own organisation of super-police investigators, appointed directly by him and responsible to him only. Introduced in 1926 as a temporary measure for five years, it has been continued since then by extensions. Even in times of peace, it possessed all the functions of a military tribunal, being empowered to judge offences, political and otherwise, against the security of the state and the Fascist regime. It handles cases of espionage, treason, subversive activities and attempts against members of the royal family and the head of the government.

A person denounced by the Special Tribunal is immediately put under arrest. The examining magistrate, who does not have to be a jurist, is designated by Mussolini.

THE AMERICAN CENTRE OF OPERATIONS (Centro Americano di Operasioni)

The American Centre of Operations (CAO) was reportedly organised in Rome, Italy, in December 1940, for the purpose of sabotage, espionage and propoganda activities in the Western Hemisphere, more particularly the countries of South and Central America.

The CAO was allegedly reorganised on May 1, 1941, with ROBERT SUSTER of the Stefani Agency as its head, and placed on a conspiriterial basis in anticipation of impending hostilitieswith the United States. Its objectives included the fomenting of labour troubles in the United States, the organisation of sabotage in factories and shipping industries, and the creation of agitation and unrest in the United States Army and Navy. Agents for this purpose were allegedly selected from members of the Italian Federation of World War Veterans in the United States and distributed to strategic points in that country.

The CAO, as planned, was to be the executive branch of an organisation directed from Berlin, Germany, and to work under immediate supervision of agents from this headquarters. Information further disclosed that the CAO had established liaison agents in Baltimore, Boston, Chicago, Philadelphia, Pittsburgh, and New York, and in the countries of Brazil, Mexico, Argentino, Uruguay and Chile. The organisation is believed to have had little contact with the SIS (Italian Inteiligence System). There is little to indicate that the CAO has been put into operation, the reasons for this inactivity being unknown.

ITALIAN DOMESTIC POLICE AGENCIES

In addition to the major agencies previously mentioned, the Fascist Militia maintains various special branches with specific functions, which are mentioned here as being of incidental interest, though their activities are mostly domestic.

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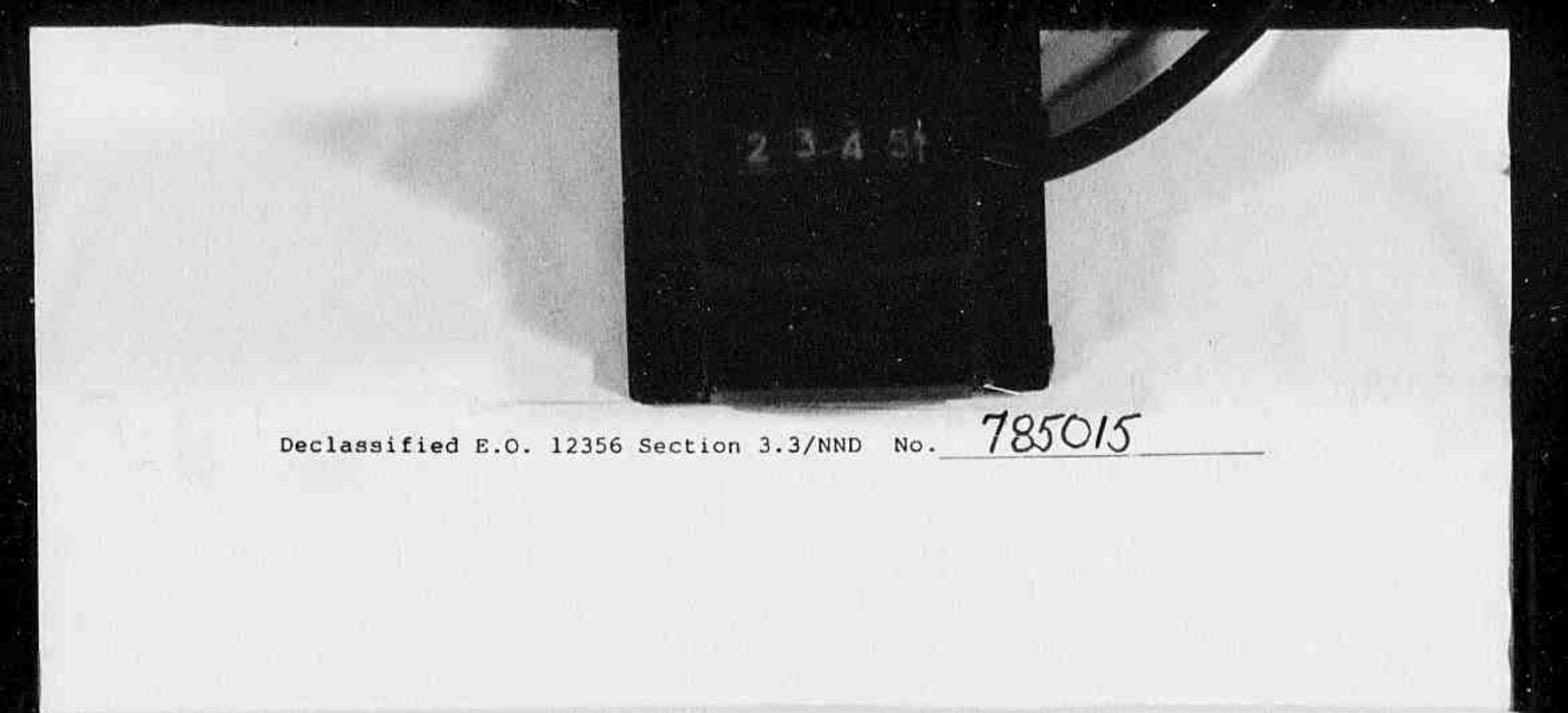
1. Railroad Militia
2. Highway Militia
3. Post Militia.
4. Frontier Guards
5. Finance Guards
6. Security Police.

There exists also, a police of the Ministry for Foreigners, in Yugoslavia, Albania, and Greece, commanded by Carabinieri General PIECHE.

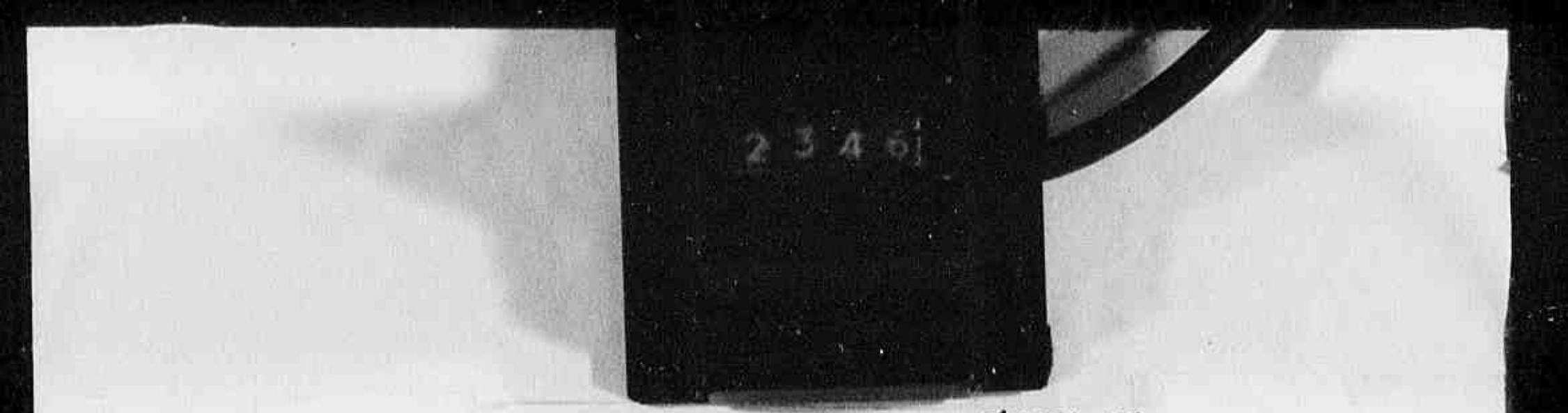
La Tributaria (Polizia Civile) is assigned to the investigation of smuggling, crimes and the black market. Its members wear civilian clothes and concealed badges of office. They are said to be poorly paid, and almost without exception capable of being corrupted. The total estimated number of 300,000 is subject to confirmation.

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INTERIOR MINISTRY

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Organizzazione Voluntaria por la Repressione del 'Anti-Fascismo. (O.V.R.A.)

Carabinieri Reali (CCRR)

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Contro Spionaggio (CS)

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(AND MILITARY POLICE AND)
(INTELLIGENCE AGENCIES)

SIS

formazione
ica (SIA)

Servizio Informazione Militare (SIM)

Servizio Informazione Navale (SIN)

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(SEE ATTACHED SHEETS FOR DESCRIPTIONS OF FUNCTIONS)

62 on file 7886
63-66 handed to Lt Col Martin 6 July 43

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SECRET

THE AGENCIES OF ITALIAN INTELLIGENCE AND COUNTERINTELLIGENCE

INTRODUCTORY:

By reason of the essentially hidden nature of their operations, the structure of the enemy intelligence systems is seldom likely to be known completely or accurately. Their structures, too, are liable to sudden change, invalidating much of our previously acquired knowledge and confusing the picture which arises following their reorganisation. Yet such knowledge as is available can be useful, is indeed essential, in the field of counterespionage, and can serve, subject always to correction and increase, in the destruction of the enemy.

GENERAL OBSERVATIONS:

It is not always possible, in considering the Italian intelligence forces, to distinguish absolutely between their units of intelligence and counterintelligence. A typical example of an organisation active in both fields is the notorious O.V.R.A., or ORGANIZZAZIONE VOLONTARIA PER LA REPRESSIONE DELL'ANTI-FASCISMO. In general, however, it may be said that the intelligence agencies, conventionally known as the SIS system, are under the respective direction of the Italian ministries of Air, War and Navy. The counterintelligence agencies, including the O.V.R.A., fall under the direction of the Ministry of Interior. There are, however, exceptions to this convenient rule.

At the present time, there is some probability that any Italian agency will be subject to a considerable degree of German direction and infiltration. This is particularly likely to be true in the case of the O.V.R.A., the primary function of which is the suppression of Italian discontent with the existing regime.

The scope of our contact with the Italian intelligence systems is constantly increasing. At present, Allied counterintelligence must combat, not only the Fascist agents and informers planted abroad prior to Italy's entrance into the war, but must also reckon with the emergency systems, the existence of which is known, remaining in formerly Italian possessions. In the former Italian colonies of East Africa alone, there are said to be 60,000 Italian nationals, and in this number a considerable proportion may be expected to remain friendly to the Fascist Government.

THE ITALIAN SECRET POLICE (O.V.R.A.)

1. Background. - - Early in the history of the Fascist regime, Mussolini found it necessary to create an espionage organisation for the suppression of liberal thought in Italy. Like the Gestapo, an organisation to which it has been aptly compared, its methods were brutal and persistent, even to the extent of pursuing its victims into foreign countries for observation and, at times, assassination.

As a result, the organisation soon assumed the functions not only of counterintelligence, but also those of espionage, particularly in the field of

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As a result, the organisation soon assumed the functions not only of counterintelligence, but also those of espionage, particularly in the field of political intelligence. It received the name ORGANIZZAZIONE VOLONTARIA PER LA REPRESSIONE DELL'ANTI-FASCISMO, which for short is more commonly referred to as the O.V.R.A. It was headed by Senator ARTURO BOCCHINI. Under his leadership, it grew rapidly in personnel and geographical proportions, although it is doubtful that it ever attained to the efficiency of the Gestapo.

2. Leadership - - Upon the death of Senator BOCCHINI in 1938, leadership of the O.V.R.A. devolved upon Dr. CARMINE SENISE, who succeeded to the position by reason of seniority. There is reason to believe that the services of SENISE were unsatisfactory to the Fascist regime, perticularly to its more

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extreme faction, which accused SENISE of too great a leniency toward anti-Fascists and the Jews. Furthermore, SENISE does not come from the Fascist Party ranks, but belongs entirely to an administrative career.

As early as the autumn of 1942, there were rumours current that SENISE was to be replaced by a more energetic officer. On April 16, 1943, in connection with a large scale prefectural shake-up in the Italian Government, it was announced by the Rome radio station that SENISE had been replaced by RENZO CHIERICI and that the former Vice Chief of Police, SALVATOR ROSAI, had been demoted to an inspectorship, his position falling to FRANCESCO SEPE, prefect of Taranto.

Though at this date, the identification of CHIERICI is uncertain, there is some probability that he may be identical with an official of this name, prefect of Pola, who in 1942 was appointed as Commandant of the Italian Forest Militia.

It is reported that the chief of the O.V.R.A. in the United States, prior to his departure from that country on July 15, 1941, was Dr. UMBERTO CARADOSSI (alias UMBERTO CARGOSI), former Italian Vice Consul in New York City.

The O.V.R.A. operates under the general supervision of the Ministry of Interior, in which most of the police functions of Italy are included.

3. Functions. -- There are definite indications that the O.V.R.A. is the most important, and probably the best-organised of the espionage agencies of the Italian Government. As previously indicated, its primary function is the seeking of information relative to Italian anti-Fascist movements both inside and outside of Italy. It also serves, however, as an intelligence agency and operates in close liaison with the S.I.M. (Italian Military Intelligence).

Its agents are reported to seek positions whereby contact may be maintained directly with military personnel, with a minimum of suspicion and effort, for the purpose of acquiring and transmitting military information. They are also instructed, where possible, to carry out acts of sabotage.

4. Size. -- In as much as the O.V.R.A. operates in a highly secret fashion, estimates concerning its size are only approximate. In 1930, its strength was said to be about 9,000. At that time, the O.V.R.A. headquarters was reported to receive on the average of 800 reports daily, and to have a file listing over 200,000 names. In 1941, the O.V.R.A. was reported to have a fixed personnel of about 35,000 individuals, of whom a proportion were women, paid regular salaries according to their grade of work. In addition, there was an indefinite number of informers who were paid in proportion to the importance of their information. At that time, 15,000 agents were said to be assigned to the colonial and military section.

The O.V.R.A. recently has been reported active in North Africa and more particularly in the Middle East, in such localities as Alexandria, Cairo, Suez and Khartoum. In Eritrea, many of the former Italian soldiers who are now members of the Eritrian Police Force are suspected of O.V.R.A. membership.

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5. Connection with the Gestapo. -- There are persistent reports, of some degree of probability, that the Gestapo presently exercises a considerable degree of control over the operations of the O.V.R.A. It is reliably reported that the Gestapo and its related German police services, in the spring of 1942, had increased its strength within Italy by 50 per cent and that it had over 10,000 operatives in this territory. Early in 1941, it was reported that agents of the O.V.R.A. were being trained by the Gestapo for service abroad, and that a joint arrangement existed for the exchange of from 100 to 200 student agents between the two services. In the autumn of 1941, Prince HOHENLOHE was reported to be the chief of the Gestapo in Italy, the probability being indicated that he would soon be recalled to Germany. In the spring

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of 1942, this was confirmed by an unofficial, but probably correct indication that a Herr DOLLMAN had assumed this position.

In the Middle East, the O.V.R.A. is reported to maintain contact with the Gestapo organisations in Egypt, the Levant States, Turkey, Italy and Germany.

6. Organisation. - - Early in 1941, it was reported that, as the result of cooperation with German authorities, the O.V.R.A. had been reorganised the scheme of organisation being as follows :

a Internal Political, with separate branches responsible for supervising:

(1) Activities of anti-Fascists;
(2) Employees of the Government and municipal administrations;
(3) Fascist Party Leaders;
(4) Fascist Party organisations;
(5) General Intelligence.

b Internal Military, with separate branches for supervising:

(1) Officers;
(2) Other ranks.

c Financial, with separate branches for supervising:

(1) Banking operations;
(2) Control of currency exchange;
(3) Flight of capital abroad.

d Foreign Political (Director, General PIETRO PARINI), with separate branches for each foreign country, responsible for:

(1) Watching anti-Fascist activities abroad (including supervision of personnel of Italian Embassies, etc.,)
(2) Political Intelligence;
(3) Commercial Intelligence;
(4) Military Intelligence;
(5) Organisation of opposition to Governments of democratic countries hostile to Italian and German Governments.

e Colonial and Military (Directors - Generals de BONO, PARINI, and ATTILIO TERUZZI). - - This section, besides making use of regular O.V.R.A. agents, has a special personnel of its own abroad, paid from special funds. The section works in close liaison with Army Intelligence, and Counterespionage. General BERGONZOLI, presently a prisoner-of-war, was formerly a director.

A recent report from a colony formerly in Italian possession, but captured by the Allies, indicates that in one region at least the Colonial section of the O.V.R.A. has assumed

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f Mixed Section for Exchange of Information. -- This is a new section formed as a result of recent collaboration with the Gestapo. It is directed by two officials, one German and one Italian, who are responsible for arranging liaison between Italian and German agents operating abroad. The expenses of this section are paid jointly by the Italian and German Governments..

The internal organisation of the O.V.R.A. is as follows :-

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A secret office of the O.V.R.A., entirely independent of the ordinary police services, operates in each province, town, and municipality of Italy, the identity of this office being known only to the O.V.R.A. authorities, who meet their agents out-of-doors and in cafes.

The local agents are required to establish a system of informers and to place sub-agents in offices and factories, both public and private. These sub-agents submit daily reports, either by post or by hand. Heads of the local offices in turn submit a daily report to Rome. Regular agents are paid monthly by means of drafts on the Bank of Italy, transmitted by post.

A staff of travelling inspectors supervise the activities in Italy of O.V.R.A. agents of all grades. There are about 150 of these inspectors, who travel on a special pass issued by the Ministry of the Interior.

Female agents form an autonomous section, with female directors.

7. Methods of Operation. -- Prior to the entry of Italy into the present war, there can be little doubt that the Italian Embassies and Consulates were used as focal points of O.V.R.A. activities abroad, the chief of the O.V.R.A. in various countries being usually a functionary of the Italian Consulate therein. Used in a similar capacity, though to a lesser degree, were such organisations as the COMPAGNIA ITALIANA DI TOURISMO, the ENTE NAZIONALE DI TURISMO, ITALCABLE, the BANK OF SICILY, and the BANK OF NAPLES. It is reported, though without confirmation, that all secretaries of the Fascio abroad were members of the O.V.R.A., as were generally the secretaries of such Fascist organisations as the DOPOLAVORO, GIOVENTU DEL LITORIO, SOCIETA DI MUTUO SOCCORSO the SOCCORSO, the DANTE ALIGHIERI, and Italian sport and educational associations.

Agents abroad are reportedly divided into categories according to their duties under the branches of the Foreign Political Section of the O.V.R.A. and are instructed to recruit sub-agents and informers in the country where they are stationed. To escape detection, they are frequently moved, either locally, or by reassignment to another country.

The O.V.R.A. also reportedly employs a staff of foreign travelling inspectors, who sometimes have diplomatic passports and who may travel under their own or assumed names. Some of them travel as tourists or businessmen, and are enrolled frequently as students of foreign universities. In cases where some special campaign of espionage is contemplated, these inspectors sometimes establish temporary headquarters, acting in this case as centres for the transmission of information to Italy.

Agents of the O.V.R.A. operate under conditions of great secrecy, and as a rule are unaware of any of their fellow agents, with the exception of the immediate superior. They work secretly and individually.

From known instances, O.V.R.A. agents may be expected in the guise of priests, Italian bank employees, travelling businessmen, tourists, touring athletes, and employees in American arsenals, ordnance shops, and military

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There is, furthermore, a recently indicated probability that the O.V.R.A. is planning to enlist its agents as crew members of vessels sailing from Lisbon, Portugal, for the United States, the agents jumping ship upon their arrival there.

The personnel of the O.V.R.A. is reliably reported to be made up of employees of the Italian Government and former members of the Italian Army. Even in Italy, they operate without uniforms, and they frequently hold positions high in the Italian Government. They are usually well paid, but are reportedly liable to corruption if they can be identified.

