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VARIOUS 7II REPORTS
DEC.1939; OCT. 1943 - MAY 1945

A P P U N T OCOLLOQUIO CON IL VICE MARESCIALLO BRODIE

(3 Maggio 1945)

Argomenti trattati in forma ufficiale -

1°)- Il Gruppo S.82 non opererà più nei Balcani.- E' stato proposto il suo trasferimento a Centocelle per incrementare i Trasporti.-

2°)- Da martedì p.v. essere pronti ad effettuare collegamento con S.79 (due) sul percorso Centocelle, (Genova), Torino, Milano, Venezia o Padova, Bologna, Centocelle.-

3°)- Preparare le tabelle di marcia nei due sensi con partenza Centocelle ore 09,30.- Eventualmente fare percorso in due giorni (4 ap parecchi).-

4°)- Littorio per S.82 in un secondo tempo.+

5°)- Preparare le tabelle delle combinazioni di carico possibile su S.79 e S.82(Maggiore SASS).-

6°)- I trasporti saranno effettuati per conto dell'A.C.- Eventuali posti per R.A. potranno essere richiesti A.C. Maggiore ~~BUCH~~ (tel.282).=
Buchi.

Argomenti trattati in forma non ufficiale -

7°)- Sarebbe gradito alla R.A. uno spostamento da Lecce a Foggia?
Risposto no.-

8°)- Quale campo dell'Italia del Nord sarebbe gradito per sede di un Reparto R.A.? - Torino - Milano - Verona.-

9°)- Al Littorio domenica un sottufficiale della RAF A.F.S.C., ha visto che su un S.79 stavano alcune donne con 1 sottufficiale italiano.-

10°)- Ringraziamenti per promemoria circa aspirazioni R.A. 2828 condiviso.-

11°)- Concesso invio al Nord con Col. BRENTA - T.Col. COLUMBA.-

12°)- Per invio S.82 CIGERZA attenderà rientro BRENTA.=

MINISTERO DELL'AERONAUTICA
DIREZIONE AVIAZIONE CIVILE

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CONSISTENZA DELL'AVIAZIONE CIVILE ITALIANA
ALLO SCOPPIO DEL CONFLITTO MONDIALE

Le notizie che seguono sono riferite all'estate del 1939.

Si assume come termine di riferimento tale epoca; perchè dal settembre del 1939 la rete aerea italiana incominciò a subire contrazioni e rimaneggiamenti vari in conseguenza delle ostilità accese in Europa.

A) LINEE AEREE ESISTENTI E LORO ATTIVITA':

Il prospetto ALLEGATO A indica la consistenza, nel 1939, della rete aerea italiana.

Come si rileva da tale prospetto, le linee aeree internazionali esistenti in quell'epoca si possono suddividere in linee attraversanti il continente europeo e linee mediterranee.

La rete dei servizi continentali era costituita da un complesso di linee che si sviluppavano in gran parte verso l'Europa occidentale e centrale. Più precisamente, la maggior densità di linee aeree si aveva entro il quadrilatero formato dalla congiunzione di quattro città: Roma, Rotterdam, Berlino, Bucarest.

Le linee mediterranee si possono distinguere, alla loro volta, in cinque gruppi:

- a) collegamenti che toccavano la penisola Iberica;
- b) linee per la Tunisia;
- c) collegamenti che toccavano l'isola di Malta;
- d) linee dirette nei territori dell'Africa italiana;
- e) collegamenti che si spingevano verso il Levante.

Nei riguardi dei collegamenti aerei interni, fra i maggiori centri della penisola, è da tener presente che molti di tali collegamenti aerano assicurati non da vere e proprie linee autonome, bensì da segmenti di linee aeree internazionali (ROMA-BRINDISI-Tirana-Salonicco-Sofia o Atene-Rodi e oltre; ROMA-GENOVA-Marsiglia-Barcellona; ecc.).

L'attività di volo delle linee aeree italiane nel 1939 è data dalle seguenti cifre:

Estensione delle rete aerea	km.	57.607
Lunghezza complessiva delle linee	"	72.462
Km. volati	"	15.049.243
ore di volo	h.	60.639
traffico effettivo: passeggeri	n.	176.203
posta	kg.	651.318
giornali	"	550.924
bagagli	"	2.643.089
merci	"	1.056.661

B) SOCIETA' ESERCENTI; INTERVENTO STATALE:

Nel 1939 la rete aerea italiana era gestita da tre società anonime:

1° ALA LITTORIA, con capitale interamente statale di 90.000.000 di lire; risultante dalla fusione di sei società preesistenti (SAM; SISA; SANA; TRANSADRIATICA; AERESPRESSO; NORDAFRICA);

2° LINEE AEREE TRANSCONTINENTALI ITALIANE (L.A.T.I.) con capitale interamente statale di L. 50.000.000; costituita nel 1939 per la gestione di linee aeree fra l'Italia e l'America del Sud.

3° AVIOLINEE ITALIANE, con capitale privato di L. 12.000.000, collegata al gruppo FIAT.

L'esistenza delle tre società suaccennate caratterizza il punto di arrivo della variabile politica seguita in materia: si ha dapprima l'esistenza di ben sette società per la gestione di una modesta rete aerea; si opera poi un concentramento che è soltanto parziale, poichè lascia sussistere accanto alla società statale Ala Littoria una società privata (Aviolinee); si attua infine la costituzione di una seconda società, la L.A.T.I., finanziata unicamente dallo Stato con notevole capitale.

Indipendentemente dalla partecipazione azionaria dello Stato nel capitale delle società Ala e Lati, erano annualmente impegnate sul bilancio statale varie somme per diversi titoli tutti relativi all'aviazione civile.

La natura dei diversi titoli, nonchè le somme effettivamente pagate dallo Stato nei successivi esercizi finanziari, per ciascuno dei titoli stessi, risultano dal prospetto ALLEGATO B. 2626

C) PERSONALE DI VOLO :

Le società esercenti avevano alla loro dipendenza nel 1939 il personale di volo risultante dal prospetto ALLEGATO C.

E' da rilevare che buon numero dei componenti gli equipaggi aveva già compiuto, a quell'epoca, oltre un milione di chilometri di volo.

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D) INFRASTRUTTURA :

a) Aeroporti e loro personale: gli inconvenienti rilevati nel funzionamento promiscuo di servizi civili e militari suggerì presto sia la creazione e la progettazione di qualche aeroporto esclusivamente civile (Littorio e Magliana a Roma, Forlanini a Milano, ecc.), sia la attribuzione ufficiale della qualifica di "civile" agli aeroporti di Brindisi e Venezia e agli idroscali di Ancona, Fiume, Genova, Lido di Roma, Napoli, Siracusa, Trieste, Zara "destinati esclusivamente al traffico aereo civile" (decreti ministeriali 20 febbraio 1938 e 26 aprile 1939).

Indipendentemente però da tale qualifica, il servizio civile si svolgeva di fatto in numerosissimi aeroporti sia doganali, sia semplicemente aperti al traffico, che, nel 1939, erano i seguenti:

Aeroporti doganali per aeroplani: Ancona, Bari, Bolzano, Brindisi, Catania, Milano, Napoli, Palermo, Pisa, Roma, Ronchi dei Legionari, Sarzana, Torino, Venezia, Rodi, Amsest, Bengasi, Sirte, Tripoli, Addis Abeba, Asmara, Assab, Dembidollo, Dire Dawa, Massaua, Mogadiscio, Neghelli, Tessenei.

Aeroporto doganali per idrovolanti: Ancona, Brindisi, Como, Genova, Lido di Roma, Napoli, Pola, Siracusa, Terranova Pausania, Trieste, Venezia, Zara, Bengasi, Tripoli.

Aeroporti non doganali per aeroplani: Bergamo, Bologna, Ferrara, Firenze, Foggia, Loreto, Milano, Novara, Padova, Rimini, Siena, Terranova Pausania, Trento, Udine, Vercelli, Verona, Vicenza, Agordat, Belet Uen, Dessiè, Gimma, Gondar, Gorrahei, Lugh Ferrandi.

Aeroporti non doganali per idrovolanti: Fiume, Iussimpiccolo Porto rose, San Remo, Sesto Calende, Rodi.

Campi di fortuna aperti agli aeromobili da turismo: Alessandria, Aquino, Arezzo, Ariano Irpino, Bariano, Belluno, Borgotaro, Bovino, Casabianca, Cecina, Cisterna, Cividate Camuno, Femmo, Frosinone, Gioia del Colle, Grosseto; Lugo, Macerata, Mantova, Modena, Montecorvino Rovella, Motta di Livenza, Rocera Terinese, Palazzo San Gervasio, Pistoia, Pomposa, Postumia, Praia a Mare, Sessa Aurunca, Spoleto, Stimigliano, Tarquinia, Terracina, Tortoreto.

Per quanto specificamente riguarda il servizio civile, è da rilevare che, con la legge 20 aprile 1933, n. 467, fu istituita una speciale categoria di "direttori di aeroporto civile", il che sta a dimostrare l'esistenza di esigenze proprie della aviazione civile.

b) Assistenza al volo: per l'assistenza al volo esisteva una complessa organizzazione dipendente dal Ministero dell'Aeronautica e costituita da numerose stazioni. Tale organizzazione soddisfaceva alle esigenze dell'aviazione militare e di quella commerciale, e in essa era impiegato numerose personale civile specializzato

(geofisici, assistenti di aerologia, marconisti, ecc.).

E) INDUSTRIA AERONAUTICA :

Numerose ditte si dedicavano alla costruzione di aeromobili e di motori per aviazione. Nel 1939 le principali erano:
per gli aeromobili:

S.A. AERONAUTICA D'ITALIA, Torino (già Pomilio e successivamente Ansaldo), collegata con la Fiat. Principali apparecchi da trasporto costruiti: A.300.T; G.12; G.18; APR. 2;

S.A. AERONAUTICA MACCHI, Varese, la cui attività risale al 1912. Oltre a numerosi tipi militari, sperimentava nel 1939 un idrovolante trimotore da trasporto: Macchi C.100;

S.A. CAPRONI, Milano, sorta nel 1908. Fra i tipi costruiti interessano l'aviazione civile i bimotori Ca 123, Ca 310 e i trimotori Ca. 133 e Ca. 148. La Caproni era collegata con numerose altre Ditte costruttrici: Caproni aeronautica bergamasca di Ponte San Pietro, Officine reggiane di Reggio Emilia, ecc.;

SOC. ERNESTO BREDA, Milano, dedicatasi alle costruzioni aeronautiche dal 1917. Trovò impiego nell'aviazione civile il biplano bimotore Breda 44;

SOC. Italiana Aeroplani Idrovolanti SAVOIA MARCHETTI (SIAT), Sesto Calende, sorta nel 1915. Dedicatasi dapprima solo alla costruzione di idrovolanti, ha poi fabbricato numerosi tipi di aeroplani in doppia "versione" civile e militare; fra i tipi civili erano in servizio nel 1939 gli aeroplani SM. 73, SM 75 e SM 83, tutti trimotori;

CANTIERI RIUNITI DELL'ADRIATICO, Monfalcone, Dopo vari tipi di idrovolanti "Cant" ha costruiti i noti Cant Z 501, 505, 506, 508 e 509. Particolare menzione merita il progetto del grande idrovolante quadrimotore Cant Z 511, che interessò vivamente il campo tecnico e la cui realizzazione fu interrotta dagli avvenimenti di guerra;

S.A. COSTRUZIONI MECCANICHE ED AERONAUTICHE, Marina di Pisa. Sorta nel 1922, si era specializzata nella costruzione di idrovolanti metallici (Dornier) su licenza estera; 2024

INDUSTRIE MECCANICHE ED AERONAUTICHE MERIDIONALI (IMAM) già Romeo, Napoli; collegata al gruppo Breda;

S.A. PIAGGIO, Genova e Finale Ligure. Ha iniziato la sua attività nel campo delle costruzioni aeronautiche nel 1915; si è successivamente attrezzata sia per le costruzioni in legno, sia per quelle metalliche; aveva progettato un interessante quadrimotore terrestre di notevoli caratteristiche, non realizzato a causa della guerra.

Esistevano poi varie ditte specializzate nella costruzione di alianti e di aeroplani da turismo e da scuola; fra esse la CAT di Taliedo (Milano), dedicatasi alla costruzione di alianti; la NARDI di Milano (apparecchi scuola e turismo); la CNA di Roma (apparecchi sperimentali CNA 5, 15, 25); la SAIMAN di Roma (apparecchi da turismo C.4 e Saiman 202; da scuola Saiman 200 e 205); e qualche altra.

Per i motori:

Alla costruzione di motori di aviazione si dedicavano principalmente le seguenti ditte:

FIAT, Torino (motori Fiat 24. R da 700 CV; A/80 R.C.20 ed R.C.41 di oltre 1000 CV; ecc.);

ALFA ROMEO, Milano (motori Alfa R.C. 100 ed R.C. 34 di oltre 700 C.V.; 128 R.C. di 860 CV; ecc.);

ISOTTA FRASCHINI, Milano (motori Asso 45 da 800 CV; Asso 40 e 750 da 850 CV; ecc.);

PIAGGIO, Genova e Pontedera (motori Stella 10 da 750 CV; Stella 16 da 410 CV; ecc.).

Come si vede, le ditte suaccannate avevano, per la maggior parte, la sede delle rispettive officine nell'Italia settentrionale.

F) MATERIALE DI VOLO :

La consistenza della flotta aerea mercantile italiana, nella estate 1939, risulta dal prospetto ALLEGATO D. Da esso si rileva che il materiale di volo era costituito da apparecchi italiani di tipi vari, rispondenti alle disponibilità italiane e alle possibilità offerte dalla industria nazionale.

G) CONTROLLI TECNICI DEL MATERIALE DI VOLO :

Dopo un breve periodo iniziale, in cui tali controlli furono esercitati dal Genio aeronautico, essi vennero affidati, nel 1928, al Registro Italiano Navale e Aeronautico (RINA), finchè, riconosciuta la necessità di un Istituto avente più specifica competenza, fu istituito il Registro Aeronautico Italiano (RAI), con decreto legge 24 novembre 1938, n.1912.