.....The Colonial ....

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The Colonial and Military Section of the O.V.R.A. is said to be recruited chiefly from young Fascists who have received a special six months' course at the school of languages in Rome. These courses, which teach all languages, are attended on the average by over a thousand persons. Pupils on leaving are graded with the rank of lieutenant, sergeant, etc., according to their ability.

In this connection, it should be observed that the O.V.R.A., by one report, is organised on a military basis, with ranks corresponding to the Army. Many of the former Italian soldiers, remaining in territory captured by the Allies from Italy, are believed to be O.V.R.A. agents. There is a confirmed probability that the O.V.R.A. works in close cooperation with the SIM and passes on to it such foreign military information as may be obtained.

Agents of the O.V.R.A. in Italy reportedly operate in trains, streetcars, and buses, as well as in hotels, cafes, bars, theatres, places of amusement and street-corner crowds. Abroad, it is recently reported that they are likely to be located in all hotels, camps, projects, and institutions operated by the Allies, both for the collection of information and the commission, where possible, of acts of sabotage.

It is believed that the Italian espionage organisation, particularly in Egypt and in Eritrea, makes great use of female agents, who frequent cabarets and bars for association with military personnel.

Discipline within the O.V.R.A. is severe. Its methods are ruthless, and agents found guilty of treachery are punished with death, sentences being passed by the O.V.R.A. tribunal. An O.V.R.A. unit, reportedly headed by General BROSCOLLA, conducts counterespionage within the O.V.R.A. itself. A special personnel exists for carrying out sentences against O.V.R.A. agents both in Italy andabroad.

THE ITALIAN INTELLIGENCE SYSTEM (S.I.S.)

The Italian S.I.S. is divided according to function, corresponding to the three services of the Italian military forces. Its divisions are: SIA (Air Force), SIM (Army), and SIM (Navy). In neutral countries and in those allied with Italy, the SIS may be assumed to be especially active, employing as its medium the Italian consular organisations therein.

In North Africa, prior to November 8, 1942, the SIS appears to have operated in liaison, rather in collaboration with the German intelligence. Following the arrival of the American forces, the SIS is believed to be disorganised, the Technical methods and equipment at its disposal now being very poor. Furthermore, many of the Italian nationals who acted as minor informants have been interned. It is believed that at present the North African element of the SIS has been unable to recover from the invasion sufficiently to resume any real activity.

In East Africa , there are confirmed indications that the SIS, in collaboration with, and possibly under the direction of, the O.V.R.A., remains

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In East Africa, there are confirmed indications that the SIS, in collaboration with, and possibly under the direction of, the O.V.R.A., remains in activity.

It is indicated that SIS officers work in such conditions of secrecy that the commanding officers of military units to which such agents are attached have no knowledge of the true status of their attached officers. In French North Africa, much of the work of the SIS appears to have been accomplished through agents planted in the sub-delegation of the Italian Armistice Commission (Commissione Italiana per l'Armistizio colla Francia), conventionally designated as the CIAF. These agents operated not only as functionaries of the CIAF but also carried out special secret assignments for their own agencies.

..... In addition .....

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In addition, it should be observed that the personnel of the CIAF generally were under orders to "keep their eyes and ears open" for information of economic, military or political significance to Italy.

After the American invasion of North Africa, some members of the CIAF managed to escape to Tunisia and others to Spanish Morocco, but a considerable number were arrested.

The principal services of the SIS have been indicated to be as follows:

1. SIA (Servizio Informazione Aeronautica). - - This service is of comparatively recent origin, having been introduced only since the outbreak of the war (January 1941, and as such is still deficient in personnel and efficiency. It operates both inside and outside of Italy. Its head is General SCAGLIOTTI, formerly Commandant of the Air School at Lonato Pozzuoli. Chief of the organisation within the United States was Colonel GAETA.

a Headquarters. - - Stato Maggiore della R.A., Superaero, Rome, Italy. (First floor, Air Ministry Building).

b Organisation. - - The SIA consists of four sections, A,B,C, and D.

(1) SIA, Section A.

(a) Headquarters - Superaereo SIA Sez.A, Rome, Italy

(b) Chief - Lieutenant Colonel VESPASIANO PAOLETTI.

(c) Organisation - It is believed that there are three offices within Section A. No.1. Office, under the direct control of Lieutenant Colonel PAOLETTI, works in collaboration with the CCRR Personal Section (Carabinieri Reali, Sezione Personale) and acts to preserve the secrecy of important Air Forces activities within Italy itself. Specific functions of offices 2 and 3 are not known.

(d) Suborganisation - Section A is divided geographically into 17 regional subsections, corresponding to regions of Italy, each subsection having an SIA section and a CCRR section attached to it. These "Sezioni Regionali" are subdivided further into 4 or 5 Provincial Groups (Gruppi Provinciali), which have direct supervision of security measures in all aircraft factories. Trusted Fascist agents operate in each factory. The headquarters of the Regional and Provincial Groups are located in their respective "County towns).

(e) Functions - Section A has a rather extensive field of activity, including the security of airports,

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(e) Functions - Section A has a rather extensive field of activity, including the security of airposts, training schools, Air Force depots, and aircraft construction and assembly plants. It has charge of counterespionage measures, such as the prevention of anti-Fascist propaganda and subversive tendencies among the workers, the execution of this function being entrusted to the CCRR (Carabinieri Reali). It also keeps a register of all personnel in the Italian Air Force and in factories working for them, and maintains a check on the control system of personnel.

(f) Personnel - The following individuals are believed to be assigned to Section A :

..... Lieutenant Colonel ...

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Lieutenant Colonel VESPASIANO PAOLETTI
Captain SCHETTINI
Lieutenant GIOVINELLI

(2) SIA, Section B

(a) Chief - Lieutenant Colonel BOREA

(b) Organisation - Section B consists of three officers and one attached section, as follows:

1. Bulletin Office (Ufficio Bollettino), with a captain in charge.
2. Biographical Office (Ufficio Monografio)
3. Air Attache's Office (Ufficio degl'Ufficiali Adetti), with a captain in charge.
4. Observer Section (Sezione Osservatori).

(c) Functions - The bulletin Office publishes a monthly bulletin of Italian aircraft achievements, including the number of planes shot down, raids on enemy territory, and personality sketches of the officers.

The Biographical Office compiles short biographies of outstanding pilots and narratives of distinguished air actions.

The Air Attache's Office acts as an information centre which transmits and collates the information to and from Air Attaches in foreign countries. It employs a staff of linguists for this purpose.

(d) Personnel - Air Attaches known to be assigned to Section B are :

Colonel TRIMBOLI (in Istanbul)
Colonel POPPI (in Madrid)
Lieutenant Colonel BIANCHI
The Flag Officer of Ecc. FOUGIER, Italian Air Minister (now an Air Attache in Berne).

(3) SIA, Section C

(a) Chief - Lieutenant Colonel GERINI

(b) Organisation - Section C consists of:

1. A Technical Department for the examination of war materials.
2. The Interrogation Section, under Major SOLDANI who acts as interpreter. Prisoners of war interviewed are almost exclusively officers. There is another major in this Department, and several

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3. A Radio Subsection, which collects and collates meteorological data, information on the types of enemy opposition, and radio intercepts. One of its radio intercept stations is situated at Monte Mario, near Porta Salaria, on the outskirts of Rome.
4. A Cipher Subsection, under the direction of Major SALARIS, which produces codes for use by the Air Force and also functions in the breaking of enemy codes and ciphers.

..... (c) Personnel .....

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(c) Personnel - Officers believed to be assigned Section C are :

Lieutenant Colonel GERINI
Major SOLDANI
Major SALARIC
Captain SAVORGNAN

(4) SIA, Section D

(a) Function. - This is the Secretariat for the whole of SIA. Captain CURIONE is in charge of administration and files.

c SIA Air Photo and Film Sections.- Air Photographs are furnished by the Gabinetto Fotografia and the Sezione Cinematografica, both of these being integral parts of the Gernal Staff of the Air Ministry.

d SIA Liaison with the German Military Mission in Rome. - The German Military Mission in Rome frequently sends liaison officers to Lieutenant Colonel PAOLETTI.

e SIA Representatives in Turin. - The SIA maintained the following representatives at the General CIAF (Commissione Italiana Armistizio colla Francia) :

Colonel DARIO
Lieutenant Colonel The Marquis della ROCCA
Major SCHIAPACCASSE

f SIA Communications - All reports to the SIA are sent in weekly to Rome by the LATI Courier Service. In urgent cases, reports are transmitted by the Naval Radio Station at Tunis.

g SIA "I" Training. - Intelligence training for "I" officers with air formations is given at the Tivoli School. Members of the SIA are not believed to be given any specialised training.

h SIA Operations through the Italian Armistice Commission - The CIAF (Commissione Italiana Armistizio colla Francia), in addition to the collection and collation of political , economic, and military information for dispatch to Rome, was also infiltrated by various agents of the Italian Air Intelligence for the collection of specialized information

2. SIM (Servizio Informazione Militare). - The SIM, or Italian Military Intelligence, is reported to be a well-financed and efficient organisation, which operates both inside and outside of Italy. Prior to 1939, its foreign operations are reported to have been of limited character, but it is said that in the course of the present war, the SIM has been developed to include secret radio operations, the interrogation of prisoners, censorship (in conjunction with the C.C.R.R.), and political intelligence. It is a branch of the General Staff in the War Ministry. As in the United

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The SIM is reported to consist of between 20,000 and 30,000 individuals. It is headed by General ROATTA. In August, 1942, the chief of the SIM in Tunisia is said to have been N.F. SALVICTI.

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a Headquarters: War Ministry, Rome, Italy.

b Peacetime Organisation: In time of peace, the SIM was split into branches as follows :

(1) Section A. Military Security. The head of this section Major ZAMMUTTO, with Major VILLANI and Cav FRATTINI as subordinates

(2) Section B. Personnel. The head of this section was Colonel MORELLI or MORANI. Under him were five non-commissioned officers.

(3) Section C. Communications.

(4) Coastal Section. Lieutenant Colonel GIULIO PAOLETTI was in charge of this section. It worked in close liaison with SIM.

(5) Foreign Department. This department dealt with documents from abroad and developed photographs taken in foreign countries.

(6) Cipher Department. This was under divided control of the State Maggiore dell'Esercito and the SIM. General BOLLEA was in charge. Under him were Colonel BELLINSANTI and Lieutenant Colonel FURLO, a member of the CCRR directly attached to the SIM.

(7) Pigeon Section. Colonel GRAVINA, from NAPLES, was in charge of this section.

(8) Archives Section. MARESCIALLO MESSARA, a Sicilian, was in charge of reports and files on" untoward incidents and personalities".

c Wartime Organisation. So far as is known, the wartime organisation is altered considerably from its former composition, although apparently Section A remains identical in function. The wartime organisation is indicated to be as follows:

(1) Section A. Military Security In general, the functions of this section correspond to those of Section A of the SIA: security control in ordnance depots, factories, supply dumps, food stores, unit stations, and fortifications. Action against sabotage is directed by the SIM and carried out by the Carabinieri and by security workers in the factories.

(2) Section B. Politico-Military Espionage

Both of these sections are known to have sub-organisations, and to work in close cooperation with Operations. SIM Officers are attached to all

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d Function. - The SIM, which operates under the direct supervision of a divisional or a brigade general, is reported to devote itself, not only to espionage and counterespionage, but also to press relations, press revisions, summations, announcements, and means of propaganda. It is reported that initial interrogation of air force pilots show down on land or sea are ordinarily conducted by the SIM, only the more detailed and technical interrogations being

.....administered.....

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by the SIA.

e Personnel. - Officers believed to be presently assigned to SIM are:

Colonel SOGNO (former C.O., 10th Eng.Regt.), now in the SIM at Rome.

Lieutenant NEGRI di SAN FRONTE, who served as liaison officer to the Germans at Casablanca and was previously interpreter (German) to the Contruello Industrie Belliche (Control Delegation for War Industries in France) in Algiers.

Lieutenant VALENTI.

f SIM "I" Training. - "I" training for members of the SIM is conducted at the Civitavecchia School. The more specialised training is carried out in conditions of secrecy before the candidates go through their regular "I" Course.

3. SIN (Servizio Informazione Navale). - - This is a comparatively small organisation, composed mostly of naval officers, and operating both inside and outside of Italy. The names of its members are usally known to those in the higher Italian circles. It is reportedly headed by an admiral, designated as the chief of the Information Department. It is concerned with Italian naval attaches, intelligence in foreign countries, and activities of naval officers, civilians, and women loosely connected with attaches performing missions for naval intelligence.

a Headquarters. - Ministero della Marina, Rome, Italy, with detached sections at La Spezia, Genoa-Pegli, Brindisi, Naples, Milan, Pola, Ancona, Trieste, Palermo and Cagliari.

b Personnel. - SIN is believed to have no fixed personnel as naval officers are continuously being attached to it for short periods. The Naval Attache IAGINO is believed to be a member of the SIN.

THE CARABINIERI (CCRR)

1. Background - - The Carabinieri Reali, which corresponds to a certain degree to the French gendarmerie, is an admirable organisation, traditionally responsible directly to the King of Italy. It antedates by far the Fascist regime, and is a picked group of men, chosen for exceptional intelligence, loyalty, integrity and physique.

2. Leadership. - - The present leader of the CCRR is reported to be General AZZALINO HAZON (or HUDZON). At Algiers, the officer in charge of the CCRR detachment was Captain CARDINALI believed to have been formerly attached to the Italian Embassy in Washington, D.C.

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3. Functions. - - The Carabinieri Reali are said to be responsible for the execution of security measures, and, to a certain extent, for counter-espionage work in Italy and her colonies. In wartime, it forms a part of the Italian Army, to which it is detailed as a Military Police. An early report, but of some intrinsic credibility, is that certain units of CCRR are detailed to the Ministry of Marine for the protection of naval arsenals. The CCRR is reported to give security training to officers of the SIM, the school therefore being located in Bologna, Italy. It works in close conjunction with the SIS.

4. Size. - - The peacetime strength of the Carabinieri was estiimated at approximately 25,000 individuals. Its present strength is unknown.

..... 5 Organisation .....

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5. Organisation. - - The CCRR is organised on a military basis. In Italy it supervises two major police areas, each in charge of a Division Commander. Each divisional area is divided into three sub-areas, each under direct charge of a brigade commander. In addition, units of the CCRR are detailed to service abroad with the Italian Army.

The Carabinieri are under the Ministry of War in respect to their organisation, administration, recruiting, the appointment of officers, discipline and equipment. With respect to their public security functions, they are also under the direction of the Ministry of Interior.

6. Methods of Operation. - - The Carabinieri, as a rule, are a uniformed and thoroughly military organisation. Certain units, however, detailed to special investigations, are believed to operate in plain clothes. Security detachments in military areas operate under direction of the SIS (Italian Intelligence System). The Carabinieri are known as a highly efficient and trustworthy organisation, with a high degree of morale and esprit de corps. They are both esteemed and liked by the Italian populace.

THE OFFICE OF POLITICAL INVESTIGATION (Ufficio Politico Investigativo)

The U.P.I. organisation is reported to be the investigative section of the Fascist Party in Italy, the duty of this office being primarily the investigation of personnel for political reasons. It also functions abroad as an intelligence channel, reporting to a central bureau in Rome any information which might be of interest to the Italian Government, but more particularly any information on anti-fascist activities on the part of suppocedly loyal Italians.

The organisation is said to depend on individual informants, rather than on an organised intelligence system. It is believed that the informants, said to consist of about 500 individuals who are officers of the Fascist Militia, receive no compensation.

The head of the U.P.I. in Italy is said to be General SALVATORE FONTANA, whose address, prior to the entry of the United States into the war, was Via Bruxelles, Rome, Italy.

It has been indicated that the Ufficio Politico Investigativo functions in cooperation with the SIM and O.V.R.A.

THE COUNTERESPIONAGE ORGANISATION (CONTRO SPIONAGGIO)

The Italian Contro Spionaggio (known conventionally as the CS) is designed to counteract Allied intelligence, and operates both inside and outside Italy. It functions in close collaboration with the SIS organisation. It is said to be an efficient system, well financed, and consisting of intelligent personnel, almost all of whom are said to be officers of the Carabinieri.

The chief of the CS is said to be Colonel EMANUELLI.

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In North Africa, the Contro Spionaggio directed its efforts against the activities of British and American agents, the Jews, and the Gaullists, displaying a distrust of the French population and of the French Deuxieme Bureau. It is stated that the CS is active on the European continent, where it is well organised. It is not believed to have a very extensive organisation in the United States

THE SPECIAL SERVICE UNIT (Servizi Speciali).

Comparatively little recent information is available concerning the functions of the Italian Special Service (S.S.) organisation, although there are

.....indications .....

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indications that it operates in a counterintelligence and disciplinary capacity. In the Middle East, it is reported to employ agents to bait anti-Fascists through discussion and otherwise.

THE SPECIAL TRIBUNAL (Tribunale Speciale per la Defesa dello Stato)

The Tribunale Speciale has been reliably reported to be Mussolini's own organisation of super-police investigators, appointed directly by him and responsible to him only. Introduced in 1926 as a temporary measure for five years, it has been continued since then by extensions. Even in times of peace, it possessed all the functions of a military tribunal, being empowered to judge offences, political and otherwise, against the security of the state and the Fascist regime. It handles cases of espionage, treason, subversive activities and attempts against members of the royal family and the head of the government.

A person denounced by the Special Tribunal is immediately put under arrest. The examining magistrate, who does not have to be a jurist, is designated by Mussolini.

THE AMERICAN CENTRE OF OPERATIONS (Centro Americano di Operasioni)

The American Centre of Operations (CAO) was reportedly organised in Rome, Italy, in December 1940, for the purpose of sabotage, espionage and propoganda activities in the Western Hemisphere, more particularly the countries of South and Central America.

The CAO was allegedly reorganised on May 1, 1941, with ROBERT SUSTER of the Stefani Agency as its head, and placed on a conspiriterial basis in anticipation of impending hostilitieswith the United States. Its objectives included the fomenting of labour troubles in the United States, the organisation of sabotage in factories and shipping industries, and the creation of agitation and unrest in the United States Army and Navy. Agents for this purpose were allegedly selected from members of the Italian Federation of World War Veterans in the United States and distributed to strategic points in that country.

The CAO, as planned, was to be the executive branch of an organisation directed from Berlin, Germany, and to work under immediate supervision of agents from this headquarters. Information further disclosed that the CAO had established liaison agents in Baltimore, Boston, Chicago, Philadelphia, Pittsburgh, and New York, and in the countries of Brazil, Mexico, Argentino, Uruguay and Chile. The organisation is believed to have had little contact with the SIS (Italian Intelligence System). There is little to indicate that the CAO has been put into operation, the reasons for this inactivity being unknown.

ITALIAN DOMESTIC POLICE AGENCIES

In addition to the major agencies previously mentioned, the Fascist Militia maintains various special branches with specific functions, which are mentioned here as being of incidental interest, though their activities are mostly domestic.