H) RAPPORTI INTERNAZIONALI :

L'Italia, che alla conferenza per la pace aveva partecipato alla elaborazione della fondamentale convenzione di Parigi del 13 ottobre 1919, aveva successivamente stipulato numerose altre convenzioni collettive o bilaterali, interessanti sia il campo del diritto pubblico (disciplina dei rapporti aeronautici di carattere generale; impianti di servizi aerei internazionali) sia quello del diritto privato (contratto di trasporto aereo; danni ai terzi sulla superficie; assistenza e salvataggio ecc.). Un elenco di tali convenzioni è contenuto nel prospetto ALLEGATO E.

2023

In tema di rapporti internazionali, è da ricordare l'attivo contributo portato dall'Italia a due organismi aeronautici: la C.I.N.A. (Commissione Internazionale per la Navigazione Aerea) creata dalla convenzione di Parigi come organo permanente di autorevisione, e il C.I.T.E.J.A. (Comité international technique d'experts juridiques aériens) istituito nel 1925, al quale si deve la elaborazione delle varie convenzioni di diritto privato aeronautico in vigore, e la preparazione di altre, delle quali lo scoppio del conflitto mondiale ha impedito il perfezionamento.

I) DATI ECONOMICI :

I più importanti dati economici sull'attività dei servizi aerei italiani sono riassunti nello specchio ALLEGATO F.

Il costo di esercizio per chilometro volato, nei riguardi della Società Ala Littoria che gestiva la maggior parte delle linee, è dato dai seguenti valori:

Esercizio 1934-35	L.	15,49
1935-36	"	18,20
1936-37	"	18,55
1937-38	"	16,06
1938-39	"	15,96

ALLEGATO A

LINEE AEREE IN ESERCIZIO
NELL'ESTATE DEL 1939

Servizi aerei internazionali:

1. Roma-Brindisi-Atene-Rodi-Caifa-Bagdad-Bassora (km.3919)
trisettimanale- Ala Littoria - aeroplani trimotori S.M.75.
2. Roma-Brindisi-Tirana-Salonicco-Sofia (km.1365)
trisettimanale - Ala Littoria - aeroplani trimotori S.M.75.
3. Roma-Brindisi-Atene-Rodi (km.1675)
trisettimanale - Ala Littoria - aeroplani trimotori S.M.75.
4. Roma-Belgrado-Bucarest-Costanza (km.1432)
trisettimanale - Ala Littoria - aeroplani trimotori S.M.75.
5. Roma-Venezia-Monaco-Berlino (km.1336)
giornaliera- domenica compresa - Ala Littoria e Deutsche
Lufthansa - aeroplani trimotori S.M.75 e Junkers 52.
6. Roma-Venezia-Budapest-Varsavia-Gdynia (km. 1957)
giornaliera, domenica esclusa - Aviolinee, MALERT (ungherese)
e LOT (polacca) - aeroplani Fiat G.18, SM. 75, Douglas DC 2.
7. Roma-Rimini-Venezia-Trieste-Bratislava-Praga (km.1350)
giornaliera- domenica esclusa - Ala Littoria - aeroplani tri-
motori S.M.73 e 75.
8. Roma-Milano-Francoforte-Colonia-Rotterdam-Amsterdam (km.1526)
giornaliera- domenica compresa - Aviolinee, Deutsche Lufthan-
sa, K.L.M. (olandese) - aeroplani Fiat, Junkers 52, Douglas DC2.
9. Venezia-Milano-Torino-Parigi-Londra (km;1404)
giornaliera, domenica compresa - Aviolinee - aeroplani Fiat
G.18, Fiat G.18 V, Douglas DC 2.
10. Milano-Venezia-Vienna-Budapest (km. 979)
tratto Milano-Vienna giornaliero, domenica esclusa; Vienna-
Budapest trisettimanale - Ala Littoria e Deutsche Luft-
aeroplani trimotori S.M.75 e Junkers 52.
11. Milano-Brusselle (km.770)
trisettimanale - Aviolinee - aeroplani Fiat G.18, G.18V, DC 2.
12. Torino-Milano-Venezia-Zagabria-Belgrado (km.1099)
giornaliera- domenica esclusa - Aviolinee, Aéroput (jugosla-
va) LARES (romena).
13. Genova-Alghero-Cagliari-Tunisi (km. 1083)
trisettimanale-Ala Littoria - idrovolanti trimotori S.66.

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14. Roma-Marsiglia-Parigi (km. 1410)
trisettimanale - Ala Littoria - aeroplani trimotori S.M. 75.
15. Roma-Genova-Marsiglia-Barcellona (km. 1190)
trisettimanale - Ala Littoria - idrovolanti trimotori Cant Z. 506.
16. Roma-Palma di Majorca-Barcellona (km. 1033)
trisettimanale - Ala Littoria - idro trimotori Cant Z. 506.
17. Roma-Palma di Majorca-Melilla-Cadice (km. 2040)
trisettimanale - Ala Littoria - idro trimotori Cant Z. 506.
18. Melilla-Malaga (km. 220)
giornaliera, domenica esclusa - Ala Littoria - aeroplani trimotori S.M. 73.
19. Melilla-Siviglia-Lisbona (km. 703)
giornaliera, domenica esclusa - Ala Littoria - aeroplani trimotori S.M. 73.
20. Melilla-Tetuan (km. 235)
giornaliera, domenica esclusa - Ala Littoria - aeroplani trimotori S.M. 73.
21. Tetuan-Malaga-Siviglia (km. 332)
giornaliera, domenica esclusa - Ala Littoria - aeroplani trimotori S.M. 73.
22. Roma-Nàpoli-Palermo-Tunisi (km. 1028)
trisettimanale - Ala Littoria - aeroplani trimotori S.M. 75
23. Roma-Napoli-Palermo-Catania-Malta (km. 1056)
trisettimanale - Ala Littoria - aeroplani trimotori S.M. 75
24. Marsala-Tunisi (km. 231)
trisettimanale - Ala Littoria - idro trimotori S.M. 66.
25. (dal 21 dicembre Roma-Siviglia-Villa Cisneros-Isola del Sale-Natal-Pernambuco-Bahia-Rio de Janeiro (km. 10.876)
settimanale - L.A.T.I. - aeroplani trimotori S.M. 83).

Servizi aerei per le colonie italiane:

1. Roma-Napoli-Siracusa-Malta-Tripoli (km. 1225)
trisettimanale - Ala Littoria - idro trimotori S.M. 66 **2020**
2. Roma-Marsala-Tripoli (km. 1102)
trisettimanale - Ala Littoria - idro trimotori Cant Z. 506.
3. Roma-Tunisi-Tripoli (km. 1230)
trisettimanale - Ala Littoria - idro trimotori S.M. 66.
4. Tripoli-Bengasi (km. 796)
trisettimanale - Ala Littoria - aeroplani trimotori SM 73 e 75.
5. Roma-Siracusa-Bengasi-Cairo- Wadi Halfa-Cartum-Asmara-Addis Abeba (km. 6101)
trisettimanale - Ala Littoria - Roma-Bengasi idro Cant Z. 506;
Bengasi-Addis Abeba aeroplani S.M. 75.