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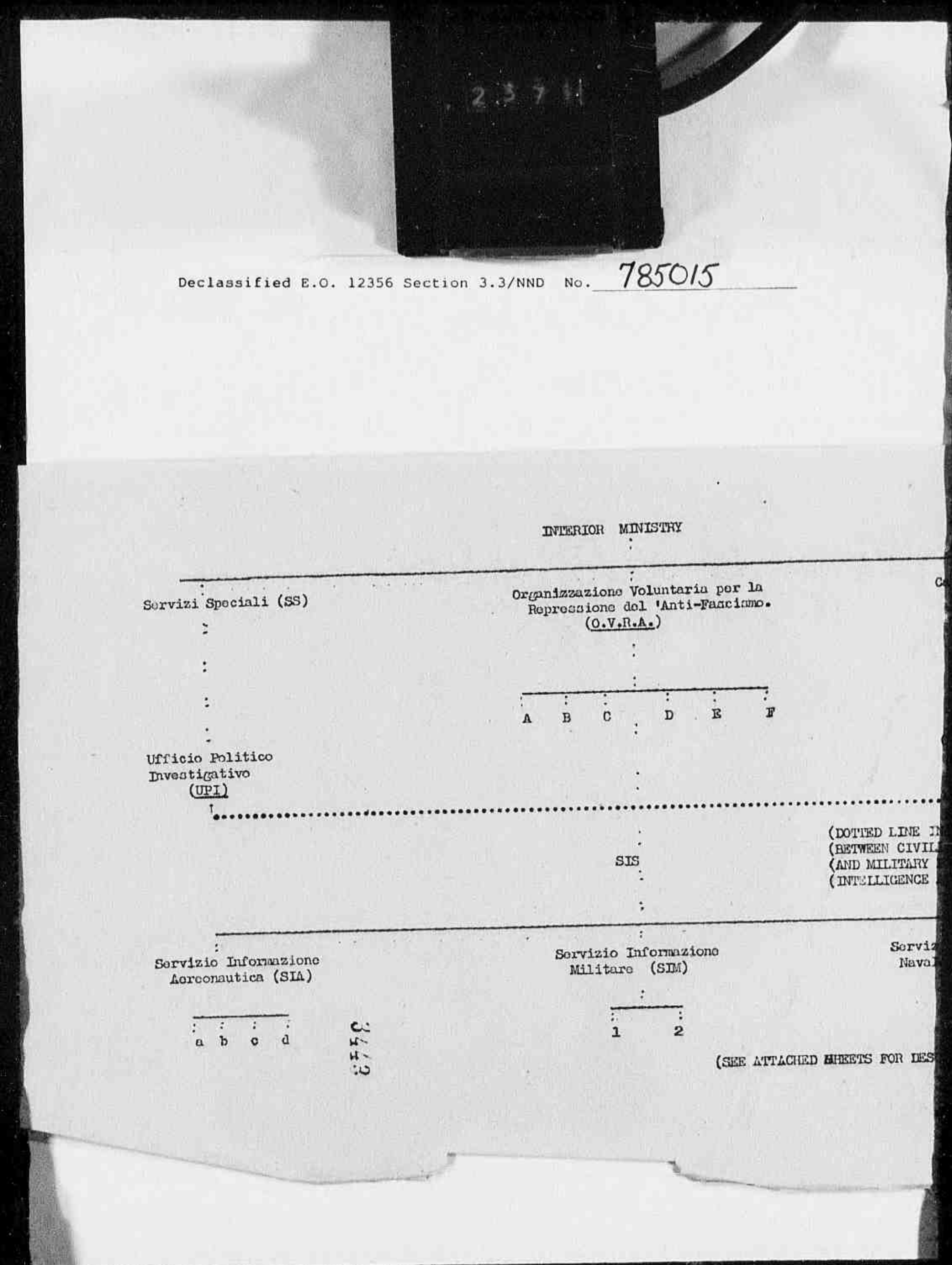
1. Railroad Militia
2. Highway Militia
3. Post Militia.
4. Frontier Guards
5. Finance Guards
6. Security Police.

There exists also, a police of the Ministry for Foreigners, in Yugoslavia, Albania, and Greece, commanded by Carabinieri General PIECHE.

La Tributaria (Polizia Civile) is assigned to the investigation of smuggling, crimes and the black market. Its members wear civilian clothes and concealed badges of office. They are said to be poorly paid, and almost without exception capable of being corrupted. The total estimated number of 300,000 is subject to confirmation.

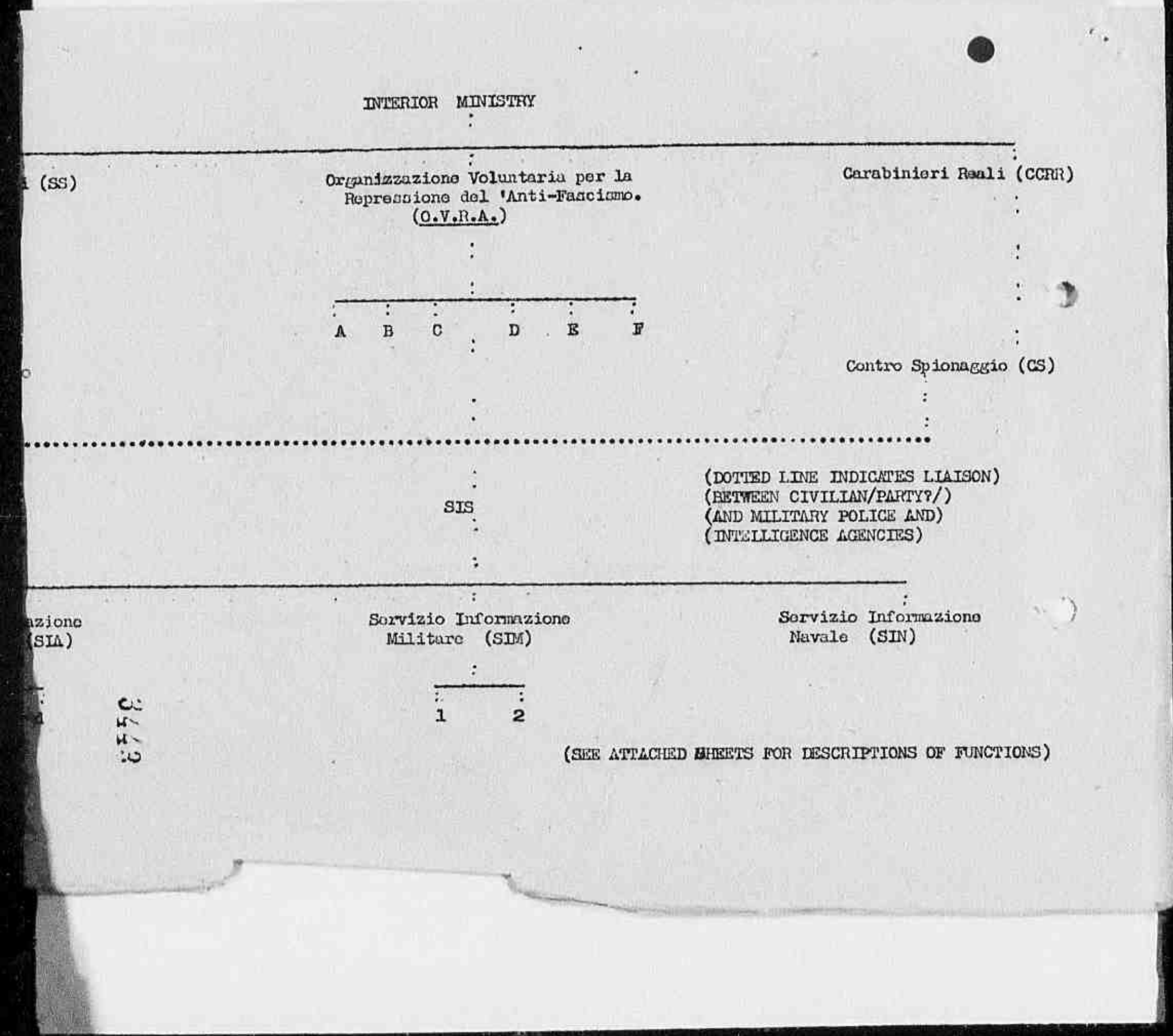
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SECRET-BIGOT

HEADQUARTERS FORCE 343
APO # 758

TJM/rbt

28 JUNE 1943

SECRET
Auth: CG IAC RESTRICTED
Initial:
Date: 28 June 1943

CIVIL AFFAIRS INSTRUCTIONS NO. 3.

I. CIVILIAN AIR RAID DEFENSE.

The Civil Affairs officer is primarily responsible for supervising passive air raid protective measures in civil installations, except those guarded by troops, and the maintenance, re-organization and supervision of the civilian warning system, including civilian report and control organization, fire prevention and fighting system, wardens, salvage organization, air raid shelters, casualty reporting system, rest centers, emergency feeding, system for billeting or evacuation of homeless and information and instructions to public. C.A.O. should, to the extent practical, use existing systems and existing local governmental and civilian personnel.

As soon as practicable, C.A.O. should make surveys of existing systems and determine additional materials and equipment needed. These surveys will be coordinated with Engineers, G-4, Anti-Aircraft and Air Support Command. Copies of surveys should be sent to Commanding General, Force 343 (Civil Affairs Section).

Force 141 (ABGOT) has ordered supply of certain civilian fire-fighting equipment and request should be made to this headquarters.

After completion of the surveys C.A.O. should re-organize the systems to extent found necessary and should see that they operate efficiently under his supervision.

After Air Support Command has established air raid warning system and advised Civil Affairs Section, C.A.O. should see that widespread publicity on the warning system is given in community.

To insure co-operation from reporting services, it will be advisable to arrange that all calls for civilian rescue and casualty services are made on warden's reports to a control center, such center to be operated by local authorities under general supervision of C.A.O.

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II. SUSPECTED PERSONS.

In addition to prisoners of war and civilian internees (Party leaders or other civilians known to be dangerous) there may be persons suspected whose character it may be difficult to establish promptly. Such may, without being formally interned, be held under Sec. 2, Article VII of Proclamation No. 2, pending further investigation. Such a course may be preferable to formal internment. The person so held may be readily released if the accusation is baseless whereas procedure for release of civilian internee is more complicated and will be particularly difficult if internee has been removed elsewhere.

28 JUL 1943
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III. POLICE.

Paragraph (22) of the AMGOT Plan stating that, "At least for the initial period, it is planned that the civil police will be organized on the basis of the Carabinieri, augmented by such other police organizations as may be considered reliable", permits the use, under the supervision of C.A.P.O.'s, of the Corpo degli Agenti di Pubblica Sicurezza, (Corps of Public Security Agents), operating under the Questura and carrying out ordinary police duties in the larger towns, and the Polizia Municipale (Guardia di Citta, Guardia Civile or Vigili Urbani) carrying out routine duties (traffic control, etc) under the Podesta. But the various police branches of the Fascist Militia (Railway police, street police, harbor police, etc) will not be used as police forces. However, mere fact that person has served in such special police units of Fascist militia and is presently working, for instance, as a railroad employee, does not warrant his discharge or arrest or internment.

IV. VACANCIES IN LOCAL OFFICES.

Senior officers of Civil Affairs Sections should report to Force 343, names of all governmental officials whose offices are vacated and also whether cause was arrest by Provost Marshal, G-2, or C.A.O., or whether merely removed by C.A.O. and not arrested. Information on local government officials can be obtained from G-2 of sub-task force.

V. PROCUREMENT POLICIES AND PROCEDURES.

C.A.O's. should be familiar with Annex 7, Administrative Order No. 1, Force 343, Supplement No. 1 and subsequent supplements as published. Paragraph 8b of former does not mean that C.A.O. must not carry out Section G of General Administrative Instructions No. 5 to C.A.O's. C.A.O. will assist G-4 in obtaining local labor and supplies and in furnishing to G-4 information on local prices and wages. No scale of wages is to be fixed or conditions of labor to be laid down without prior consultation with civil affairs section.

VI. MILITARY POLICE PLAN.

C.A.O's. should co-ordinate their activities so as to carry out policies contained in Annex 6 Administrative Order No. 1, Force 343, and Amendment No. 1 thereto.

VII. TAXES.

Lifting of moratorium on payments of taxes will not take place until such time as banks are reopened.

VIII. C.A.O. EXPENDITURES.

Reference General Administrative Instructions No. 3, Financial Instructions to C.A.O.'S, Para 2 (g). Take note that this has been changed and it has been decided that any expense incurred directly by C.A.O. (stenographer, interpreter, etc) will not be charged to the appropriate

Provincial or Communal budgetary items. C.A.O's will, until further instructions, keep their own accounts of such expenditure and will obtain the necessary funds from a Civil Affairs Finance Officer. Arrangements have been made for each C.A. Finance Officer to draw funds from the nearest Army Disbursing Officer against receipt and a written request which must include the words "to be used in the administration of AMGOT and/or the handling of any problems arising in connection with the Military Government in HORRIFIED". The C.A. Finance Officer will not have to account for such funds to the Army Disbursing Officer, but will, through Civil Affairs Section, Force 343, account to AMGOT. Up to approximately D plus 10 C.A. Finance Officers will receive yellow seal dollars after which it is likely that they will be given Allied Military currency by the Disbursing Officers. Every request by a C.A. Finance Officer to a Disbursing Officer for funds must be countersigned by the Senior Officer of the Civil Affairs Section of the Sub-Task Force.

IX. PAYMENTS TO INFORMERS.

The authority of the Senior Civil Affairs Officer, Force 343, must be obtained before any funds are utilized for payments to informers.

By Command of LIEUTENANT GENERAL PATTON:

W. G. CALDWELL,
LT COLONEL, AGD,
Adjutant General.

DISTRIBUTION:

CG	1	PM	18
C/S	2	JA	19
G-1	3	45th Div	20-21
G-2	4	1st Div	22-23
G-3	5	II Corps	24-25
G-4	6	3d Div	26-27
Engr	7	2d Armd Div	28-29
QM	8	82d Airborne Div	30
Ord	9	9th Div	31-32
Sig	10	CG 141 AMGOT	33-38
Surg	11	CG SOS NATOUSA	39
CA Files	12-17		

MS. Shaw No. 41

SECRET-BIGOT
HEADQUARTERS FORCE 343

9 June 1943

Plan for Military Government - Force 343

4. Introductory

(1) Basic Plan - Joint Responsibility

(a) This plan is based on the provisions of the Allied Military Government of Occupied Territory (AMGOT) plan for Military Government of HORRIFIED.

(b) Responsibility for the military government of HORRIFIED in connection with the operation HUSKY shall be joint (American and British) and shall show every characteristic of an Allied undertaking. Both the American and British flags shall be displayed at headquarters and posts of the military government.

(2) Objectives

(a) To restore law and order and normal conditions among the civil population as soon as possible; and within available resources to arrange for necessary food supplies for them and where necessary provide relief and maintenance for destitutes.

(b) To assist in making available to the occupying forces the economic resources of the territory.

(c) By providing specialized personnel, to relieve combat units, insofar as is practicable, of the necessity of handling civil administration.

(d) To promote political and military objectives of the Allied Forces in connection with future operations through efficient government of the territory and the application of the policies laid down by the Commander-in-Chief.

B. Organization

(3) Military Governor

The Commanding General, Force 141, has been designated as Military Governor of HORRIFIED. He will conduct the military government of the territory through the administration to be [illegible] Allied Military Government of Occupied Territory (AMGOT).

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Allied Military Government of Occupied Territory (AMGOT) plan for Military Government of HORRIFIED.

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The Commanding General, Force 141, has been designated as Military Governor of HORRIFIED. He will conduct the military government of the territory through the administration to be known as Allied Military Government of Occupied Territory (AMGOT). (See Basic Plan for organization and principles.)

(4) Administration, Force 343

The Commanding General, Force 343, subject to policies and instructions promulgated by higher authority, shall have

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final responsibility and authority in the conduct of Military Government within his zone of operation.

(5) Administration, Sub-Task Forces

Sub-Task Force Commanders in turn, subject to policies and instructions promulgated by higher authority, will be responsible for the conduct of Military Government within their zone of operations.

(6) Relief - Responsibility for Civil Affairs

It is contemplated that as soon as practicable after the reduction of an area and when the tactical and civil situation permits, the Commanding Generals, Force 343 and Sub-Task Forces will be relieved of the responsibility for the conduct of Military Government in such designated areas.

(7) Civil Affairs Personnel

AMGOT will attach to Force 343 specialized civil affairs personnel for the administration of the local civil governments. These officers will operate as staff officers of the unit to which assigned. When the Commanding General, Force 343, is relieved of responsibility for the administration of Military Government for a particular area, the aforementioned personnel, except those essential to a new operation, on duty in that area will remain in the area and under the jurisdiction of the commander to whom the functions of AMGOT are assigned.

(8) Civil Affairs Section

AMGOT personnel attached to Headquarters, Force 343, will be assigned to the Civil Affairs Section. The Section will initially comprise six special divisions as follows:

Legal Division
Financial Division
Civil Supply Division
Public Safety Division
Public Health Division
Enemy Property Division

Acting under policies and instructions promulgated by higher authority the functions of these divisions will be to enunciate policies, coordinate, supervise and advise higher [illegible] within their fields.

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Acting under policies and instructions promulgated by higher authority the functions of these divisions will be to enunciate policies, coordinate, supervise and advise higher and lower echelons on matters within their fields.

(a) Legal Division

It shall be responsible for the organization and staffing of military courts, the supervision of civil

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courts, the licensing of attorneys, preparation of local ordinances and orders and legal advice to the Force staff on civil affairs matters. This division will not deal with military justice or the legal aspect of the discipline of military personnel but will maintain close coordination with the Judge Advocate Section.

(b) Financial Division

This division shall be responsible for carrying out the policies and directives of higher headquarters with respect to currency, foreign exchange matters, control of funds, banks, insurance companies and other public and private agencies and enterprises and state monoplies; supervising the administration of the local tax laws; supervising the receipts and expenditures of local governmental agencies; and all accounting and auditing in connection with the foregoing.

(c) Civilian Supply

This division will be responsible for the survey, development and control of resources of the territory for both military and civilian needs; estimating essential civilian needs and arranging for the transport and supply thereof, supervising existing rationing systems and recommending additions or changes therein; supervising existing labor organizations and matters having to do with civilian labor relations and supply. It will maintain close coordination with the Supply Sections keeping them currently advised of supplies, production, services and labor available for military needs. During the initial phase, personnel of this section will also operate as advisors to G-4.

(d) Public Health Division

This division will be responsible for the direction of civilian hospitals and for public health and sanitation matters including venereal, malarial and typhus control. It will assist the Surgeon, Force 343, in obtaining suitable establishments for military medical needs and will coordinate all control measures with those adopted for the health and sanitation of military personnel.

(e) Public Safety Division

This division will supervise all civil police matters, including the administration and reorganization of the existing police forces, the operation of prisons, and the regis-

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(e) Public Safety Division

This division will supervise all civil police matters, including the administration and reorganization of the existing police forces, the operation of prisons, and the registration and control of civilian motor vehicles. It shall also be responsible for civilian fire protection and for the organization of civil defense (air raid precautions, etc). At least during the initial period, it is planned that the civil police will be organized on the basis of the Carabinieri, augmented by

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such other police organizations as may be considered reliable. Constant and up-to-date information will be supplied to the Provost Marshal Sections of Headquarters and Sub-Task Forces on the status of civilian police activities; as soon as the Carabinieri or other local police are ready to function the Provost Marshal will be so advised.

A division of responsibility will be determined by the Provost Marshal for traffic control, patrols, designation of off-limit areas, guarding of vital utilities, industries, banks, etc, procedure for the surrender of unauthorized arms and ammunition, control of prostitution, control of intoxicating liquors and drugs, registration and circulation of civilians and enforcement of sanitation and health measures. Until further orders, the Provost Marshal is responsible for order in occupied territory.

Close coordination will, likewise, be maintained with G-2 and disloyal or politically unreliable individuals or organizations will be reported immediately to that section.

(f) Allied and Enemy Property Division

This division shall be responsible for the custody of:

(1) property of Allied owners sequestrated by the Italian government;
(2) property of the enemy government not in custody of some other branch of the Allied Forces; and
(3) abandoned enemy property or enemy property belonging to absentee owners.

(9) Civil Affairs Section and Divisions thereof are authorized to communicate directly with higher and lower echelons on matters pertaining to military government.

C. Sub-Task Forces

(10) Appendix A indicates the AMGOT personnel and vehicles which will be attached to Force 343 and to the sub-task forces during the assault phase. Additional AMGOT personnel as needed will be furnished when the situation permits. Civil affairs personnel will be made up of approximately two-thirds American and one-third British officers.

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(11) A Civil Affairs Section organized and with functions, in general, as outlined above for Force 343 and staffed by officers detailed by AMGOT, will be established in each sub-task force. Initially it may be necessary to combine two or more divisions of the Civil Affairs Section under one civil affairs officer in order to make available officers for the

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staffs of the lower echelons.

(12) Sub-Task Force Commanders or tactical commanders acting under his direction will utilize Civil Affairs officers made available to him to handle civil affairs functions for occupied cities, towns, or areas as deemed necessary.

(13) The Civil Affairs officers so designated will be responsible for all the functions assigned to the Civil Affairs Section, Force 343, by this plan. In the initial stages and until additional civil affairs personnel are available, their immediate functions will include:

(a) to continue in operation the municipal administration and essential local services, utilizing existing personnel whenever possible;

(b) to assist the appropriate Supply and Technical Services of the Sub-Task Force in the operation, maintenance and repair of all essential utilities including:

Electric and Gas
Water Supply
Railways
Telephone, Telegraph, Cables and Radio
Docks
Roads and Bridges

(c) take over the supervision and administration of the existing police forces, disarming where necessary and reorganizing as the situation may require; in conjunction with the Provost Marshal arrange for policing the area, traffic control, patrols, designation of off-limit areas, guarding vital utilities and establishments, control of intoxicating liquors, drugs and prostitution and the enforcement of sanitation and health measures; arrange with the Provost Marshal and G-2 for the registration of civilians and the establishment of a bureau for the issuance of permits for the carrying of fire arms and circulation permits,

(d) in conjunction with the Division Engineer inspect fire houses and fire fighting equipment and to take proper steps to procure necessary additional equipment,

(e) assist G-2 in apprehending disloyal and politically unreliable individuals,

(f) assist the Division Surgeon in obtaining suitable establishments for military needs and in making a general survey of all sanitary conditions, bars, latrines, houses of prostitution, or any unusual condition that might affect the health of the military forces.

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Civil Affairs officers so designated will be responsible for all the functions assigned to the Civil Affairs Section, Force 343, by this plan. In the initial stages and until additional civil affairs personnel are available, their immediate functions will include:

(a) to continue in operation the municipal administration and essential local services, utilizing existing personnel whenever possible;

(b) to assist the appropriate Supply and Technical Services of the Sub-Task Force in the operation, maintenance and repair of all essential utilities including:

Electric and Gas
Water Supply
Railways
Telephone, Telegraph, Cables and Radio
Docks
Roads and Bridges

(c) take over the supervision and administration of the existing police forces, disarming where necessary and reorganizing as the situation may require; in conjunction with the Provost Marshal arrange for policing the area, traffic control, patrols, designation of off-limit areas, guarding vital utilities and establishments, control of intoxicating liquors, drugs and prostitution and the enforcement of sanitation and health measures; arrange with the Provost Marshal and G-2 for the registration of civilians and the establishment of a bureau for the issuance of permits for the carrying of fire arms and circulation permits,

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(e) assist G-2 in apprehending disloyal and politically unreliable individuals,

(f) assist the Division Surgeon in obtaining suitable establishments for military needs and in making a general survey of all sanitary conditions, bars, latrines, houses of prostitution, or any unusual condition that might affect the health of the military forces,

(g) to publish the proclamations, ordinances and orders of the Military Governor and the Commanding General, Force 343, and to enforce the law of military government,

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(h) to issue local civilian regulations to insure security and local order,

(i) to coordinate with all military units in his area in requisitioning, procurement, and billeting and to assist local unit commanders in any other matters involving the civil population,

(j) when directed by higher authority, to organize and supervise the operation of inferior military courts for the trial of civilian offenders,

(k) to become familiar with his area and its resources and to keep higher echelons informed as to local conditions and developments, political and economic,

(l) to enforce such orders as may be issued by higher headquarters such as those directing the surrender of arms and photographic equipment, the declaration of food stuffs, fuel, motor vehicles and parts, and declaration or surrender of other articles of use to the combat units or in short, supply in the area.

(14) Civil Affairs offices will be established, where possible, in the office of the local Casa del Fascio or other local chief administrator.

D. General

(15) AMGOT personnel with the initial forces will be kept to a minimum and will be sent ashore as directed by the Commanding Generals, Sub-Task Forces. Parties assigned to such forces will include senior personnel to form the nucleus of the later organization for Military Government on a provincial basis. Subject to the direction of Sub-Task Force Commanders, these C.A.O's. will get in touch with the local administrative authorities and relations pertaining to civil affair matters with such authorities will thereafter be conducted through the C.A.O's.

(16) Additional Civil Affairs personnel will, at the discretion of the Sub-Task Force Commander, be sent ashore as soon as possible after the assault has consolidated any territory containing inhabited centers.

(17) Fascist leaders and pro-Nazi partisans will be interned. Other civilians who are calculated to endanger our forces will be apprehended at the direction of Task Force Commanders or higher authority. Internees will be kept separate from military prisoners of war. Prompt report of their apprehension will be made to G-2 Sections, Sub-Task Forces and Headquarters, Force 343.

(18) Prior to the operation, directives will be prepared and issued through command channels covering matters of general and administrative policy. Accompanying these directives will be proclamations, orders, and ordinances with instructions as to the time and manner of issue. There will also be issued detailed instructions within the frame work of the proclamations,

Declassified E.O. 12356 Section 3.3/NND No. 785015

orders and ordinances, covering technical matters such as currency to be used and rates of exchange, handling of seized public funds and funds in private banks and financial institutions, administration of existing local governments with respect to taxes, other revenues and expenditures, procedure in enforcing a moratorium with respect to certain debts and claims, taking custody of enemy property (other than property seized as a part of the tactical operation), regulation of newspapers, periodicals, radios, motion pictures and entertainment, and legal procedure in matters affecting the civil population.

(19) See paragraphs 36, 37 and 38, Part II, Basic Plan, as to method of issuing Proclamations and General Orders (Civil Affairs) and subjects to be covered.

(20) See paragraphs 48 and 49, Basic Plan for general instructions on Circulation of Civilians and types of passes which may be issued.

E. Civilian Services not initially supervised by Civil Affairs Section

(21) Electric and Gas

To be operated by or under the supervision of the Engineer Section, Force 343. Estimated fuel requirements for the operation of electric utilities for essential military needs have been requisitioned by the Engineer. Mobile generating plants of a capacity to meet essential military needs only will be available where existing civilian systems are damaged or destroyed. Initially no attempt will be made to provide for the operation, repair or replacement of utility installations not essential for military requirements. Supplies and parts for such purposes will be requisitioned later on the basis of an actual survey.

(22) Water Supply

Water supply installations will be operated by or under the supervision of the Engineer Officer, Force 343. In the event of damage to reservoirs, aqueducts or permanent facilities, the excess capacity of water purifying and pumping equipment of Engineer units will be utilized for civilian supply insofar as is consistent with military operations.

(23) Roads and Bridges

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(22) Water Supply

Water supply installations will be operated by or under the supervision of the Engineer Officer, Force 343. In the event of damage to reservoirs, aqueducts or permanent facilities, the excess capacity of water purifying and pumping equipment of Engineer units will be utilized for civilian supply insofar as is consistent with military operations.

(23) Roads and Bridges

Repair and maintenance will be under the supervision of the Engineer Officer, Force 343. Initially only those essential to the military operation will be maintained.

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(24) Railroads

The initial repair of railroads (to put in operating condition for military purposes) is the responsibility of the Engineer Officer, Force 343. The operation and maintenance thereafter is the responsibility of the Transportation Officer, Force 343.

(25) Wharfs and docks

The initial repair of essential wharfs and docks is the responsibility of the Engineer Officer, Force 343. The operation and maintenance is the responsibility of the Transportation Officer, Force 343.

(26) Telephone, Telegraph, Cables and Radio

These facilities will be operated, maintained and repaired to the extent needed for military purposes by or under the supervision of the Signal Officer, Force 343. Until instructions are issued to the contrary, no telephone, telegraph, or radio communication by civilians will be permitted. Local telephone exchanges may be reopened under the supervision of the Signal Officer as soon as operations permit and supervisory personnel are available.

(27) Currency and Rates of Exchange

Directives governing the currency to be used initially and in later phases and the rates of exchange with the dollar and pound will be issued in the near future.

(28) Proclamations, General Orders (Civil Affairs)

Proclamations and General Orders (Civil Affairs) will be prepared on the following subjects and transmitted by AMGOT to Force 343 and Sub-Task Forces for publication:

No. 1 - Announcing the fact of occupation and the establishment of military government.

No. 2 - Establishing various offenses as War Crimes.

No. 3 - Establishing Allied Military Courts.

No. 4 - Providing for currency and fixing rates of exchange.

No. 5 - Closing of banks and establishing a moratorium with respect to certain debts and claims.

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SECRET-BIGOT

No. 6 - Annulling certain laws, including those directed against the Allied governments or their nationals or involving racial discrimination.

No. 7 - Providing for Custodian of Allied and Enemy Property.

Also the following will be dealt with by Proclamation or General Order prepared by AMGOT:

Restriction on exchange.
Prices to be charged for articles or services.
Manufacture and commerce.
Restrictions on transactions of certain persons.
Transactions in land.
Identification cards.
Travel passes.
Newspapers and printed matter.
Meetings and assemblies.
Flags and national anthems.
Narcotics.
Sanitation and public health.
Prostitution.
Taxes.
Requisitioning and billeting.

NOTE: This plan will be supplemented as necessary.

By command of Lieutenant General PATTON:

HOBART R. GAY,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

W. G. Caldwell
W. G. CALDWELL,
Lt. Colonel, A.C.D.,
Adjutant General.

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	5	[illegible] Corps	35

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property.

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Restriction on exchange.
Prices to be charged for articles or services.
Manufacture and commerce.
Restrictions on transactions of certain persons.
Transactions in land.
Identification cards.
Travel passes.
Newspapers and printed matter.
Meetings and assemblies.
Flags and national anthems.
Narcotics.
Sanitation and public health.
Prostitution.
Taxes.
Requisitioning and billeting.

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Ordnance	9	9th Div	39
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SECRET-BIGOT

Initial assignment of Civil Affairs (AMGOT) personnel to Force 343 and Sub-Task Forces.

1. Headquarters 343 — Officers

1 S.C.A.O. (regional)
1 S.C.A.O.
1 C.A.P.O.
1 C.A.O. (legal)
1 C.F.O. (finance)
1 C.A.O. (medical)
1 C.A.O. (civilian supply)

NOTE: 3 additional officers to report prior to D day.

2. Headquarters II Corps

1 S.C.A.O.
1 C...O.

3. Cent

1 S.C.A.O.

NOTE: 9 additional officers to report prior to D day.

4. Dime

1 S.C.A.O.
1 C...O.
1 C.A.P.O.
1 C.A.O. (medical)
1 C.F.O. (finance)
1 C.A.O. (supply)

NOTE: 4 additional officers to report prior to D day.

5. Joss

1 S.C.A.O.
1 C.A.O.
1 C.A.P.O.
1 C.A.O. (medical)
1 C.F.O. (finance)
1 C.A.O. (supply)

NOTE: 4 additional officers to report prior to D day.

6. Kool

1 S.C.A.O.
1 C...O.

7. 9th Division

1 S.C.A.O.

NOTE: 9 additional officers to report prior to D day.

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1 C.A.O.
1 C.A.O. (legal)
1 C.F.O. (finance)
1 C.A.O. (medical)
1 C.A.O. (civilian supply)

NOTE: 3 additional officers to report prior to D day.

2. Headquarters II Corps

1 S.C.A.O.
1 C.A.O.

3. Cent

1 S.C.A.O.

NOTE: 9 additional officers to report prior to D day.

4. Dime

1 S.C.A.O.
1 C.A.O.
1 C.A.P.O.
1 C.A.O. (medical)
1 C.F.O. (finance)
1 C.A.O. (supply)

NOTE: 4 additional officers to report prior to D day.

5. Joss

1 S.C.A.O.
1 C.A.O.
1 C.A.P.O.
1 C.A.C. (medical)
1 C.F.O. (finance)
1 C.A.O. (supply)

NOTE: 4 additional officers to report prior to D day.

6. Kool

1 S.C.A.O.
1 C.A.O.

7. 9th Division

1 S.C.A.O.

NOTE: 9 additional officers to report prior to D day.

NOTE: Enlisted personnel and transport vehicles will be furnished by AMGOT subsequent to D day.

APPENDIX "A"

SECRET-RIGOT

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BIGOT

BIGOT

MOST SECRET

HQ FORCE 141.

141F/3543/Q

Copy No. 11

18 Jun 43

HQ FORCE 141 ADMINISTRATIVE INSTRUCTION NO.16

LABOUR

1. PRINCIPLES OF EMPLOYMENT

The general principles upon which civil labour will be engaged and employed during operation HUSKY are laid down in the attached memorandum of advice issued by AMGOT. Task Forces will issue the necessary orders to ensure that the general principles laid down are complied with by all formations, and services employing civilian labour.

2. PROVISION OF LABOUR BY TASK FORCES

(a) TWELFTH ARMY The Directorate of Labour will be responsible for the engagement and allotment of all civil labour, and all demands for labour from employing services will be made through the Labour Directorate of the appropriate formation HQ.

(b) FORCE 343 Will issue instructions designating an organisation for the co-ordination of demands from services for civil labour and will set up the necessary machinery for the engagement and allotment of such labour as is required to meet demands.

3. WAGES AND CONDITIONS OF EMPLOYMENT

In order to preserve a common standard of wages, organisation and administration of all civil labour throughout the whole theatre of operations, it is essential that no scales of wages are fixed or conditions of employment laid down in either Task Force without prior consultation with the appropriate Civil Affairs Officer.

RHGoC Brig.

for C.H. MILLER.
Major-General i/c Administration.
Force 141.

FIELD

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for C.H. MILLER.
Major-General i/c Administration.
Force 141.

FIELD

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FORCE 343
FIFTEENTH AIRF
AEAO (Los Plazas)
AEAO ("G" Maine)
AEAO (D.D. Labour)
DG (STOCKS)
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LOA NIXEAST
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(ILLEGIBLE) ("G" Ops)
(ILLEGIBLE), WASHINGTON.
OSI, WASHINGTON.
(ILLEGIBLE)
MAJ
MAAF

FOR AIRCOM 14

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G(Ops-Comd)	
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RECEIPT FORM In lieu of AF A.16

TO:- G(Maint.),
HQ FORCE 141

Receipt is hereby acknowledged of Corr No(s) .....
of 141F/5706/G dated 10 Jun 43.

Signature .....

Date .....
No. 16.

AMGOT
AF/7828/CA

MOST SECRET

MINUTE ON LABOUR QUESTION IN HORRIFIED

1. The general principle is that AMGOT will not undertake the supply or organisation of local labour for military formations; nor will AMGOT pay or administer labour for formations.

2. AMGOT will assist all formations on labour questions and it is the duty of all C.A.Os who are called upon by formations requiring labour to find to provide it. The correct and best channel for C.A.Os to use is the local government authorities in towns and villages, through whom, or failing whom, local contractors who normally employ labour may be used, e.g. stevedoring concerns, road maintenance contractors, etc. It will be the duty of C.A.Os to ensure by personal inspection and when necessary by posting enlisted or other supervising personnel to ensure that when wages are paid in bulk to contractors, that the latter or their agents actually pay out the wages at the approved scales to the men. When units employ direct labour without the services of a contractor they must ensure by their own supervision that all hands are paid daily or weekly. They should incidentally bear in mind that there are certain statutory deductions for unemployment and sickness, etc., provident funds which should be continued.

3. I have no objection to task forces setting up their own labour organisations and keeping registers of available men but generally speaking existing local labour exchanges under the supervision of C.A.Os will be more economical and efficient. In the case of 12th Army, the Assistant Director of Pioneers and Labour (ADPL) will deal direct with any local labour exchanges. I do not feel that the payment of a retaining fee for registered, but not employed, labour is at all a good idea. It will lead to abuses and is a needless waste of money.

4. Current rates of wages at the time of occupation must be adhered to in the initial stages. Changes of wage rates in lire from those found in force must be discussed with the local Senior C.A.O. available who will be very guarded in agreeing to rises in local wages. It will be fatal to allow a rise in one province which may affect labour in another until central government has started functioning, when a general labour policy has been agreed with Task Force Headquarters and 141 Headquarters for the whole territory. For this, experience will be needed. It cannot be laid down now.

5. Rates of wages will be by category. The first one to be laid down will be for crude manual labour, followed by scales for trades, etc.

6. Wage rates in existing services e.g. railroad personnel, public utility concerns, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army services, the local personnel should continue to be paid by the existing local organisation, e.g. municipalities in the case of municipal electricity undertakings. Army services will of course have full control of such undertakings but the local personnel should not be taken on the pay roll of the Army service concerned. If the undertaking requires further funds than it has available, the Civil Affairs administration will provide the funds to the undertaking direct.

Declassified E.O. 12356 Section 3.3/NND No. 785015

concerns, road maintenance contractors, etc. It will be the duty of C...Os to ensure by personal inspection and when necessary by posting enlisted or other supervising personnel to ensure that when wages are paid in bulk to contractors, that the latter or their agents actually pay out the wages at approved scales to the men. When units employ direct labour without the services of a contractor they must ensure by their own supervision that the hands are paid daily or weekly. They should incidentally bear in mind that there are certain statutory deductions for unemployment and sickness, etc., provident funds which should be continued.

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5. Rates of wages will be by category. The first one to be laid down will be for crude manual labour, followed by scales for trades, etc.

6. Wage rates in existing services e.g. railroad personnel, public utility concerns, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army services, the local personnel should continue to be paid by the existing local organisation, e.g. municipalities in the case of municipal electricity undertakings. Army services will of course have full control of such undertakings but the local personnel should not be taken on the pay roll of the Army service concerned. If the undertaking requires further funds than it has available, the Civil Affairs administration will provide the funds to the undertaking direct. Army services should therefore contact the local C.A.O. in regard to local payments. Rises of wages must not be allowed in any circumstances since this will upset all the structure of wages and prices in the whole employe and industrial labour grades.

7. I do not propose to deal with, or discuss, unemployment now. In the unlikely event of there being manual labour unemployment in any area occupied, the subject will be dealt with by the Welfare and Relief Section of the Public Health Division.

8. Compulsory labour must be referred to 1A1 Headquarters. It is a very delicate and highly political matter and is not left to the discretion of local commanders. The movement of labour from one area to another can be arranged by units which will then be responsible for feeding and housing in labour camps, but it must be voluntary.

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9. Formations must remember that it is not allowed under international law to oblige a citizen of an occupied area to wage war against his own Army. It follows that local labour can for instance refuse to handle ammunition, but my experience has generally been that if properly handled, civil labour will not refuse to do such work.

Labour cannot be punished for refusing such work. The use of P of W is governed by international conventions.

10. To encourage labour especially in the event of difficulties arising about handling ammunition, etc. rations may be issued but this should be in lieu of pay and a deduction, even if of a nominal sum, must be made for the value of the rations; The principle of some deduction is necessary to preserve wage scales.

11. I cannot impress too strongly on all concerned the necessity of preserving the existing wage structure until consideration can be given at Headquarters to changes.

(Sd) Rennell

Major General
C.C.A.O.
AMGOT.

AMGOT.
141 Force
Field.
12 June 1943.

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BIGOT

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MOST SECRET

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18 Jun 43

HQ FORCE 141 ADMINISTRATIVE INSTRUCTION NO.16

LABOUR

1. PRINCIPLES OF EMPLOYMENT

The general principles upon which civil labour will be engaged and employed during operation [redacted] are laid down in the attached memorandum of advice issued by AMGOT. Task Forces will issue the necessary orders to ensure that the general principles laid down are complied with by all formations, and services employing civilian labour.