6. Addis Abeba-Neghelli-Mogadiscio (km. 1242)
settimanale - Ala Littoria - aeroplani trimotori S.M. 73
7. Addis Abeba-Dire Dawa-Gorraheh-Mogadiscio (km. 1370)
settimanale - Ala Littoria - aeroplani trimotori S.M. 73.
8. Addis Abeba-Gimma-Neghelli (km. 707)
settimanale - Ala Littoria - aeroplani trimotori Ca. 133.
9. Addis Abeba-Gimma-Gambela-Dembidollo (km. 582)
settimanale - Ala Littoria - aeroplani trimotori Ca. 133.
10. Addis Abeba-Dessie-Asmara (km. 820)
bisettimanale - Ala Littoria - aeroplani trimotori S.M. 73.
11. Addis Abeba-Gimma-Lechemti-Asosa (km. 702)
settimanale - Ala Littoria - aeroplani trimotori Ca. 133.
12. Addis Abeba-Dire Dawa-Assab (km. 771)
bisettimanale - Ala Littoria - aeroplani trimotori Ca. 133.
13. Asmara-Assab (km. 511)
bisettimanale - Ala Littoria - aeroplani trimotori Ca. 133.
14. Addis Abeba-Dire Dawa-Gibuti (km. 637)
bisettimanale - Ala Littoria - aeroplani trimotori Ca. 133.
15. Addis Abeba-Gondar-Asmara (km. 804)
bisettimanale - Ala Littoria - aeroplani trimotori S.M. 73.

Servizi aerei interni:

1. Roma-Alghero (km. 430)
giornaliera, domenica esclusa - Ala Littoria idro trimotori S.M. 66.
2. Roma-Ancona (km. 210)
giornaliera, domenica esclusa - Ala Littoria - aeroplani trimotori S.M. 75.
3. Roma-Bologna-Venezia (km. 454)
giornaliera, domenica esclusa - Ala Littoria - aeroplani trimotori S.M. 75.
4. Roma-Cagliari (km. 470)
giornaliera, domenica esclusa - Ala Littoria - idro trimotori S.M. 66.
5. Roma-Milano (km. 520)
bigiornaliera, domenica compresa - AvioLinee - aeroplani trimotori S.M. 73.
6. Roma-Torino (km. 546)
bigiornaliera, domenica compresa - AvioLinee - aeroplani trimotori S.M. 73.
7. Roma-Tirana (km. 690)
trisettimanale - Ala Littoria - aeroplani trimotori S.M. 75.

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8. Milano-Rimini (km. 325)
giornaliera, domenica esclusa - Aviolinee - aeroplani tri-
motori S.M. 73.
9. Trieste-Brindisi-Siracusa (km. 1220)
trisettimanale - Ala Littoria - idro bimotori Macchi C.94.
10. Trieste-Pola-Lussino-Zara-Ancona (km. 422)
bigiornaliera, domenica esclusa - Ala Littoria - idro trimo-
tori Macchi C.94.
11. Venezia-Pola-Fiume (km. 225)
bigiornaliera, domenica esclusa - Ala Littoria - idro bimo-
tori Macchi C. 94.
12. Venezia-Trieste (km. 113)
bigiornaliera, domenica esclusa - Ala Littoria - idro bimoto-
ri Macchi C. 94.

Servizi aerei interni dell'Albania:

1. Tirana-Coritza-Argirocastro (km. 209)
trisettimanale - Ala Littoria - aeroplani bimotori Breda 44.
2. Tirana-Devoli (km. 75)
bisettimanale - Ala Littoria - aeroplani bimotori Breda 44.
3. Tirana-Kukus (km. 120)
bisettimanale - Ala Littoria - aeroplani bimotori Breda 44.
4. Tirana-Pescopeja (km. 70)
trisettimanale - Ala Littoria - aeroplani bimotori Breda 44.
5. Tirana-Scutari (km. 95)
bisettimanale - Ala Littoria - aeroplani bimotori Breda 44.
6. Tirana-Scutari-Kukus-Tirana (km. 299)
bisettimanale - Ala Littoria - aeroplani bimotori Breda 44.
7. Tirana-Valona-Argirocastro (km. 185)
bisettimanale - Ala Littoria - aeroplani bimotori Breda 44.

2018

ALLEGATO B

SOMME EFFETTIVAMENTE PAGATE DAL MINISTERO DELL'AERONAUTICA
PER I VARI TITOLI RELATIVI ALL'AVIAZIONE CIVILE

Denominazione	Esercizi finanziari				
	1934-35	1935-36	1936-37	1937-38	1938-39
Linee aeree civili (sovvenzioni chilometriche e fisse)	52000000	56000000	55000000	86000000	108604000
Personale degli aeroporti civili - Stipendi, assegni e indennità varie	-	-	-	148000	294000
Crociere aeree civili, servizi aerei in esperimento, contributi e premi per opere e prestazioni, a favore dell'aeronautica civile, ecc.	1313000	1372000	1796000	1863000	1957000
Spese per gli uffici di controllo statale negli aeroporti civili; spese di rappresentanza, ecc.	375000	401000	414000	497000	508000

ALLEGATO C

PERSONALE NAVIGANTE
DELLE SOCIETA' DI NAVIGAZIONE AEREA
E RELATIVA ATTIVITA' DI VOLO
NELL'ANNO 1939

ALA LITTORIA	Piloti	n. 197 - km. volati	27.719.444
	Motoristi	" 82 - "	11.811.816
	Marconisti	" 94 - "	13.640.179
		n. 373 - km.	53.171.439
		=====	=====
AVIO LINEE	Piloti	n. 31 - km. volati	4.080.213
	Motoristi	" 3 - "	347.313
	Marconisti	" 14 - "	2.031.920
		n. 48 - km.	6.459.446
		=====	=====
L.A.T.I.	Piloti	n. 16 - km. volati	83.724
	Motoristi	" 9 - "	39.388
	Marconisti	" 9 - "	39.388
		n. 34 - km.	162.050
		=====	=====

TOTALE GENERALE:

Personale aeronavigante (1) n. 425 - km. volati 59.792.935

(1) Il totale generale del personale aeronavigante è inferiore alla somma dei titoli parziali, perchè 30 dipendenti dell'Ala Littoria sono stati assunti in servizio, nel corso dell'anno, dalla T.I. 2016

ALLEGATO D

NUMERO E TIPO
DEGLI AEROMOBILI IN SERVIZIO SULLE LINEE AEREE
NELL'ESTATE DELL'ANNO 1939

<u>Società esercente</u>	<u>apparecchi impiegati</u>	
	<u>tipo</u>	<u>numero</u>
ALA LITTORIA	Borea	1
	Breda	4
	Cant Z. 506	15
	Ca. 133	10
	Fokker F.VII	2
	Ju 52	1
	Macchi 94	8
	Macchi 100	1
	S. 66	16
	S.71	3
	S.73	19
	S.74	3
	S.75	31
AVIO LINEE ITALIANE	Douglas D.C.2	1
	Fiat G.18	3
	Fiat G.18 V	6
	S. 73	6
	Totale	130

2015

ALLEGATO E

CONVENZIONI AERONAUTICHE STIPULATE DALL'ITALIA

CONVENZIONI COLLETTIVE:

Inerenti al diritto pubblico:

1. Convenzione di Parigi del 13 ottobre 1919 "per il regolamento della navigazione aerea"; statuto fondamentale del diritto pubblico aeronautico internazionale; integrata da vari protocolli modificativi, e, per quanto riguarda i suoi "Allegati" tecnici, da numerose deliberazioni della C.I.N.A.
2. Convenzione sanitaria internazionale per la navigazione aerea, l'Aja, 12 aprile 1933;
3. Convenzione per la esenzione dei diritti di dogana degli oli minerali impiegati nel traffico aereo, Londra, 1° marzo 1939.

Inerenti al diritto privato:

Convenzioni per la unificazione:

1. di alcune norme relative al trasporto aereo internazionale, Varsavia, 12 ottobre 1929;
 2. di alcune norme relative al sequestro conservativo degli aeromobili, Roma, 29 maggio 1933;
 3. di alcune norme relative ai danni causati dagli aeromobili ai terzi sulla superficie, Roma, 29 maggio 1933;
 4. di alcune norme relative al salvataggio degli aeromobili o da parte degli aeromobili in mare, Brusselle, 29 settembre 1938;
- tutte elaborate dal C.I.T.E.J.A.

CONVENZIONI PARTICOLARI:

Di carattere generale (stipulate con Stati non aderenti alla convenzione del 13 ottobre 1919 per regolare i medesimi rapporti generali da questa disciplinati):

1. con la Germania, 29 maggio 1927;
2. con gli Stati Uniti di America, 13 ottobre 1931;
3. con l'Ungheria, 5 luglio 1932.

2014

(Segue ALLEGATO E)

Di carattere speciale (relative all'esercizio di linee aeree, al riconoscimento delle condizioni di navigabilità degli aeromobili, o ad altri particolari argomenti):

1. con la Cecoslovacchia, 10 marzo 1937;
 2. con la Gran Bretagna, 17 settembre 1934, 7 dicembre 1934, 14 dicembre 1937;
 3. col Belgio, 4 maggio 1935, 1° maggio 1937;
 4. con la Francia, 13 maggio 1935;
 5. con l'Olanda, 20 maggio 1935, 16 settembre 1935, 26 ottobre 1938;
 6. con la Germania, 26 giugno 1936, 26 aprile 1939;
 7. con la Grecia, 30 giugno 1936;
 8. con la Polonia, 19 gennaio 1939;
 9. con la Spagna, 12 aprile 1940;
 10. con l'Ungheria, 19 marzo 1941;
 11. con la Jugoslavia e con la Romania, 19 settembre 1937, 22 aprile 1940.
-

ALLEGATO F

	INTROITI (milioni di lire)			
	1935-36 (.)	1936-37 (.)	1937-38 (.)	1938-39 (..)
A: per sovvenzioni	70.58	85.51	110.47	125.14
B: commerciali				
a) passeggeri	10.40	23.79	39.23	44.79
b) bagagli, merci posta	21.33	39.85	40.70	36.34
C: TOTALI (A + B)	<u>31.73</u> 102.31	<u>63.64</u> 149.15	<u>79.93</u> 190.40	<u>81.13</u> 206.27
RAPPORTI PERCENTUALI:				
Fra gli introiti commerciali e le sovvenzioni ($\frac{B}{A}$)	44.96	74.41	72.36	64.82
Fra gli introiti commerciali e il totale degli introiti ($\frac{B}{C}$)	21.02	42.66	41.98	39.33
Fra le sovvenzioni e il totale degli introiti ($\frac{A}{C}$)	78.98	57.34	58.02	60.67

(.) Società Ala Littoria e AvioLinee Italiane -

(..) Sola Società Ala Littoria -

TOP SECRET

27^a

THE LIEUTENANT GENERAL'S VISITS TO NORTHERN ITALY.

Further to report of the 28th April. During the recent visit of the Lieut. General to the troops in Northern Italy, H.E. Gasparotto tells me that he attempted to dissuade H.R.H. from visiting MILAN for the time being. Apparently, H.R.H. agreed that it was premature to visit the capital of LOMBARDIA, but on his return to ROME he decided otherwise. The Ministers for War and Air were again asked to accompany him, but this time H.E. Gasparotto refused and on hearing of this H.E. Casati did likewise. H.R.H. was accompanied on his visit to MILAN by General Infante, his A.D.C., and according to H.E. Gasparotto, the Villa where they were staying was fired on by the people. It is not known whether the Lieut. General was in the house at the time.

H.E. Gasparotto says that the consensus of opinion is that H.R.H.'s visit to MILAN now was sheer madness and many believe that it will prove to be the beginning of the end for at least the Lieut. General as such. His visit to VERONA and other places in the North is looked upon in a different since the purpose of it was to visit the Italian troops whilst the country was still at war with Germany.

The Lieut. General's entourage, and in particular General Infante, has been the subject of criticism for a long time on the part of both the Monarchists and the opposing elements. The Monarchists feel that he is being wrongly advised by Infante, and the dissidents consider that Infante, as a fascist General, should have been excommunicated long ago.

It will be recalled that there are two General Infantes: In addition to H.R.H.'s A.D.C. there is his brother, a former Air Force general, who serves Admiral Stone in the capacity of unofficial adviser, it is said. H.E. Gasparotto tells me that many Italians believe that General Infante remains as A.D.C. because it is considered that he enjoys the favour of the Allies.

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looked upon in a different since the purpose of it was to visit the
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g.B.

2011

Air Forces Sub-Commission,
ROME.

May 6th. 1945.

W. 7/5.

26A
FOR THE ATTENTION OF AIR VICE-MARSHAL I.E. BRODIE.

Political Notes

28th April, 1945.

Lunched with GENERAL CAPPa who has promised to send us (unofficially) a copy of his memorandum on Civil Aviation, together with particulars of a group which has been formed with a view to establishing a Civil Air Lines Company at an early date, and of which CAPPa is a participant.

Later in the day passed an hour in the company of H.E. BOERI, High Commissioner for Epuration. BOERI says that he does not intend to go to the North for the present, preferring to leave epuration to the Patriots to settle in their own way during these early days of liberation.

(Bair)
It is the High Commissioner's opinion that it can only be a question of days before the Italian Government resigns. The Action Party, of which BOERI is one of the founders, and the Socialist Party, are expected to participate in the new Government. Whilst it is, therefore, obvious that the Leftist elements will be increased, it is said that many of the Liberal Ministers at present holding portfolios will remain.

COUNT SFORZA, Action Party, is spoken of as a likely candidate for the post of President, says BOERI. What might prevent his nomination is the fear that Great Britain would withhold her approval, (as was the case in December of last year.) If, in spite of this, SFORZA became Prime Minister, and Italy was left to work out her own salvation after the end of the war, as so many people

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2010

From another source I heard H.E. GASPAROTTO mentioned as another likely candidate for the Presidency. This nomination, it is said, would have the approval of PIETRO NENNI, Socialist Leader, and PALMIRO Togliatti, Communist Leader. Remembering that although the Air Minister is not officially a member of any political party, his tendencies are Labour Democratic, and it is not difficult to believe that he may have the backing of the Leftist Leaders.

This morning H.E. GASPAROTTO and H.E. CASATI, Minister for War, left ROME to accompany the LIEUTENANT GENERAL to VERONA, who has gone to visit the Italian troops there. The Air Minister said that he was reluctant to make the

-2-

trip believing the Crown Prince's visit to be premature. The Minister for War informed the Air Minister that the orders for the visit to VERONA had come from GENERAL ALEXANDER.