2. PROVISION OF LABOUR BY TASK FORCES

(a) TWELFTH ARMY The Directorate of Labour will be responsible for the engagement and allotment of all civil labour, and all demands for labour from employing services will be made through the Labour Directorate of the appropriate formation HQ.

(b) FORCE 545 Will issue instructions designating an organisation for the co-ordination of demands from services for civil labour and will set up the necessary machinery for the engagement and allotment of such labour as is required to meet demands.

3. WAGES AND CONDITIONS OF EMPLOYMENT

In order to preserve a common standard of wages, organisation and administration of all civil labour throughout the whole theatre of operations, it is essential that no scales of wages are fixed or conditions of employment laid down in either Task Force without prior consultation with the appropriate Civil Affairs Officer.

R.L. Cocke Brig.

for C.H. MILLER.
Major-General i/c Administration.
Force 141.

FIELD

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R.L. Cocke Brig.

for C.H. MILLER.
Major-General i/c Administration.
Force 141.

FIELD

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TO:- Q(Maint).
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of 141F/3548/Q dated 18 Jun 43.

Signature .....

Date .....
No. 16.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

BIGOT
441F/7829/CA

MOST SECRET

MINUTE ON LABOUR QUESTION IN NORRIFIED

1. The general principle is that AMGOT will not undertake the supply or organisation of local labour for military formations; nor will AMGOT pay or administer labour for formations.

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3. I have no objection to task forces setting up their own labour organisations and keeping registers of available men but generally speaking existing local labour exchanges under the supervision of C.A.Os will be more economical and efficient. In the case of 12th Army, the Assistant Director of Pioneers and Labour (ADPL) will deal direct with any local labour exchanges. I do not feel that the payment of a retaining fee for registered but not employed, labour is at all a good idea. It will lead to abuses and is a needless waste of money.

4. Current rates of wages at the time of occupation must be adhered to in the initial stages. Changes of wage rates in line from those found in force must be discussed with the local Senior C.A.O. available who will be very guarded in agreeing to rises in local wages. It will be fatal to allow a rise in one province which may affect labour in another until central government has started functioning, when a general labour policy has been agreed with Task Force Headquarters and 141 Headquarters for the whole territory. For this, experience will be needed. It cannot be laid down now.

5. Rates of wages will be by category. The first one to be laid down will be for crude manual labour, followed by scales for trades, etc.

6. Wage rates in existing services e.g. railroad personnel, public utility concerns, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army services, the local personnel should continue to be paid by the existing local organisation, e.g. municipalities in the case of municipal electricity undertakings. Army services will of course have full control of such undertakings but the local personnel should not be taken on the pay roll of the Army service concerned. If the undertaking requires further funds than it has available, the Civil Affairs administration will provide the funds to the undertaking direct.

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7. I do not propose to deal with, or discuss, unemployment now. In the unlikely event of there being manual labour unemployment in any area (excluded, the subject will be dealt with by the Welfare and Relief Section of the Public Health Division.

8. Compulsory labour must be referred to 14A Headquarters. It is a very delicate and highly political matter and cannot be left to the discretion of local commanders. The movement of labour from one area to another can be arranged by units which will then be responsible for feeding and housing, in labour camps, but it must be voluntary.

5423

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9. Formations must remember that it is not allowed under international law to oblige a citizen of an occupied area to wage war against his own Army. It follows that local labour can for instance refuse to handle ammunition, but my experience has generally been that if properly handled, civil labour will not refuse to do such work.

Labour cannot be punished for refusing such work. The use of P of W is governed by international conventions.

10. To encourage labour especially in the event of difficulties arising about handling ammunition, etc., rations may be issued but this should be in lieu of pay and a deduction, even if of a nominal sum, must be made for the value of the rations; The principle of some deduction is necessary to preserve wage scales.

11. I cannot impress too strongly on all concerned the necessity of preserving the existing wage structure until consideration can be given at Headquarters to changes.

(Sd) Rennell
Major General
C.C.A.O.
AMGOT.

AMGOT.
141 Force
Field.
12 June 1943.

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BIGOT

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MOST SECRET

HQ FORCE 141.

141F 3648/Q

Copy No. 73.

18 Jun 43

HQ FORCE 141 ADMINISTRATIVE INSTRUCTION NO.16

LABOUR

1. PRINCIPLES OF EMPLOYMENT

The general principles upon which civil labour will be engaged and employed during operation HUSKY are laid down in the attached memorandum of advice issued by AMGOT. Task Forces will issue the necessary orders to ensure that the general principles laid down are complied with by all formations, and services employing civilian labour.

2. PROVISION OF LABOUR BY TASK FORCES

(a) TWELFTH ARMY The Directorate of Labour will be responsible for the engagement and allotment of all civil labour, and all demands for labour from employing services will be made through the Labour Directorate of the appropriate formation HQ.

(b) FORCE 343 Will issue instructions designating an organisation for the co-ordination of demands from services for civil labour and will set up the necessary machinery for the engagement and allotment of such labour as is required to meet demands.

3. WAGES AND CONDITIONS OF EMPLOYMENT

In order to preserve a common standard of wages, organisation and administration of all civil labour throughout the whole theatre of operations, it is essential that no scales of wages are fixed or conditions of employment laid down in either Task Force without prior consultation with the appropriate Civil Affairs Officer.

R.V. Cooke Bird

for C.H. MILLER.
Major-General i/c Administration.
Force 141.

FIELD

Declassified E.O. 12356 Section 3.3/NND No. 785015

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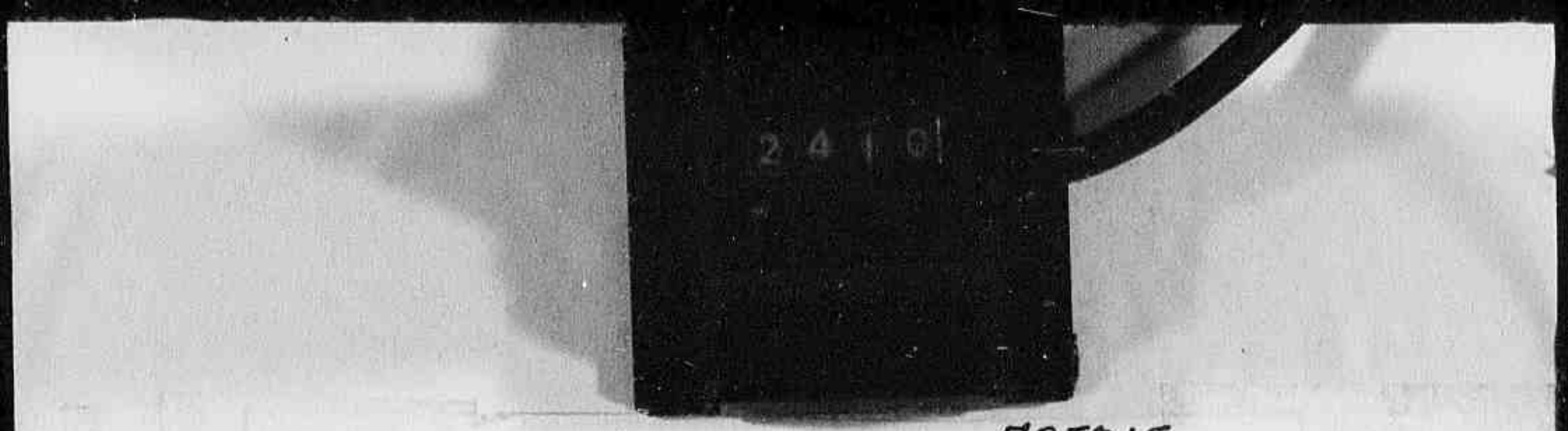
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R.L. Cocke Brig.
for C.H. MILLER.
Major-General i/c Administration.
Force 141.

FIELD

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of [illegible], dated [illegible] Jun 43.

Signature .....

Date .....
No. 16.

.....

Declassified E.O. 12356 Section 3.3/NND No. 785015

BIGOT
141F/7828/CA

MOST SECRET

MINUTE ON LABOUR QUESTION IN HORRIFIED

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3427

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Major General
C.C.A.C.
AMGOT.

AMGOT.
14 Force
Field.
12 June 1943.

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BIGOT

MOST SECRET

141F/3548/Q.

27 Jun 43.

Copy No .16.....

FORCE 141 ADMINISTRATIVE INSTRUCTION NO. 20.

RATES OF PAY FOR CIVILIAN LABOUR.

1. In amplification of para 3 of 141 Force Administrative Instruction No. 16, at Appx. "A" is a Wage Scale which will be accepted as standard during the initial phase of HUSKY.

2. Although slightly above the average now being paid in SICILY, the rates listed should not seriously disturb the economy of the area. It is emphasised, however, that should labour be paid at rates higher than these, the entire wage and price schedule of the territory is liable to upset with a resulting spiralling inflation.

3. The general principles outlined in HQ Force 141 Administrative Instruction No. 16, Labour, will in general govern the payment of wages during the operation HUSKY.

4. A full days pay will not be paid for less than 8 actual working hours exclusive of meal times except where a full 8 hours work is not possible owing to the shortage of the hours of daylight or any existing curfew.

5. Workers will be engaged at the minimum rates for a probationary period of seven days. On the expiration of the period of probation they may be recommended from the day succeeding such period for a re-assessment of pay.

6. Workers employed directly by the military forces will be paid by the military forces and those forces need not make any deductions for unemployment, sickness, etc. These latter payments will be the responsibility of the individual workers to make as and when they can. However, the military forces may provide medical care and benefits to sick or injured workers.

7. Contractors working for the Armed Forces will be bound by the labour and wage laws of the areas in which they operate and are not exempt because they are engaged on military projects. It will be necessary for them to make customary payroll deductions for unemployment, sickness, etc.

8. Wage rates in existing services e.g. Railroad, public utility, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army Services, the local personnel should not be taken on the payroll of the Army Service concerned. Wage increases in these services must not be allowed in any circumstances since this will upset all the structure of wages and prices.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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R.V. Cooke Brig

W. Major-General,
Major-General i/c Administration.
Force 141.

FIELD.

This copy [illegible] to duly accredited unofficial researchers Order Sec/Army by TAG/ ------- Date ----------

411410

3429

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BIGOT. MOST SECRET.

APPENDIX "A" to Adm Instruction No. 20 dated 27 Jun 43.

RATES OF PAY - - - - - CIVILIAN LABOUR

SUPERVISORY & CLERICAL STAFF.	LIRE	
	Min. per day	Max. per day
Clerks, male	70	110
" female	60	90
Interpreters, (Oral)	70	110
" (Translating)	90	110
Storemen	70	110
Typists, male	70	110
" female	60	90
CLASSIFIED ARTISANS		
Armature Winder	75	120
Armourers	75	120
Blacksmiths	70	110
Battery Workers	70	100
Boiler Makers	75	110
Bookbinders	75	100
Bookbinders Assistants	70	90
Carpenters & Wheelers	70	100
Caulkers	70	90
Coppersmiths	75	120
Compositors	70	100
" Assistants	70	90
Drivers Engine Loco & I.C.	75	110
Drivers Engine Steam Stationary	70	100
Drivers Fitters	80	120
Electrical Wiremen	75	120
Electricians	75	120
Farriers	70	100
Fitters	80	120
Grinders, precision	90	120
Gasket Repairers	70	100
High Speed I.C. Erectors and Fitters	80	120
Machinists, Engineering	70	100
Machinists, Tool Room	75	110
Machinists, Woodworking	70	100
Mechanics Instrument Repairer	90	120
Mechanics Sewing Machine	90	90
Mechanics Typewriter	70	100
Mechanics Typewriter Assistant	70	80
Mechanics Wireless	90	120
Moulders	80	120
Painters, Polishers and Signwriters	70	100
Pattern Makers	75	110
Platers	70	100
Plumbers	75	100
Riggers	70	100

Declassified E.O. 12356 Section 3.3/NND No. 785015

(Translating)	70	110
Storemen	70	110
Typists, male	60	90
" female		

CLASSIFIED ARTISANS

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Armourers	75	120
Blacksmiths	70	110
Battery Workers	70	100
Boiler Makers	75	110
Bookbinders	75	100
Bookbinders Assistants	70	90
Carpenters & Wheelers	70	100
Caulkers	70	90
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Drivers Engine Steam Stationary	70	100
Drivers Fitters	80	120
Electrical Wiremen	75	120
Electricians	75	120
Farriers	70	100
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Grinders, precision	90	120
Gasket Repairers	70	100
High Speed I.C. Erectors and Fitters	80	120
Machinists, Engineering	70	100
Machinists, Tool Room	75	110
Machinists, Woodworking	70	100
Mechanics Instrument Repairer	90	120
Mechanics Sewing Machine	90	90
Mechanics Typewriter	70	100
Mechanics Typewriter Assistant	70	80
Mechanics Wireless	90	120
Moulders	80	120
Painters, Polishers and Signwriters	70	100
Pattern Makers	75	110
Platers	70	100
Plumbers	75	100
Riggers	70	100
Rivet Heaters	70	90
Riveters	70	100
Riveters Holders-up	70	90
Saddlers	70	100
Sailmakers	70	110
Sawyers	75	120
Saw Doctors	80	100
Sheet Metal Workers	70	
Tinsmiths		

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	LIRE	
	Min. per day	Max. per day
Toolsmiths	70	100
Trimmers	70	100
Turners	80	120
Tyre Operators	80	120
Vulcanisers.	70	100
Welders	80	120
Wiremen O.H.L.	70	100
UNCLASSIFIED ARTISANS		
Apprentices to all trades	30	70
Artisans mates	60	80
Balers	70	90
Breakmen	70	90
Bricklayers	75	100
Chainmen	70	90
Concretors	70	90
Coopers	70	100
Drivers, Crane (Refrigerating plant)	70	100
" Winch	70	90
" Crane	70	90
" Electric	70	100
Firemen, Oil Fuel	70	90
Fitters, Carriage	70	90
Fitters, Electrical	70	100
Foremen & Cutters, PAOC	70	90
Foundrymen	80	120
Glaziers	70	100
Greasers, Refrigerating plant	70	100
" Other	70	90
Hammermen	70	90
Labourers, skilled	60	60
Linotype operators	80	120
Lithographers	80	120
" Assistants	70	90
Machine Minders	70	100
Machine Assistants	70	90
Masons	70	110
Permanent Way Inspectors	80	110
Plasterers	70	100
Platelayers	70	90
Printers	80	120
Process Workers	70	100
Shipwrights & Coachbuilders	75	110
Shunters	70	90
Slaters	70	100
Stokers & Firemen	70	90
Storemen	80	110

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Wiremen O.H.L.	70	100
UNCLASSIFIED ARTISANS		
Apprentices to all trades	30	70
Artisans mates	60	80
Balers	70	90
Breakmen	70	90
Bricklayers	75	100
Chainmen	70	90
Concretors	70	90
Coopers	70	100
Drivers, Crane (Refrigerating plant)	70	100
" Winch	70	90
" Crane	70	90
" Electric	70	100
Firemen, Oil Fuel	70	90
Fitters, Carriage	70	90
Fitters, Electrical	70	100
Foremen & Cutters, RAOC	70	90
Foundrymen	60	120
Glaziers	70	100
Greasers, Refrigerating plant	70	100
" Other	70	90
Hammermen	70	90
Labourers, skilled	60	60
Linotype operators	60	120
Lithographers	80	120
" Assistants	70	90
Machine Minders	70	100
Machine Assistants	70	90
Masons	70	110
Permanent Way Inspectors	80	110
Plasterers	70	100
Platelayers	70	90
Printers	80	120
Process Workers	70	100
Shipwrights & Conchbuilders	75	110
Shunters	70	90
Slaters	70	100
Stokers & Firemen	70	90
Stonehands	80	110
" Assistants	70	90
Strikers (Farriers)	70	90
Tentmenders	70	90
Textile Refitters	70	90
Quarrymen - Stonecutters	70	90
Smelterers	70	100

.../3

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W. [illegible] NDRY	Min. per day	Max. per day
Ironing Section		
Juniors & Preparers, male & female 14 yrs	-	13.3
" " " " 15 yrs	-	16.6
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 yrs & over 3/6	70	85
" " female 18 yrs & over 2/6	50	70
Ironers, hand, male & female, 14 yrs	-	13.3
" " " " 15 yrs	-	16.6
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 years & over	70	85
" " female 18 yrs & over	50	70
" machine male & female 14 yrs	-	13.3
" " " " 15 yrs	-	[illegible]
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 yrs & over	70	85
" " female 18 yrs & over	50	70
" chief male	-	90
" " female	-	75
Sorters (class II)	-	80
" (" I)	-	90
WASHING SECTION		
Washers, male and female	-	40
" hydro male	60	80
" machine male	70	90
FLYING STORES DEPOT		
Chargehands, female	70	90
Clothing classifiers & repairers, female	70	90
Sock & Woollen Repairers, female	-	60
Tailors, own machine	[illegible]	80
Tailors, without machine	-	60
Tailoresses, own machine	-	60
" without machine	-	43.3
MISCELLANEOUS		
Boilerman	70	90
Mechanics	75	100
MISCELLANEOUS EMPLOYMENTS (1)		
Butchers	60	80
Cooks in military hospitals, sergeants' & Mens' Messes	1200 (monthly)	1800 (monthly)
Cooks in military families, hospitals,		

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" " male 18 years & over	70	85
" " female 18 yrs & over	50	70
" machine male & female 14 yrs	-	43.3
" " " " 15 yrs	-	100
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 yrs & over	70	85
" " female 18 yrs & over	50	70
" chief male	-	90
" " female	-	75
Sorters (class II)	-	80
" (" I)	-	90
WASH SECTION		
Washers, male and female	-	40
" hydro male	60	80
" machine male	70	90
ROYAL STORES DEPOT		
Charge hands, female	70	90
Clothing classifiers & repairers, female	70	90
Sock & Woollen Repairers, female	-	60
Tailors, own machine	-	80
Tailors, without machine	-	60
Tailoresses, own machine	-	60
" without machine	-	43.3
MISCELLANEOUS		
Boilermen	70	90
Mechanics	75	100
MISCELLANEOUS EMPLOYEES (1)		
Butchers	60	90
Cooks in military hospitals, sergeants' & Mens' Messes	1200 (monthly)	1800 (monthly)
Cooks in military families, hospitals, nursing sisters and officers messes	1200 (monthly)	1800 (monthly)
Drivers M/V	70	100
Orderlies, medical	800 (monthly)	1600 (monthly)
Orderlies, other	400 (monthly)	800 (monthly)
Orderlies, rank & file messes	800 (monthly)	1600 (monthly)

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	LIRE	
	Min. per day	Max. per day
Waitresses in nursing sisters messes, military families, hospital	400 (monthly)	800 (monthly)
Waiters in nursing sisters messes	800 (monthly)	1600 (monthly)
Waiters in officers messes	800 (monthly)	1600 (monthly)
Timekeepers	60	90
MISCELLANEOUS EMPLOYMENTS (II)		
Bakers	70	90
Watchmen	53.3	60
Stevedores	70	70
Stevedores Head	85	85
Supervisors, road	70	100
Trackers	70	100
UNSKILLED LABOUR		
Unskilled labourers	-	50
Gangers (a)	-	60
Chief Gangers (b)	-	70
Boys, up to and including the age of 17 yrs	-	30
Unskilled woman	-	40

(a) One may be employed for every 40 labourers.
(b) One may be employed for not less than 100 labourers.