It is felt by H.E. GASPAROTTO's supporters that this tour may damage his cause with the Leftist Leaders.

EILEEN BRENTA
AIR FORCES SUB-COMMISSION,
A.C. ROME.

BILLEN BRENTA
AIR FORCES SUB-COMMISSION,
A.C. ROME.

2009

TOP SECRET

ITALIAN AIR ATTACHMENT

At a Cabinet Meeting a few days ago the question of the appointments of Italian Military, Naval, and Air Attaches after the war was discussed.

2. For reasons of national economy, it is proposed to nominate one officer from only one of the three Service Ministries to each Capital. This officer will be charged with taking care of the interests of all three Ministries. From which Ministry he is chosen will depend on which Service has the most contacts with each particular country.

3. Since it is considered that America's principal service "is" contact with Italy will be through Aviation, the present Government has decided that an Air Attaché will be sent to WASHINGTON. As far as Europe is concerned, my information is that an Air Attaché will be sent to BERLIN to represent the three Services.

4. The aforementioned proposition has not yet been submitted to the Allied Authorization for approval.

5. The question of the appointment of ^{AIR} Attaches to LONDON and WASHINGTON was brought up in November of last year, at the request of the Italian Air Ministry, by ADM VIGOR-DESUEL, R.A.N. COMMODORE-IN-CHIEF, and the Political Section, Allied Commission. At that time it was considered premature to discuss the matter. Since then there have been no further developments.

25
#11

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5. The question of the appointment of ^{AIR}~~an~~ candidate to WASHINGTON was brought up in November of last year, at the request of the Italian Air Ministry, by AIR VICE-MARSHAL V. A. J. BOMBARDIERI, and the Political Section, Allied Commission. At that time it was considered premature to discuss the matter. Since then there have been no further developments as far as we are concerned.

2008

STONY BROOK,
THUNDERBOLT STAFF,
AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, 1945.

27th April, 1945.

TOP SECRET

24A

711

FOURTH MEETING.

HIS EXCELLENCY RAPO SCORIMANO (Communist,) Minister for Occupied Italy says that the Allied Authorities have refused him the authorization to travel to Bulgaria and the NORTH.

2. Yesterday he asked HIS EXCELLENCY CASAROTTO if the Air Minister would allow him to travel with him in his aircraft without the necessary permits. (As has been reported the Air Minister is planning to leave for the North in the near future.) The Minister's reply was that he would willingly take SCORIMANO with him, provided a permit signed by the Allies, allowing him to proceed to the North, was produced.

3. In view of the pressure we have brought to bear, the Air Minister has agreed, for the time being, to postpone his departure for the North. However, it is his intention to ask the Prime Minister to ask the Chief Commissioner for authorization to make a tour of the North as President of the Returned Prisoners of War Association, not as Italian Air Minister.

4. It is believed that communist elements from the South are already filtering through to the North. It would appear that since the leading communists are not yet authorized to go there, they are sending instead their surrogates various spies.

the near future.) The Minister's reply was that he would willingly take SCORLIVANO with him, provided a permit signed by the Allies, allowing him to proceed to the North, was produced.

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4. It is believed that communist elements from the South are already filtering through to the North. It would appear that since the leading communists are not yet authorized to go there, they are sending instead their small fry in various guises.

5. Further information on this matter can be supplied if required. 2007

27th April, 1945.

ALLIED AIR FORCE, INTELLIGENCE STAFF,
AIR FORCE COMMISSION,
ALLIED COMMISSION, ROME.

23rdTHE ITALIAN AIR MINISTRY.

Enrico Piaggio, owner, with his brother of the Piaggio Works, today reported an interview he had with the Air Minister, H.E. Luigi Gasparotto.

In the opinion of H.E. Gasparotto, Italy's Air Force does not warrant its own Ministry and should be amalgamated with the War Ministry. The Minister did not state whether he considered that this amalgamation should take place while the war is still in progress.

Asked who would take control of civil aviation in this eventuality H.E. Gasparotto replied that this branch would be handed over in all likelihood to the Ministry of Communications.

Kileen Brenta

2006

1ST. February 1945.

VERA AND GREGGIO MARCELLI.

At the end of 1943, after the liberation of Naples, I was asked to make a report on the Italian diplomat, Giorgio Marcelli, and his British born wife, Vera. Extracts from the report are given below, together with one or two paragraphs about this couple which are contained in a book that I am now writing:-

Marcelli was one of the earliest followers of Mussolini, and this fact should be sufficient to damn him in the eyes of the Allies. Nevertheless he was not, as were so many of his kind, an ambitious schemer, and whatever position he obtained was due to much to long years of service as to the protection which fascism gave to him.

He participated in the march on Rome, and the fact that he became the Duce's private secretary following this event indicated that his servility was such as to please this Dictator, who would tolerate no other but "yes-men" in his entourage.

Marcelli was appointed Minister to Belgrade in the Spring of 1940, and I first met him there in June of the same year when I was paying a visit to the Yugoslavian capital. (Marcelli already knew my husband for they had met in London some years before when Marcelli was in a post there, and my husband was touring with the D.O.K.). It did not take me long to discover that Vera Marcelli was as fervent a Fascist as her husband, without having the justification that he was, at least, an Italian.

This was at the time when Italy had just declared war on my country, and the state of my mind can well be imagined. I had hoped that meeting this Englishwoman so far away from home would mean that I had found someone to whom I could speak my mind freely no matter how disagreeably, but I found that Mrs. Marcelli had no sympathy for her country's cause.

Dealing with her at the Italian Legation one day she told us that England was finished; that the inevitable end for our country was starvation and annihilation. At the same time she praised Mussolini and his virtues to the skies. I wanted to shake her, and tell her how ashamed I was of her, my compatriot, but unfortunately I could not say all that I wanted to as she was the wife of the Italian Minister, and I was also a guest in her house.

This attitude of hers, contrary to what might have been expected, did not increase her prestige with her husband's collaborators and their wives, and I believe that had she been loyal to her country, she would have received far more respect from them. One might say that Vera Marcelli's attitude was influenced by the fact that she did not wish to endanger her husband's career. If this was so, then all I can say was that she was selling her own soul, and to have talked thus to another Englishwoman was unnecessary.

2005

It is noted that Marcelli behaved remarkably well at the time of the

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This was at the time when Italy had just declared war on my country, and the state of my mind can well be imagined. I had hoped that meeting this Englishman so far away from home would mean that I had found someone to whom I could speak my mind freely no matter how disconcerting, but I found that Mrs. Marcelli had no sympathy for her country's cause.

Working with her at the Italian legation one day she told me that England was finished; that the inevitable end for our country was starvation and annihilation. At the same time she praised Mussolini and his words to the skies. I wanted to smother her, and tell her how animated I was of her, my competitor, but unfortunately I could not say all that I wanted to as she was the wife of the Italian Minister, and I was also a guest in her house.

This attitude of hers, contrary to what might have been expected, did not increase her prestige with her husband's collaborators and their wives, and I believe that had she been loyal to her country, she would have received far more respect from them. One might say that Vera Marcelli's attitude was influenced by the fact that she did not wish to endanger her husband's career. If this was so, then all I can say was that she was selling her own soul, and to have talked thus to another Englishwoman was unnecessary.