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AIR STAFF	68 - 71
AMGOT	72 - 76
WAR DIARY	77 - 78
FILE	79
FLOAT	80
SPARE	81 - 100

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G (Cps)	40 - 41
G (SD)	42 - 43
G (I)	44
[illegible]	45
AG (US)	46 - 47
Q (Plans)	48
Q (Maint) G-4	49 - 50
Q (Loga)	51
Q (Mov & Tn)	52 - 53
RE	54
(X) Sigs	55
SVY	56
WAS	57
MEDICAL	58 - 59
ST	60
ORD	61
ARME	62
LABOUR	63
NAVAL STAFF	64 - 67
AIR STAFF	68 - 71
AMGOT	72 - 76
WAR DIARY	77 - 78
FILE	79
FLOAT	80
SPARE	81 - 100

RECEIPT FORM — In lieu of AFA 16.

To Q (Maint).,
HQ Force 141.

Receipt is hereby acknowledged of Copy No(s) .....
of 141/3548/Q dated 27 Jun 43.

3417

Date ..... Signature .....

No. 20 .....

Declassified E.O. 12356 Section 3.3/NND No. 785015

B I G O T

MOST SECRET

141F/3548/Q.

27 Jun 43.

Copy No .Y5.....

FORCE 141 ADMINISTRATIVE INSTRUCTION NO. 20.

RATES OF PAY FOR CIVILIAN LABOUR.

1. In amplification of para 3 of 141 Force Administrative Instruction No. 16, at Appx. "A" is a Wage Scale which will be accepted as standard during the initial phase of HUSKY.

2. Although slightly above the average now being paid in SICILY, the rates listed should not seriously disturb the economy of the area. It is emphasised, however, that should labour be paid at rates higher than these, the entire wage and price schedule of the territory is liable to upset with a resulting spiralling inflation.

3. The general principles outlined in HQ Force 141 Administrative Instruction No. 16, Labour, will in general govern the payment of wages during the operation HUSKY.

4. A full days pay will not be paid for less than 8 actual working hours exclusive of meal times except where a full 8 hours work is not possible owing to the shortage of the hours of daylight or any existing curfew.

5. Workers will be engaged at the minimum rates for a probationary period of seven days. On the expiration of the period of probation they may be recommended from the day succeeding such period for a re-assessment of pay.

6. Workers employed directly by the military forces will be paid by the military forces and those forces need not make any deductions for unemployment, sickness, etc. These latter payments will be the responsibility of the individual workers to make as and when they can. However, the military forces may provide medical care and benefits to sick or injured workers.

7. Contractors working for the Armed Forces will be bound by the labour and wage laws of the areas in which they operate and are not exempt because they are engaged on military projects. It will be necessary for them to make customary payroll deductions for unemployment, sickness, etc.

8. Wage rates in existing services e.g. Railroad, public utility, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army Services, the local personnel should not be taken on the payroll of the Army Service concerned. Wage increases in these services must not be allowed in any circumstances since this will upset all the structure of wages and prices.

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1. In amplification of para 3 of 141 Force Administrative Instruction No. 16, at Appx. "A" is a Wage Scale which will be accepted as standard during the initial phase of HUSKY.

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R.W. Cooke Bruce

W Major-General,
Major-General i/c Administration.
Force 141.

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BIGOT. MOST SECRET.

APPENDIX "A" to Adm Instruction No. 20 dated 27 Jun 43.

RATES OF PAY - - - - - CIVILIAN LABOUR

	LIFE	
SUPERVISORY & CLERICAL STAFF.	Min. per day	Max. per day
Clerks, male	70	110
" female	60	90
Interpreters, (Oral)	70	110
" (Translating)	90	110
Storemen	70	110
Typists, male	70	110
" female	60	90
CLASSIFIED ARTISANS		
Armature Winder	75	120
Armourers	75	120
Blacksmiths	70	110
Battery Workers	70	100
Boiler Makers	75	110
Bookbinders	75	100
Bookbinders Assistants	70	90
Carpenters & Wheelers	70	100
Caulkers	70	90
Coppersmiths	75	120
Compositors	70	100
" Assistants	70	90
Drivers Engine Loco & I.C.	75	110
Drivers Engine Steam Stationary	70	100
Drivers Fitters	80	120
Electrical Wiremen	75	120
Electricians	75	120
Farriers	70	100
Fitters	80	120
Grinders, precision	90	120
Gasket Repairers	70	100
High Speed I.C. Erectors and Fitters	80	120
Machinists, Engineering	70	100
Machinists, Tool Room	75	110
Machinists, Woodworking	70	100
Mechanics Instrument Repairer	90	120
	90	90

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	Min. per day	Max. per day
Clerks, male	70	110
" female	60	90
Interpreters, (Oral)	70	110
" (Translating)	90	110
Storemen	70	110
Typists, male	70	110
" female	60	90

CLASSIFIED ARTISANS

Armature Winder	75	120
Armourers	75	120
Blacksmiths	70	110
Battery Workers	70	100
Boiler Makers	75	110
Bookbinders	75	100
Bookbinders Assistants	70	90
Carpenters & Wheelers	70	100
Caulkers	70	90
Coppersmiths	75	120
Compositors	70	100
" Assistants	70	90
Drivers Engine Loco & I.C.	75	110
Drivers Engine Steam Stationary	70	100
Drivers Fitters	80	120
Electrical Wiremen	75	120
Electricians	75	120
Farriers	70	100
Fitters	60	120
Grinders, precision	90	120
Gasket Repairers	70	100
High Speed I.C. Erectors and Fitters	80	120
Machinists, Engineering	70	100
Machinists, Tool Room	75	110
Machinists, Woodworking	70	100
Mechanics Instrument Repairer	90	120
Mechanics Sewing Machine	90	90
Mechanics Typewriter	70	100
Mechanics Typewriter Assistant	70	80
Mechanics Wireless	90	120
Moulders	80	120
Painters, Polishers and Signwriters	70	100
Pattern Makers	75	110
Platers	70	100
Plumbers	75	100
Riggers	70	100
Rivet Heaters	70	90
Riveters	70	100
Rivetters Holders-up	70	90
Saddlers	70	100
Sailmakers	70	90
Sawyers	70	100
Saw Doctors	75	110
Sheet Metal Workers	80	120
Tinsmiths	70	100

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	LIRE	
	Min. per day	Max. per day
Toolsmiths	70	100
Trimmers	70	100
Turners	80	120
Tyre Operators	80	120
Vulcanisers	70	100
Welders	80	120
Wiremen O.H.L.	70	100
UNCLASSIFIED ARTISANS		
Apprentices to all trade	50	70
Artisans mates	60	80
Balers	70	90
Breakmen	70	90
Bricklayers	75	100
Chainmen	70	90
Concretors	70	90
Coopers	70	100
Drivers, Crane (Refrigerating plant)	70	100
" Winch	70	90
" Crane	70	90
" Electric	70	100
Firemen, Oil Fuel	70	90
Fitters, Carriage	70	90
Fitters, Electrical	70	100
Foremen & Cutters, PACC	70	90
Foundrymen	80	120
Glaziers	70	100
Greasers, Refrigerating plant	70	100
" Other	70	90
Hammermen	70	90
Labourers, skilled	60	60
Linotype operators	80	120
Lithographers	80	120
" Assistants	70	90
Machine Minders	70	100
Machine Assistants	70	90
Masons	70	110
Permanent Way Inspectors	80	110
Plasterers	70	100
Platelayers	70	90
Printers	80	120
Process Workers	70	100
Shipwrights & Coachbuilders	75	110
Shunters	70	90
Slaters	70	100
Stokers & Firemen	70	90
Stonehands	80	110

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Welders	70	100
Wiremen O.M.L.		

UNCLASSIFIED ARTISANS

Apprentices to all trade	30	70
Artisans mates	60	80
Balers	70	90
Breakmen	70	90
Bricklayers	75	100
Chainmen	70	90
Concretors	70	90
Coopers	70	100
Drivers, Crane (Refrigerating plant)	70	100
" Winch	70	90
" Crane	70	90
" Electric	70	100
Firemen, Oil Fuel	70	90
Fitters, Carriage	70	90
Fitters, Electrical	70	100
Foremen & Cutters, RAOC	80	90
Foundrymen	70	120
Glaziers	70	100
Greasers, Refrigerating plant	70	100
" Other	70	90
Hammermen	60	90
Labourers, skilled	80	60
Linotype operators	80	120
Lithographers	70	120
" Assistants	70	90
Machine Minders	70	100
Machine Assistants	80	90
Masons	70	110
Permanent Way Inspectors	70	110
Plasterers	80	100
Platelayers	70	90
Printers	75	120
Process Workers	70	100
Shipwrights & Coachbuilders	70	110
Shunters	70	90
Sleters	80	100
Stokers & Firemen	70	90
Stonehands	70	110
" Assistants	70	90
Strikers (Farriers)	70	90
Tentmenders	70	90
Textile Refitters	70	90
Quarrymen - Stonecutters	70	100
Smelterers		

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W. D. LAUNDRY

	LIKE	
	Min. per day	Max. per day
Ironing Section		
Driers & Preparers, male & female 14 yrs	-	13.3
" " " " 15 yrs	-	16.6
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 yrs & over 3/6	70	85
" " female 18 yrs & over 2/6	50	70
Ironers, hand, male & female, 14 yrs	-	13.3
" " " " 15 yrs	-	16.6
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 years & over	70	85
" " female 18 yrs & over	50	70
" machine male & female 14 yrs	-	13.3
" " " " 15 yrs	-	16.6
" " " " 16 yrs	-	16.6
" " " " 17 yrs	-	23.3
" " male 18 yrs & over	70	85
" " female 18 yrs & over	50	70
" chief male	-	90
" " female	-	75
Sorters (class II)	-	80
" (" I)	-	90
WASH SECTION		
Washer, hand female	-	40
" hydro male	60	80
" machine male	70	90
RETURN STORES DEPOT		
Chargehands, female	70	90
Clothing Classifiers & repairers, female	70	90
Sock & Woollen Repairers, female	-	60
Tailors, own machine	-	80
Tailors, without machine	-	60
Tailoresses, own machine	-	60
" without machine	-	43.3
MISCELLANEOUS		
Boilermen	70	90
Mechanics	75	100
MISCELLANEOUS EMPLOYEES (1)		
	60	90

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"	female 18 yrs & over 2/6	50	70
Ironers, hand, male & female,	14 yrs	-	13.3
" " " "	15 yrs	-	16.6
" " " "	16 yrs	-	16.6
" " " "	17 yrs	-	23.3
" " male 18 years & over		70	85
" " female 18 yrs & over		50	70
" machine male & female	14 yrs	-	13.3
" " " "	15 yrs	-	16.6
" " " "	16 yrs	-	16.6
" " " "	17 yrs	-	23.3
" " male 18 yrs & over		70	85
" " female 18 yrs & over		50	70
" chief male		-	90
" " female		-	75
Sorters (class II)		-	80
" (" I)		-	90
WASH SECTION			
Washer, hand female		-	40
" hydro male		60	80
" machine male		70	90
RETURN STORES DEPOT			
Chargehands, female		70	90
Clothing classifiers & repairers, female		70	90
Sock & Woollen Repairers, female		-	60
Tailors, own machine		-	80
Tailors, without machine		-	60
Tailoresses, own machine		-	60
" without machine		-	43.3
MISCELLANEOUS			
Boilerman		70	90
Mechanics		75	100
MISCELLANEOUS EMPLOYEES (1)			
Butchers		60	90
Cooks in military hospitals, sergeants' & Warrant Messes		1200 (monthly)	1800 (monthly)
Cooks in military families, hospitals, nursing sisters and officers messes		1200 (monthly)	1800 (monthly)
Labourers MT		70	100
Orderlies, medical		800 (monthly)	1600 (monthly)
Orderlies, other		400 (monthly)	800 (monthly)
Orderlies, rank & file messes		800 (monthly)	1600 (monthly)

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	Min. per day	Max. per day
	LIRE	
Waitresses in nursing sisters messes, military families, hospitals	400 (monthly)	800 (monthly)
Waiters in nursing sisters messes	800 (monthly)	1600 (monthly)
Waiters in officers messes	800 (monthly)	1600 (monthly)
Timekeepers	60	90
MISCELLANEOUS EMPLOYMENTS (II)		
Bakers	70	90
Watchmen	53.3	60
Stewardesses	70	70
Stewardess Head	85	85
Supervisors, road	70	100
Trackers	70	100
UNSKILLED LABOUR		
Unskilled labourers	-	50
Gangers (a)	-	60
Chief Gangers (b)	-	70
Boys, up to and including the age of 17 yrs	-	30
Unskilled women	-	40

(a) One may be employed for every 40 labourers.
(b) One may be employed for not less than 100 labourers.

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CG NATOUSA	18
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RECEIPT FORM — In lieu of AFA 16.

To Q (Maint)., HQ Force 141.

Receipt is hereby acknowledged of Copy No(s) ....
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B I G O T

MOST SECRET

141F/30/1007/GSI(a)

21 May 43

The attached copy of a study entitled "Availability of Labour in SICILY" has been prepared by the Board of Economic Warfare, WASHINGTON.

GSI(a)
HQ, 141 Force
BNAF

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BIGOT

MOST SECRET

SUBJECT :- Availability of Labour in SICILY

141F/30/1007/GSI(a)

21 May 43

SUMMARY

SICILY's total force may be estimated at 1.2 to 1.5 million. Over one-half of this force is usually engaged in agriculture which is carried on throughout the island. Non-agricultural workers are largely concentrated in and around the island's three main coastal cities : PALERMO, CATANIA and MESSINA. The availability of this force to an occupying army+ would depend upon the extent of the reported labour shortages that are due largely to the military draft and that will become more acute in April 1943, when the 18 and 19 year olds are to be called into service. With few exceptions, the available supply is likely to be of doubtful utility for tasks other than common labour because SICILIAN labour on the whole is rural, and has a comparatively high rate of illiteracy and a low level of mechanical skill.

The most fruitful source of labour supply - both from the standpoint of immediate availability and high quality of skill - will be found in some enterprises that are operating on a high level of activity at the present time, especially construction, shipbuilding, harbour work, and repair work. It is not unlikely that additional labour could be released, at least during the early period of an occupation, by the curtailment of some important pre-invasion activities, such as sulphur mining. Agricultural labour would be available mainly on a seasonal basis, mainly during the first three or four months of the year. Any large-scale withdrawal of labour from agriculture would, however, curtail output and thereby aggravate present-day food deficiencies.

Labour supply is under the control of a hierarchy of politico-economic bodies. On the lower level are the provincial and local government-controlled workers unions which operate Labour Exchanges under the general supervision of the Ministry of Corporations. The Labour Exchanges are the official hiring agencies and would be particularly useful to an occupying force because they have large files of employee and employer records. With the break-up of the Fascist structure, labour recruitment could best be accomplished with minimum disturbance to the orderly relations between workers and private employers through the medium of a Provisional Labour Office set up under the supervision of occupation authorities. An early grant of a wage increase, coupled with the distribution of essential consumers' goods, may be expected to win great popularity with labour for the liberating forces.

+ This report is one of a series analyzing certain economic problems presented by EUROPEAN areas. Recommendations concerning such areas are designed to serve needs as determined by future developments.

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I. POPULATION AND POPULATION DISTRIBUTION

SICILY had a population of four million in 1936. Allowing for normal increase, but not for the effect of the war, the population would now be about

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I. POPULATION AND POPULATION DISTRIBUTION

SICILY had a population of four million in 1936. Allowing for normal increase, but not for the effect of the war, the population would now be about 4,120,000. The distribution of this population is shown in the appended maps and tables.

There has been an active inward and outward movement of people to and from the island during the war, especially since the occupation of NORTH AFRICA. Workers and possibly women and children evacuees have left for the mainland, while GERMAN personnel and mainland construction workers, as well as ITALIAN military units, have come onto the island. The exact numbers of these groups are not known.

About 40 percent of the island's population is normally concentrated along the coastal regions of the North, East, and West, and especially in the three main cities of PALERMO, CATANIA, and MESSINA, where close on one million people are now believed to be stationed. Secondary areas are around the cities of SYRACUSE and RAGUSA in the South-East, CALTANISSETTA in the middle of the island, and TRAPANI

/and MARSALA.....

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and MARSALA on the West Coast. It is doubtful whether this normal distribution has been appreciably affected by the war, although military construction activities in the interior and on the South coast have doubtless increased the population of those areas while civil evacuation from the cities of PALERMO and MESSINA, as a result of recent air bombardment, has been reported.

II. LABOUR SUPPLY - REGIONAL AND OCCUPATIONAL DISTRIBUTION

SICILY's total labour force at the present time may be estimated at between 1.2 and 1.5 million workers. This figure is based upon the normal SICILIAN labour supply (counted as 1,333,000 in the 1936 census), and assumes that recent inward and outward movements have generally balanced each other.

By and large, the geographic distribution of the island's labour supply follows the distribution of population (see Table 1). Thus, a large portion of the total supply is concentrated in the cities of PALERMO, CATANIA, and MESSINA and in their immediate neighbourhoods. Secondary concentrations exist in the dominantly coastal provinces of SYRACUSE, TRAPANI, and AGRIGENTO; while the provinces of ENNA, RAGUSA, and CALTANISSETTA are the poorest in manpower resources.

As much as 90 percent of the population is concentrated in a large number of centres where they can easily be reached by labour recruitment programmes. Only 10 percent are scattered over the countryside or reside in small rural communities. Most SICILIAN agriculturalists live in populous centres, which they leave each morning to work their fields.

Over one-half of the labour supply (686,000 in 1936), as a rule, is engaged in agriculture, the dominant occupation throughout the island. Although this supply may be smaller to-day due to the military draft, the highly ruralised character of SICILIAN manpower still persists. In fact, SICILIAN agricultural employment is greater than indicated in census returns, because many workers officially designated as having non-agricultural employment, such as those in "domestic service", engage in part-time agricultural pursuits.

Agriculture predominates in the central regions, where wheat is extensively cultivated and where sheep and goats are maintained. These regions, however, actually support smaller amounts of rural labour than the intensively-cultivated orchard regions of the Northern and Eastern coastal plains, where citrus fruits, grapes, olives, and nuts are the important produce.

One-quarter of the island's labour force (321,000 in 1936) is usually engaged in industry, including mining. As Table 2 of the Appendix shows, the remaining one-quarter is engaged in commerce (118,000), transportation and communications (72,000), and other miscellaneous activities. Industrial establishments (chiefly of small size) are spread throughout the island, though there is moderate concentration in the three main cities, especially PALERMO, with lesser industrial activity in SYRACUSE, TRAPANI, and MARSALA. The only important exception is mining which is carried on in many scattered points in the interior and also in the South, in the neighbourhood of the city of AGRIGENTO.

Child labour is of small importance in SICILY, except in agriculture, where it constituted about 20 percent of the labour force in 1936. The assistance of children on the farms is probably more marked at present, in view of the need to replace large numbers of farm workers called into the armed forces.

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III. SUPPLY AVAILABLE TO OCCUPATION AUTHORITIES

The success of labour recruitment efforts may be expected to be limited by the reported labour shortages due primarily to the military draft. This shortage will become more acute in April 1943 when, according to official announcements, the 18 and 19 year old men are to be called to arms.

The usefulness of SICILIAN manpower is likely to be limited as a result of its largely unskilled character. The comparatively high rate of illiteracy among SICILIANS, and the scarcity of mechanical ability, indicate that, with the exceptions to be noted below, their usefulness is likely to be confined chiefly to common labour, such as road building and dock work.

/The extent.....

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The extent to which SICILIAN women could meet the labour needs of an occupying force, or replace men in its employ, is limited by the social traditions of SICILY, which hinder the movement of women into gainful employment. Except for laundry work, clothing repair, and miscellaneous work with textiles, which is customarily done in the home, there are strong prejudices against the employment of SICILIAN women. As a result of the comprehensive civil mobilization decree of January 30, 1943, however, it can be expected that in the near future, a large number of unemployed, unmarried young women will have become part of the labour force.

The most important sources of labour to an occupying force would be the shipbuilding, repair work, harbour work, construction, agriculture, and mining industries.

Shipbuilding, Repair, Harbour and Construction Workers

Most of the labour so engaged is presumably under military contract at the present time, and would be available for immediate use.