2005

I heard later that Marcelli behaved remarkably well at the time of the Germans' brutal attack on Belgrade in March 1941. His situation was anything but easy in view of the extreme animosity which was shown towards all Italians in Yugoslavia, and he came through remarkably well. Vera left for home some time later, taking with her large supplies of food because, she said, otherwise she would starve to death in England.

My report received a certain amount of criticism from the Allied authorities. I was told that I was too tolerant of Marcelli, and that he was the last man of all those mentioned in the reports with whom we should have anything to do.

It was, however, admitted that Marcelli "might have been, to some extent, cured of the more violent aspects of fascism by his visit to England". I was asked for my comments on this criticism of my report, and my reply was, that in view of his past, I did not think that Marcelli could be used to collaborate with us, but that he ought not to be considered as an element dangerous to the Allies.

15. Sir John Slessor informed me on Jan 17 '45 that
Vera M. was not allowed to return to England,
nor, he says, does he think she ever will be.

E.B.
INTELLIGENCE STAFF,
AIR HQ USS SUB-COMMISSION,
ALLIED COMMISSION, ROSE.

17th January, 1945.

TOP SECRET

21A

ITALIAN INDUSTRIALISTS.

1) Before writing about the leading Italian industrialists it is necessary to give a brief outline of the position of the industries during the more-than twenty years of fascist regime, and to review the attitude of the controllers during those years.

And I will begin by saying that the majority of them must be included in the long list of those who are responsible for the Italian catastrophe.

2) Protected,--and one cannot say that it was always disinterested-- protection-- the important industrialists, after having eliminated the competition of lesser manufacturers by the expedient of either buying them out or crushing them, were able to work in a sphere of practically complete monopoly.

It was because of this protection from a Government which pursued a so-called "autarchic" policy, with the unsurmountable customs barrier, that the manufacturers could impose on the internal market a sometimes inferior production at prices which no one could contest.

3) There are no industries in any country which have had such an easy existence as those of Italy during these late years; and the armaments industry has had less cause for preoccupation than the others.

The armaments industry was completely master of the situation, due also to the fact that the military Ministries never intervened with sufficient energy and knowledge when it was necessary. It has placed its production --good or indifferent as it might have been-- and it has overcome every difficulty by exercising pressure, whenever necessary, on the Government which, because of prestige or for other reasons, could not afford a crisis of unemployment or lack of production.

It might be said that the only exception was for Navy material, but on this point it is unnecessary to enter into details as it is sufficient to know with what material Italy went into this war!

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It might be said that the only exception was for Navy material, but on this point it is unnecessary to enter into details as it is sufficient to know with what material Italy went into this war!

4) Mussolini, the head of the Government, who thought he knew everything whilst in truth he knew nothing, was inevitably and tentatively misled by the manufacturers and his decisions were influenced by what they wanted him to believe.

On his visits to the factories (visits announced a considerable time beforehand and opportunistically staged) he saw huge installations in perfect order, enormous posters quoting his phrases and exhibited so as to flatter him, and large crowds of workers who cheered him as ordered, and without the slightest spontaneity.

The result of these specially prepared manifestations was that Mussolini, who was a man who knew no country but his own, believed himself to be the head of a powerful and united people.

5) If all those who are responsible for this country's calamity are to be judged, many of the important Italian industrialists should not be forgotten. For there is no doubt of their share in the responsibility for the ruin of Italy. To some of them, it is true, could be applied the extenuating circumstance of having lived and worked during a time when it was forbidden --under pain of most

CONTD.

2. Serious consequences-- to tell the unpleasant truth; when only dishonesty triumphed and when important transactions could very often be concluded only at the cost of an agreement which was not altogether above-board.

5) One thing can be said of all Italy's manufacturers, particularly the armaments heads: they all did excellent business for themselves.

THE FIAT CO. TURIN.

1. Senator Agnelli.

1) President of the Fiat Co., Agnelli is perhaps the most representative of all the manufacturers. About eighty years old, he is an entirely self-made man. Coming from a solid Piedmontese family, he started out in life as a cavalry officer, a career which he abandoned in order to take up the manufacture of motor cars.

2) In Turin, in 1896, he founded the first Italian motor car factory. It was situated in a simple workshop which had an area of no more than a few hundred square metres, and he was finally to achieve results which would do credit to any nation.

3) Senator Agnelli is a man of exceptional energy and ability; hard with his dependents but nevertheless liked and respected by them. Notwithstanding the colossal profits of the Fiat concern it is to be noted that none of Agnelli's chief collaborators ever attained high financial standing in spite of the years of untiring service given by many of them.

4) This company has always protected and defended its personnel whenever it has been merited and this is the reason why it became a solid organisation which was immune to outside influences. When the anti-Semitic campaign was initiated in Italy Agnelli had two Jews amongst his general directors. (The brothers Soris) Being obliged to dismiss them, which could not be ignored, to dismiss them,

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- 5) If the President of the Fiat Co. has always been known as being hard but just with his collaborators, it is not surprising that he has been merciless and implacable with his competitors. Surrounded by a staff consisting of all kinds of individuals, all, however, extremely competent, his company became a forceful power in the country, planting roots, as it were, in every Ministry where its interests were well-protected.
- 6) Some three years ago the Ministry of Exchange and Currency nominated several special delegates in order to control the exchanges between Italy and the countries with which Italy was at that time in commercial relationship. The majority of these delegates were Fiat officials, and it is evident that such a state of things could not have existed without great pressure and influence being brought to bear.

CONTD.

3.

7) It is said, and it is very likely true, that Senator Agnelli has been one of the very few men who was allowed by Mussolini to freely voice his views, although he by no means acted upon what he heard! Agnelli was a fascist, but no one in his position could not have been one without causing the ruin of the outstanding organization which had been created solely by him. He is a man who never lost his dignity during the fascist regime, which can be said of few who held posts of importance; and he is one of the rare individuals who never, in his dealings with Mussolini and the Government, provoked manifestations in bad taste. He has limited himself to having his men use the weapon of bribery whenever necessary. All fascist titles which were offered him he refused, and this in spite of the fact that Agnelli, more than any other, would have been justified in accepting them.

8) I know that there are Britishers of high official status who consider Agnelli to be unworthy of continuing the controlling of this industry, (if something be left after the withdrawal of the Germans) but as I have pointed out, whilst he undoubtedly did receive the protection given by fascism to all Italian manufacturers he had founded the Fiat concern and was a millionaire long before the advent of fascism. And we must remember that to replace the heads of a concern which, up to the time of the Armistice, employed as many as between 70,000/80,000 workers would be no easy task.

Of all the industrialists in this country it can be truly said that Senator Agnelli is the most reliable and trustworthy.

2. Professor Valletta.

1) General Director of Fiat Co., Valletta was professor at the Royal University of Turin until the year 1919/1920 when he was called to the Fiat Co. in order to reorganize the administration and by so doing minimise the danger of the disastrous economic situation which would have resulted through the strict application of the super-profits war tax imposed by the Government.

He executed his task so well that Senator Agnelli made him General Director of his company.