The only important shipyard for new construction as well as for repair is located in PALERMO. Before the war, the daily labour force at this yard sometimes reached 1,500. There are other naval establishments at PALERMO, as well as in MESSINA, CATANIA, SYRACUSE, PORT EMPEDOCLE, and TRAPANI. At the beginning of 1939, SICILY's naval establishments were as follows :

	Shipyards	Drydocks	Floating Drydocks	Ways
MESSINA	11	1	1	2
CATANIA	8			3
SYRACUSE	26			4
PORT EMPEDOCLE	6			2
TRAPANI	7			2
PALERMO	13	1		1

A large but undetermined number of small repair shops are located in the main cities. The latest industrial directory of SICILY (1941-1942) reports these shops as experienced in naval, auto, engine, and radio repair. Though there are many such shops, each employs but a small number of workers. In addition, there are at least 1,800 workers engaged in the maintenance and repair of the locomotives and rolling stock of the island's railroads.

The supply of harbour labour can also be expected to be substantial. Because of pre-war experience with coal, rock phosphate, petroleum, lumber, and grain, as well as the recent absorption of a high volume of military shipments, these labourers can be relied upon to handle heavy cargo. PALERMO, MESSINA, CATANIA, SYRACUSE, PORT EMPEDOCLE, and TRAPANI contain most of the experienced harbour workers.

Construction workers of all kinds numbered around 25,000 in 1938 and were concentrated in the three main cities. Their number must be considerably larger to-day, through the enlarged use of island labour and perhaps through the influx of skilled mainland workers.

Agricultural Labour

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Agricultural Labour

Agriculture would afford, primarily on a seasonal basis, a large potential source of labour for an occupying force.

Seasonal labour will be mainly available for three or four months in the wheat areas of the interior and South, after the harvesting and marketing operations of the summer and fall are completed. The customary secondary tasks, such as house repair and handicraft, could be easily postponed, if proper inducements were offered the peasants to enter the employ of an occupying force. SICILIAN farm labour has been accustomed to work on daily contract in the past, and is likely to welcome non-farm work on a part-time basis. Seasonal labour, however, is not likely to be plentiful along the Northern and Eastern coastal plains, where orchard crops (lemons, oranges, wine grapes, olives and nuts) and truck crops (tomatoes and other vegetables) are grown. Work on these crops is generally carried on the year-round.

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The widespread recruitment of agricultural workers for permanent work would curtail food output, and would therefore not seem advisable in view of the current food scarcity. It is doubtful whether the production of orchard crops, normally in surplus, or of vegetables should be curtailed owing to the importance of these crops for Army consumption and for export. In any case, labour cannot be taken from the orchards without risking serious neglect of the trees.

Curtailment of the island's large cereal output, primarily wheat, would also prove inadvisable. By and large, the island's cereal trade consists of a net import of wheat and a net export of flour; in terms of flour the imports and exports approximately balance in peacetime. The import consists of bread wheat, and the export of the durum wheat flour that goes into the making of macaroni. In emergency conditions, the durum wheat could serve as a substitute for bread wheat, and thus take the place of the imported wheat.

Those agricultural workers who would be available to an occupation force, whether temporarily or permanently, would be able to perform only common labour tasks, such as unskilled construction, airfield maintenance, and road repair. Illiteracy is especially prevalent among rural workers and mechanical skills have not been well developed because tractors and other mechanized farm equipment have been little used.

Mine Workers

SICILIAN mining is confined primarily to the production of sulphur from about 200 mines. Most of these mines are small, and many are family-operated. Sulphur mines are scattered throughout Central SICILY; their product is shipped mainly through the ports of PORT EMPEDOCLE, LICATA, and CATANIA.

Approximately 10,000 men work in the mines at present, producing about 250,000 metric tons of sulphur a year, a large share of which is utilized in chemicals manufactured in Northern ITALY and GERMANY. Some sulphur is also used on the island as a farm anti-parasite.

The release of labour for use by an occupying force could, therefore, be achieved without serious prejudice to the island's economy by ordering a reduction or cessation in the production of sulphur. The sulphur miners would be particularly useful because among the 10,000 are many experienced in construction work and in the operation of mechanical equipment. Sulphur miners are likely to prove most efficient if employed en bloc, that is, in the groups and under the supervision to which they are accustomed.

The advisability of curtailing asphalt production in the neighbourhood of RAGUSA City should be determined in the light of probable road building needs. The fuel that is now extracted from asphalt would probably be unacceptable for Army use. Other mining activity is negligible, though salt is produced in exportable amounts near the cities of AUGUSTA, TRAPANI, and MARSALA.

Other Workers

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Other Workers

The remaining occupations (see Table 4) that normally employ relatively large numbers of workers are clothing, food processing, fishing, hides and leather, and commerce. It is doubtful, however, whether these occupations would provide an abundant supply of labour because of the impact of the military draft. In any event, much of the labour that may be drawn from these occupations is likely to have little skill and to be accustomed to slow, handicraft methods. Many of the so-called industrial establishments are of small size (five to ten workers) and family-operated.

There are customarily available a large number of so-called craftsmen, especially in clothing and woodwork. Despite their simple, technically primitive operations, it is probable that many may be able to provide labour facilities for repairing clothing, parachute, canvas, and other textiles.

Comparatively large supplies of manpower are usually engaged in food processing, fish, and hides and leather. In 1938, the food industries employed about 60,000, the fish industry, 23,000, and hides and leather, 19,000 workers.

/Under ordinary.....

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Under ordinary conditions, commerce employs significant numbers - about 118,000 in 1936. Despite the military draft and the allocation of labour to the munitions supply industries, which are generally absent in SICILY, it is possible that some clerical and minor administrative help would be available to an occupying force.

IV. LABOUR-EMPLOYER ORGANIZATIONS

The economic administration of ITALY, including the management of labour relations, is under the rigid control of the Fascist government in ROME. This control is exercised through the Ministry of Corporations which acts under the direct supervision of MUSSOLINI.

Ministry of Corporations

The Ministry has complete charge of the economic and labour organizations through which the Fascist economy functions. It acts as secretariat for the 22 category Corporations which directly or indirectly supervise the economic life of the country, and it has effective control over the hierarchy of syndical organizations through which all labour matters are controlled. All important officials of these economic and labour organizations must be appointed or at least approved by the Ministry. In the field of labour, the Ministry has the power, as a practical matter, to resolve all disputes that arise between the organizations representing employers and employees, and to impose any modifications of labour agreements that it deems necessary.

Labour Relations

Labour relations in ITALY are controlled by the following politico-economic bodies operating under the supervision of the Ministry :

a. The National Confederations and Federations of employers and employees in ROME.

b. The Provincial Unions of employers and employees.

c. The local syndical associations of employers and employees.

There are nine Confederations, four for employers and four for employees in industry, agriculture, commerce, and credit and insurance, and one for professional people and artists. Each of the nine Confederations has supervision of a number of branch Federations. Beneath the Confederation of Industrial Employers, for instance, there are 43 Federations, one for the mining industry, one for the chemical industry, and so on. A similar breakdown into Federations exists among the Workers' Confederations.

The officials of the nine National Confederations and Federations are appointed by the Minister of Corporations. They are always politically acceptable to the Fascist Party, although in the case of employers organizations they are sometimes prominent industrialists and business men not closely identified with the Party. The main activity of these bodies is the negotiation of labour agreements, for all industry, agriculture, commerce, and credit and insurance, in the case of Confederations, or for particular branches, in the case of Federations. The contracts attain legal status after the approval of the Minister of Corporations.

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On the provincial level, there are nine Provincial Unions located in every province, corresponding to the nine national Confederations. Where a certain occupation is important in a province, it forms a special branch or syndicate of the Provincial Union. The functions of these Unions include the handling of all day-to-day labour relations, like the negotiation of labour contracts in activities of provincial importance, the adjustment of working conditions to new circumstances, and so on. These Unions work under the close supervision of the National Confederations. All provincial collective labour agreements require the approval of the Prefect of the province.

An important function of the Provincial Union of Employees is to operate the Labour Exchanges which are located in the main city of each province. The exchange is the official medium through which all personnel in any occupation

/must be.....

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must be hired. From its files a rounded view of the distribution and quality of skill of the provincial labour supply can be obtained. Because the exchange is usually operated by an official who is close to the Provincial Fascist party, however, and because of the legally-sanctioned employment preference given to Party members, the files may not be complete and strictly accurate, and therefore should not be closely followed without corroboration. The activities of the Exchange are supervised by the Ministry of Corporations through the Corporative Inspectors, mentioned below.

The Fascist Trade Unions, or Workers' Syndicates, act as labour exchanges in local communities. These Syndicates possess fuller details of local labour supply than are available at the Provincial Union, and whenever possible information should be sought from them. As they are removed from top Fascist control, they might also be more politically acceptable to the local workers, though in individual instances the Syndicate boss may be unpopular. These Syndicates sometimes include workers in all the occupations of the locality, rather than in one occupation alone. As they take no part in the negotiation of labour contracts, their functions are confined to maintaining labour supply information, proposing officials to the Provincial Unions subject to the approval of the Confederations, and carrying out minor administrative duties of the Provincial Unions.

All disputes involving collective labour contracts are settled before Labour Courts. These Courts are part of the Court of Appeals system of ITALY; Labour Courts for SICILY are in the cities of PALERMO, CATANIA and MESSINA. Individual labour disputes are settled in special sections of the lower courts. These consist of the tribunals which handle cases involving more than 5,000 lire, and the Preture which handles the smaller cases.

Economic Administration

The control of economic life in ITALY is carried on by the following bodies :

a. Central Corporative Committee.
b. The Category Corporations.
c. The Provincial Councils of Corporations.
d. Inspectors of the Ministry.

The Central Corporative Committee is the top-ranking, policy-making body of the ITALIAN government on economic matters, which gives direction to the Ministry and operates directly under MUSSOLINI. This Committee includes all the Ministers and under-secretaries of the government, and the highest officials of the Fascist party, the Category Corporations and the Confederations of Employers and Employees.

Each of the 22 Category Corporations represents a distinct field of economic activity, such as cereals, textile products, building and construction, metallurgy, and the like. These Corporations directly supervise all aspects of the industry's activity, including raw material procurement, fabrications, distribution, pricing, and so on, as well as some phases of employee-employer relations, covering such matters as family allowances, industrial accidents, and health conditions. The Corporation's decisions on these matters have the binding effect of law after they have been approved by the Central Corporative Committee and by MUSSOLINI. The

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The members of the Provincial Councils of Corporations come from the Provincial Unions and are chosen to make up a representative body of the major economic interests of the province. These Provincial Councils have the function of applying and implementing the national directives to local circumstances. The chairman of each Provincial Council is the Prefect, the government head of the province. The vice-chairman is likely to be a prominent industrialist, land-owner or professional man. The provincial Secretary of the Fascist Party is also a member of the Council and of its Executive Committee. Under each Council there is a Provincial office of Corporations which serves as the Council's Secretariat (as the Ministry serves as Secretariat for the Category Corporations). The secretary of the Provincial Office is trained in business administration and statistics and always has a good deal of information concerning economic and labour conditions in the province, including rationing, price control, business management, and distribution outlets.

/The local.....

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The local representatives of the Ministry of Corporations are called Corporative Inspectors. In SICILY, the main offices are located in PALERMO and in CATANIA. Branches exist in every province. Their duties are to observe the carrying out of collective labour agreements, to inspect establishments for the observance of labour and industry laws to supervise the operations of the labour exchanges and to collect local labour and related information. These inspectors are likely to prove valuable sources of local information to an occupying force. Because of their dependence upon the continuance of their government employment, it is not unlikely that many of them would be very willing to cooperate.

V. PROVISIONAL LABOUR OFFICE

As Provincial Unions, local Syndicates, and Provincial Councils are integral parts of the Fascist system of government, immediate action should be taken towards their elimination. Such action, in conjunction with positive steps to disband the Fascist party, would probably prove to be of great popular appeal to SICILIANS.

A Provincial Labour Office should be set up under the supervision of occupation authorities and as a part of the general economic administration. This office would carry on necessary labour control functions of the disbanded bodies, and would secure an adequate and orderly movement of labour to the employ of occupation authorities without disturbing stability in the organized relations of workers and private employers. To the extent that any members of the Provincial and local Unions were employed in the new Labour Office, opportunity should be given to workers and employers to express opinions of these functionaries.

To guide labour administration, prompt action should be taken to obtain the files and records at the Labour Exchanges in the workers organisations and at the Provincial Offices of corporations. Additional records should be sought at the provincial offices administering unemployment insurance which are in the main cities of each province. Following examination of the records, and after discussion with various officials at these offices, the new Provisional Office could then schedule labour requirements, drawing men from communities and pre-occupation employment in an orderly manner, without disrupting the maintenance of the island's minimum consumption and operating needs. The task of the Provisional Office would be greatly facilitated by a temporary continuance of the present "freezing" of the workers in their jobs and a maintenance of existing wage contracts. The emergency character of the continuance of "freezing" should be made clear to the workers. Subsequently, an orderly re-allocation of labour could be carried out in line with the needs of occupation authorities, and contract adjustments could be made through the Provisional Office.

VI. WAGES AND HOURS

The living standard of the average SICILIAN is among the lowest in EUROPE. Before the war, many SICILIANS did not earn as much as the equivalent of one dollar for an 8-hour day.

In the middle of 1939, the scale of SICILIAN wages for construction workers

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VI. WAGES AND HOURS

The living standard of the average SICILIAN is among the lowest in EUROPE. Before the war, many SICILIANS did not earn as much as the equivalent of one dollar for an 8-hour day.

In the middle of 1939, the scale of SICILIAN wages for construction workers was 3.8 lire per hour for a skilled man (carpenter, mason, ironworker, and so on), 3.0 lire for a second class construction worker, and about 2.3 lire for unskilled workers, called "manovali". Since then there have been a number of wage increases in order to bolster morale and to meet workers' complaints of constantly rising prices. These increases have not only consisted of additions to regular wage rates but also of supplementary payments, including family allowances, incentive premiums, special payments to those in bombed areas, evacuation expenses, and periodic bonuses of one sort or another. Recently these supplementary payments have been granted so freely and have so distorted the customary wage structure as to make it impossible to determine in advance the actual wage of any type of work in any particular area.

It is recommended that the wage "freeze" that is initially established be lifted as soon as possible, and that all employees of the occupying force be granted an increase over the prevailing wage (including supplementary payments).

/The wage .....

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The wage policy of the Provisional Office should include workers in private employ, or else a disorderly movement of workers from private employ into the employ of the authorities may occur. Provision should also be made for continuance of the supplementary payments, including family allowances and the usual payments incurred in the operation of the social insurance system.

Wage payments should be made on a semi-monthly basis according to custom. It is suggested, however, that the initial increase, and any additional increases, be given monthly, so as to emphasize their special nature as well as to discourage labour turnover.

More important, however, than an increase in money wages is the early distribution of civilian articles to the population. As in FRENCH NORTH AFRICA, shortages of consumer goods have prevailed in SICILY for the last few years. Distribution of civilian goods would have most favourable effect if early shipments to SICILY concentrated on bread, macaroni, sugar, coffee, heavy-duty shoes, work clothes, and anti-malarial tablets.

The minimum work-week used to be 40 hours. Since the civil mobilization decree of last January, a minimum work-week of 48 hours has been established. Overtime pay is customarily time-and-a-half, though for overtime work during the night double pay is granted.

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TABLE 1

SICILY: Number of Communes, Area, Population, and Density, 1936

Province	No. of Communes	Area in kilometres	Population	Density, inhabitants per km., Apr. 21, 1936
AGRIGENTO	41	3,036	418,265	138
CALTANISSETTA	22	2,106	256,687	122
CATANIA	53	3,563	713,160	200
ENNA	20	2,562	218,294	85
MESSINA	89	3,246	627,093	193
PALERMO	76	4,977	890,752	179
RAGUSA	12	1,508	223,086	148
SYRACUSE	19	2,199	277,572	126
TRAPANI	20	2,507	375,169	150
Total	352	25,709	4,000,078	156

Source: Annuario Statistico Italiano, 1939, p.15.

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TABLE 2

SICILY : Occupational Distribution of Labour, by Provinces, 1936

	All of SICILY	AGRIGENTO	CALTAN-ISSETTA	CATANIA	ENNA	MESSINA	PALERMO	RAGUSA	SYRACUSE	TRA
Total gainfully employed	1,332,747	135,942	82,726	233,089	72,224	221,121	290,082	72,896	97,795	126
Agriculture	685,786	82,299	49,521	104,263	46,491	119,774	120,122	42,740	50,249	70
Industry	320,543	27,953	18,558	60,625	15,610	46,461	79,584	16,447	25,677	29
Transportation and Communication	72,440	5,804	2,779	15,584	1,669	12,875	18,848	2,732	5,638	6
Commerce	117,622	9,090	5,134	26,483	3,400	19,798	32,338	4,545	7,527	9
Banking and Finance	5,243	355	305	976	131	608	1,913	193	270	
Arts and clergy	18,369	1,495	804	3,725	667	2,689	5,324	1,045	1,137	1
Public administration	64,140	5,254	3,242	10,666	2,486	11,218	18,215	2,713	4,713	5
Business executives	5,224	253	187	1,366	167	758	1,769	129	260	
Domestic service	43,380	3,439	2,196	9,422	1,603	6,940	11,969	2,352	2,324	3

Source: Sicilia, Compendio di Statistica Economica, 1937, p. 28

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Compendio di Statistica Economica, 1937, p. 28

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TABLE 3

SICILY: Occupational Distribution of Labour, by Provinces, by Percentage of Gainfully E

	All of SICILY	AGRIGENTO	CALTAN-ISSETTA	CATANIA	ENNA	MESSINA	PALERMO	RAGUSA	SYRACU
Agriculture	51.5	60.6	59.9	44.7	64.4	54.2	41.4	58.6	51.4
Industry	24.1	20.5	22.4	26.0	21.6	21.0	27.4	22.6	26.2
Transportation and Communication	5.4	4.3	3.4	6.7	2.3	5.8	6.5	3.7	5.8
Commerce	8.8	6.7	6.2	11.4	4.7	9.0	11.1	6.2	7.7
Banking and Finance	0.4	0.3	0.4	0.4	0.2	0.3	0.7	0.3	0.3
Arts and Clergy	1.4	1.1	1.0	1.6	0.9	1.2	1.9	1.5	1.1
Public administration	4.8	3.9	3.9	4.6	3.5	5.1	6.3	3.7	4.8
Business executives	0.4	0.2	0.2	0.6	0.2	0.3	0.6	0.2	0.2
Domestic service	3.2	2.5	2.6	4.0	2.2	3.1	4.1	3.2	2.1

Source: Sicilia, Compendio di Statistica Economica, 1937, p. 28.

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TABLE 3

SICILY: Occupational Distribution of Labour, by Provinces, by Percentage of Gainfully Employed, 1936

	All of SICILY	AGRIGENTO	CALTANISSETTA	CATANIA	ENNA	MESSINA	PALERMO	RAGUSA	SYRACUSE	TRAPANI
	51.5	60.6	59.9	44.7	64.4	54.2	41.4	58.6	51.4	55.4
	24.1	20.5	22.4	26.0	21.6	21.0	27.4	22.6	26.2	23.4
tion ication	5.4	4.3	3.4	6.7	2.3	5.8	6.5	3.7	5.8	5.1
	8.8	6.7	6.2	11.4	4.7	9.0	11.1	6.2	7.7	7.3
i	0.4	0.3	0.4	0.4	0.2	0.3	0.7	0.3	0.3	0.4
Lergy	1.4	1.1	1.0	1.6	0.9	1.2	1.9	1.5	1.1	1.2
inis-	4.8	3.9	3.9	4.6	3.5	5.1	6.3	3.7	4.8	4.4
xecu-	0.4	0.2	0.2	0.6	0.2	0.3	0.6	0.2	0.3	0.3
ervice	3.2	2.5	2.6	4.0	2.2	3.1	4.1	3.2	2.4	2.5

icilia, Compendio di Statistica Economica, 1937, p. 28.

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TABLE 4

SICILY: Types of Industrial Establishments,
Census of 1937-40 a/

Industry	Number of Establishments	Number of Workers
Food	22,900	61,884
Fish	8,288	23,104
Hides and leather	16,271	19,163
Textiles	558	2,977
Clothing	8,276	13,119
Paper	42	134
Printing	906	2,386
Chemicals	622	4,151
Construction	5,944	25,263
Wood	10,782	16,577
Mechanical	7,194	14,994
Mining, including sulphur	1,439	17,543
Quarries	2,956	8,798
Power	694	3,218
Publishing, entertainment	485	1,840
Welfare services	493	4,232
Miscellaneous	90	1,620
Total	87,949	221,003

Source: Bollettino Mensile di Statistica dell' Instituto Centrale

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Source: Bollettino Mensile di Statistica dell' Instituto Centrale di Statistica del Regno d'Italia, October 21, 1941, P. 162

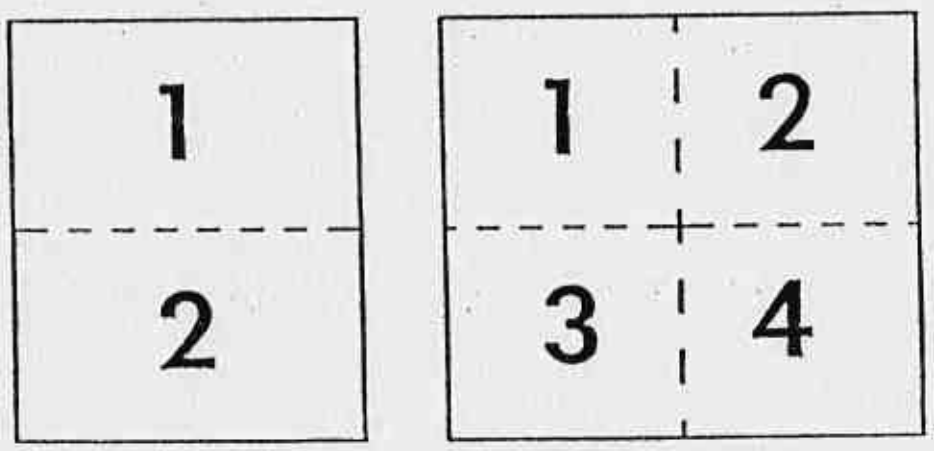
a/ The above census does not include 8,588 establishments having an unknown size of labour force.

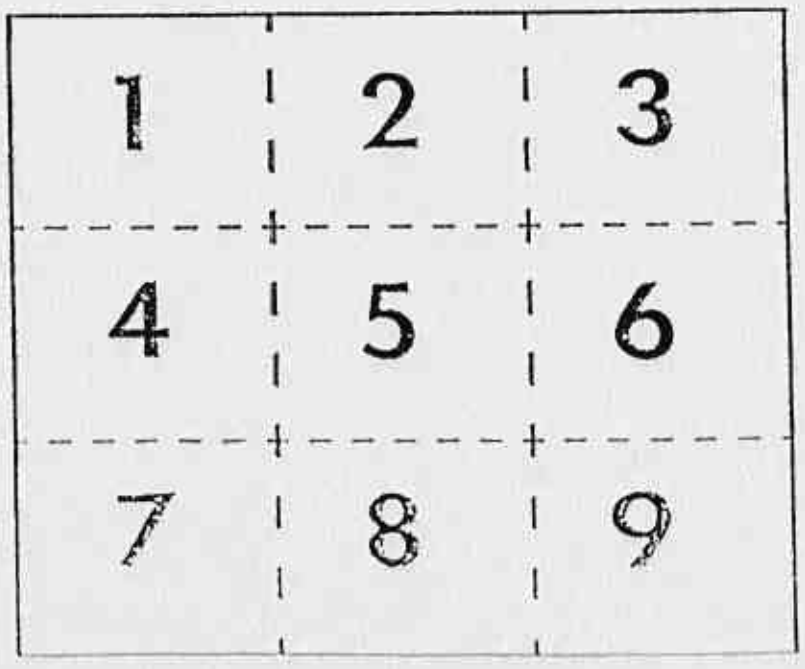
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MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.

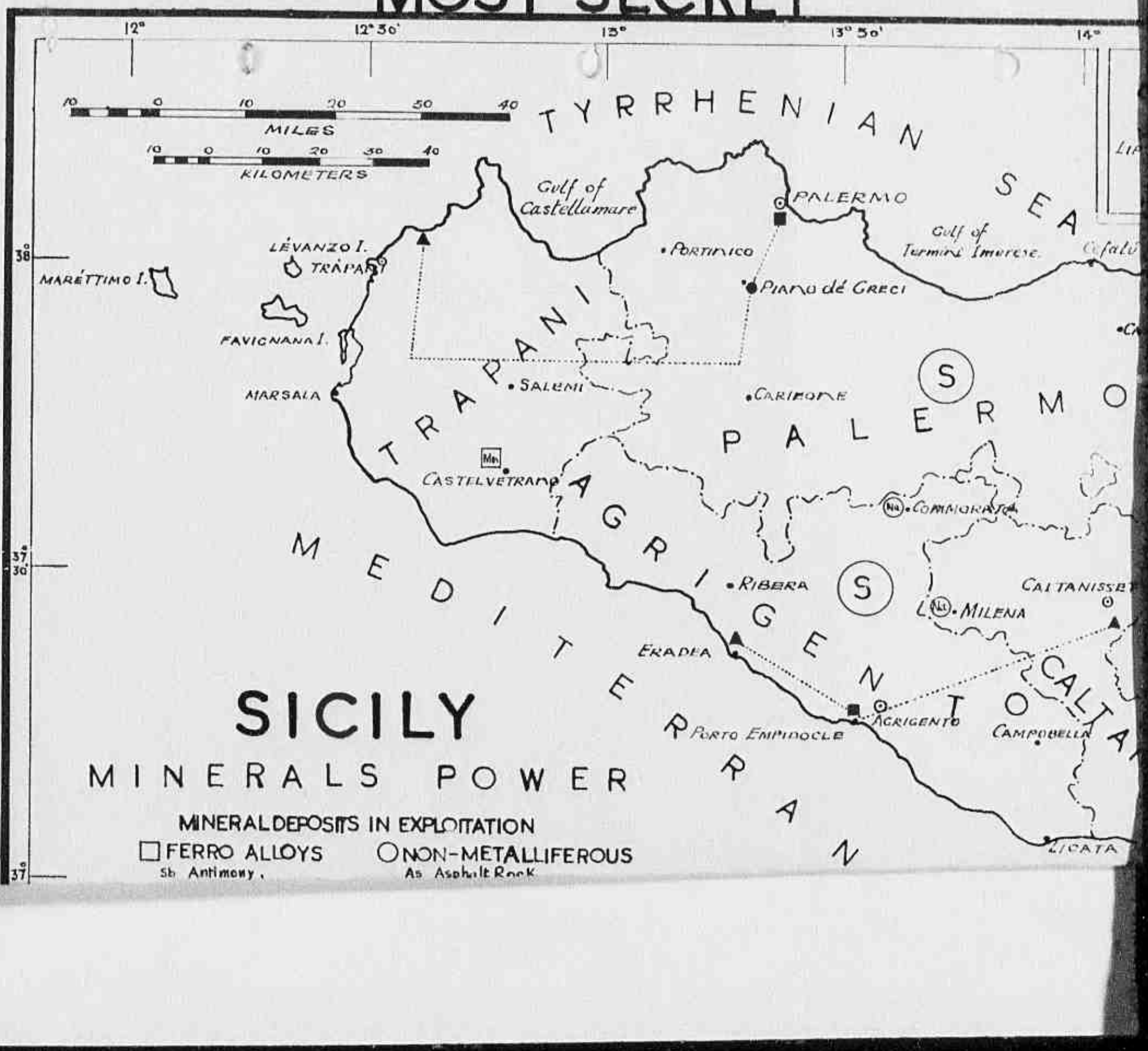




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MOST SECRET



SICILY

MINERALS POWER

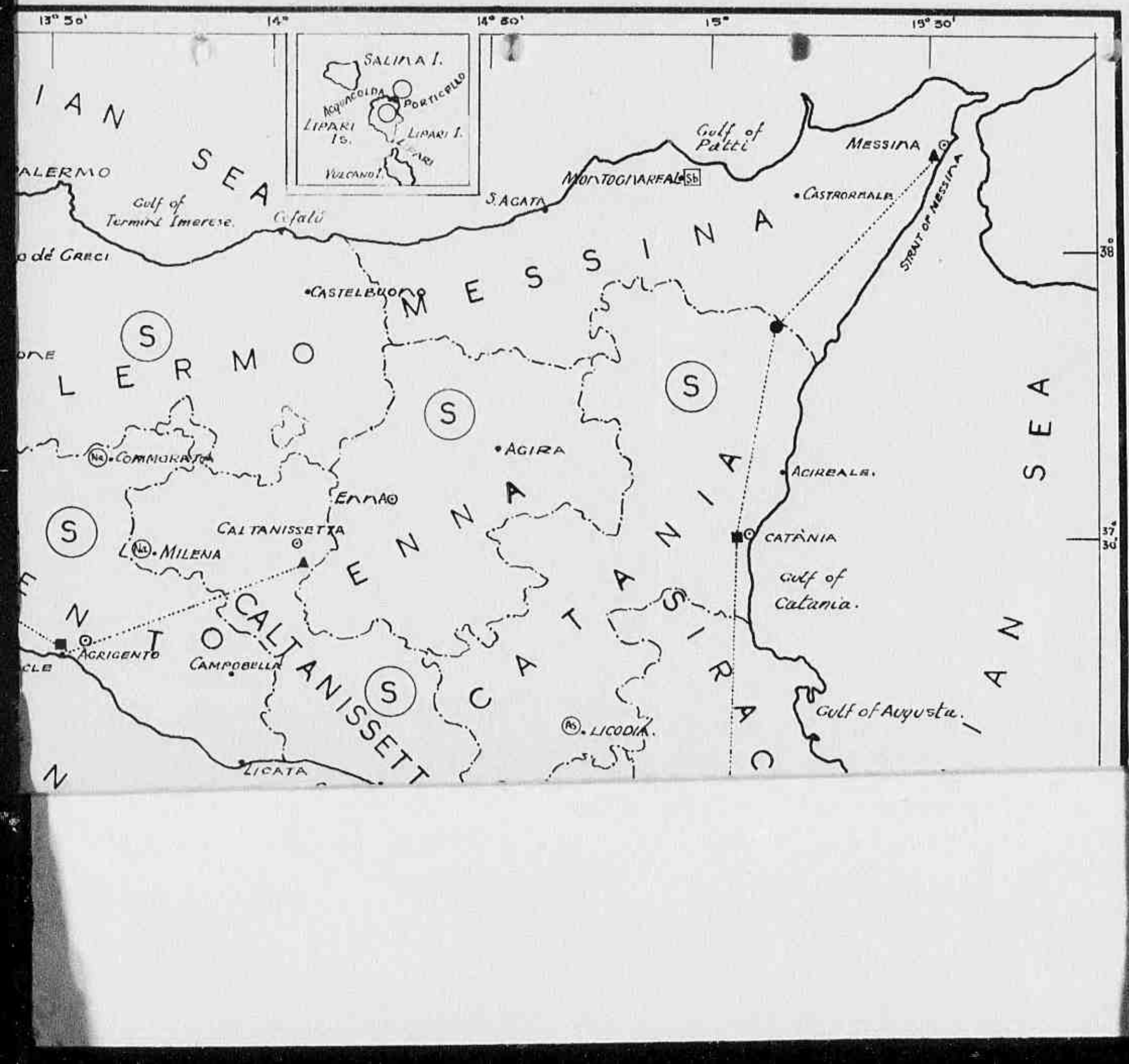
MINERAL DEPOSITS IN EXPLOITATION

□ FERRO ALLOYS
Sb Antimony.

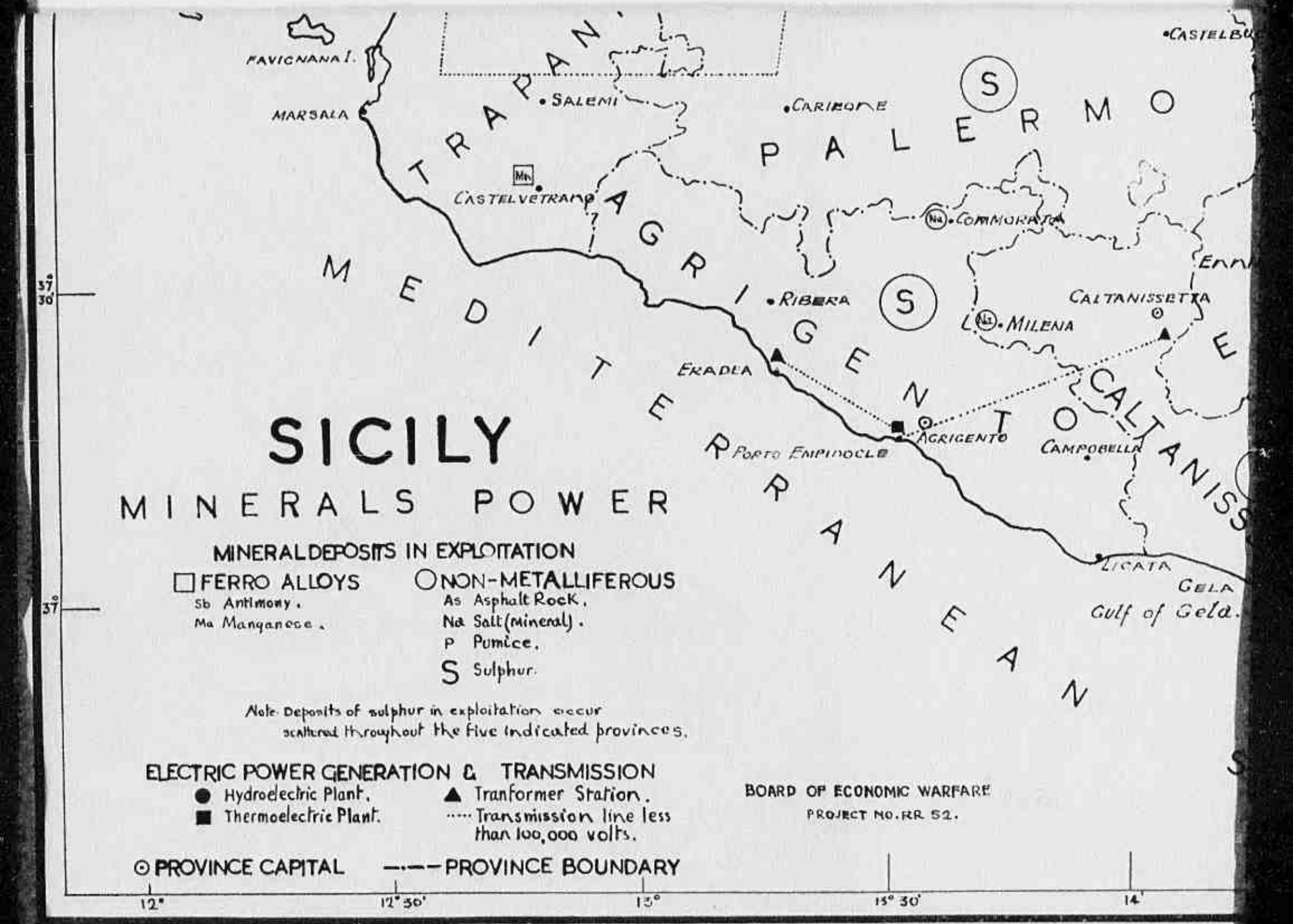
○ NON-METALLIFEROUS
As Asphalt Rock

2463

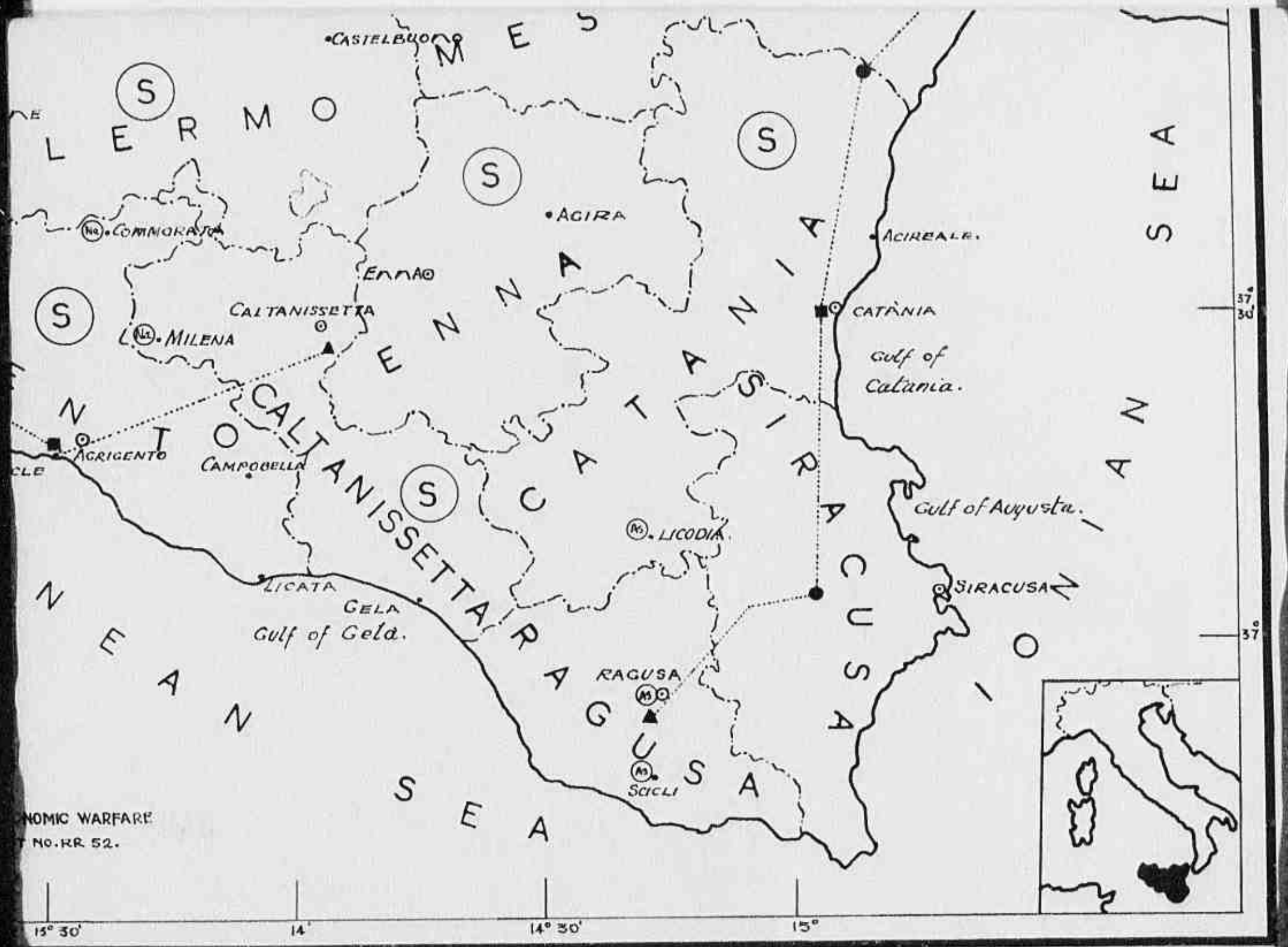
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NOMIC WARFARE
T NO. RR 52.

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