2) Valletta is a man of great capabilities and energy. He was a fascist certainly more from necessity than conviction, but it is also

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2) Valletta is a man of great capabilities and energy. He was a fascist certainly more from necessity than conviction, but it is also true that not even his most intimate collaborators ever heard him voice a decided opinion against the fascist Government. Being a business man and the head of a large industry, he was primarily concerned with the success of his business; and this led him to compromise with personal convictions.

3. Baron Carlo Edoardo Schmidt von Mullen ascending from

3. Baron Carlo Raffaele Bonifazi according to

Schmidt is a pure Italian gentleman.

In spite of his name, some-
times attributed to Italy several
hundreds of years ago

a German family which emigrated to

100

Directors of the Pitt Co., and a

2) He is one of the general inspectors of the General Inspectorate of the Ministry of the Interior (General Inspectorate) and

much prized by Agnelli. In the case of England (with the exception of Birmingham) and

travelled extensively in Europe wherever he went. He can be seen in the connections wherever he went.

he made excellent personal connections in favor of the Fiat Co. Three of his

me to have been the Foreign Envoy of

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particularly successful missions have been the organizing of the "Polski Fiat" in Poland; the "Magyaroska Fiat" in Hungary; and the "Wien Fiat" in Austria.

3) For about two years before the signing of the Armistice Schmidt was Italy's special delegate accredited to the Embassy at Berlin with the rank of Minister, and he was appointed in order to control the exchanges between Italy/Germany and all occupied countries. These special delegates were first created by Raffaele Riccardi, one of Mussolini's most intimate friends and at that time Minister of Exchange and Currency, about four years ago, and were accredited with varying ranks to several countries: England, France, Roumania, Spain, Germany. Schmidt occupied the post of the most important of these delegates. He was imposed on Riccardi, who, of course, was himself not disinterested, by the Fiat Co. whose interest it was to have at any cost one of their chief representatives in that particular Ministry so as to protect and control the interests of the firm. (This is explained in my report on Agnelli.)

4) Schmidt has much circumstantial evidence against him. Nevertheless, he was always anti-fascist and he was never afraid to voice his anti-fascist views. He was well-sure to what end Italy would come, and he had never any doubts as to the outcome of this war. Although it may be difficult to believe, he was no Germanophile despite the high official post he filled in Germany, a post, it must be remembered, that he filled in order to protect the interests of the Fiat Co. and groups.

He is an excellent engineer, a brilliant man of the world, and a cynical judge of human nature. And he has succeeded largely through his own merits; because no man, no matter how well protected, could have achieved the results he has without the capabilities which he most assuredly possesses. His exceedingly good personal connections were, of course, in his favour; and one of his sisters-in-law is lady-in-waiting to the Queen of Italy.

The one thing that could be said against him is that he pandered to the high and mighty.

5) It is recalled that when I visited the Schmidts in Berlin in April 1942 Schmidt was not happily collaborating with his Ambassador, Dino Alfieri. He despised Alfieri for what he is, an incompetent and a product of fascism. "Wien" as Italian ambassador by

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6) During the first months of the German occupation of Rome Schmidt circulated freely with German passers. He was then arrested and was for some time imprisoned; after being released by the Germans he left Rome and it is believed that he joined his family in Turin.

7) His wife, Renie, my best friend in Italy, is a member of the well-known anti-fascist, Sicilian-Piedmontese family, Vaglianini. She has a brother who was not allowed to live in Italy during the fascist regime on account of his violent anti-fascist opinions; and during the Spanish Civil War he fought with the Republicans.

Renie Schmidt knows little of her husband's life, and until recent years she rarely travelled with him, preferring to remain in Italy with their two sons to whom she is devoted. So anti-German is she that when her husband was appointed to Berlin she refused to live with there, confining herself to brief visits to Germany which she

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made under pressure from her husband.

4. Dr. Aurelio Peccei.

- 1) Vice-Director of Special Transactions Dept., but in effect can be said to have been director, for the activities of Dr. Torrazzi, actual director, were limited on account of his uncertain health.
- 2) The directive of this department consisted in handling all foreign transactions for the supplying of war materials.
- 3) Dr. Peccei, not to be confused with his brother, who is less well-known and who works in the same department, is a man of merely thirty-two years, but in spite of his comparative youth he has much experience and is of undisputed worth. His knowledge, both in the general field of the industry, and on the foreign side, is extensive, and he has fulfilled many foreign missions. (China, the Balkans, Scandinavia.) He is a man-of-the-world, and is certainly one of the most promising young men at the Fiat Co. Always an anti-fascist, it is believed that he has been imprisoned by the fascists in Turin.

5. Engineer Enrico Rolandi.

- 1) Chief Test Pilot of Italian Aeronautics, Fiat Co.,
In spite of his fifty-one years he is still one of Italy's best fliers, and his technical preparation is excellent.
- 2) He fought extremely well in World War I: in an Alpine regiment until 1916, and then as a flying officer until end of hostilities. He passed to the Italian Aeronautics after a serious flying accident at Passignano, where, in 1929, he was in command of the seaplane school. Included in several foreign missions fulfilled by him is one of long duration in South America.
- 3) News brought to Rome this summer by Agostino, who flew the only G.55 to be brought to the Allies after the Armistice, would indicate that Rolandi has developed pro-Nazi tendencies. Nothing is impossible, but I consider that this news should be accepted with caution, for my personal knowledge is that Rolandi's sympathies were neither with the Germans nor the fascists.

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6. Carlo (?) Della Porta.

2000
1999

- 1) Born in Rome fifty-two years ago, Della Porta is married to
the sister of General Vespignani, who was dismissed from the Italian
Air Force after the liberation of Rome.
- 2) A former General Staff Colonel, whilst accredited to Roumania
as Military Attache from 1935/1940 he established strong relations
with the Fiat Co., (which, as already explained, had great influence
at the Ministry of Exchange and Commerce) who had him appointed
Commercial Counsellor at Bucharest, he leaving the Service to take
up this appointment.
- 3) In 1942 he got into trouble with the Roumania Government, and
was withdrawn from Roumania. The reasons for Roumania's attitude
in this matter have remained somewhat obscure. It is said that he
conducted a great deal of underhand business and accepted monetary
return for protection afforded to persecuted Jews.

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6. That he has made much money during the course of his career is a well-known fact, and it can only be in virtue of his fascist protection that he succeeded, after the Roumanian episode, in being appointed Commercial Counsellor at the Italian Embassy, Madrid, which post he still holds. Two of his intimate friends are Raffaele Riccardi, fascist Minister of Exchange and Currency, and Favagrossa, former Minister of War Production.

THE CAPRONI GROUPS.

1. Gianni Caproni, Count of Taliedo.

- 1) One of the pioneers of Italian aviation, Caproni became an important manufacturer during World War I. In those days he produced excellent material, and he has carried out many experiments --not always successful-- at great personal cost.
- 2) Almost entirely ruined by a badly organised administration and the after-war crisis, he was able to save his business by the pleasant expedient of marrying a fortune. This does not mean however, that the fortune was the only reason for Caproni's marriage, for he lives in perfect harmony with his wife, and between them they have produced a large brood of potential fascists!
- 3) Caproni is an intelligent and active man with a likable personality, but he is a very bad judge of human nature, and he has always been hindered by his lack of administrative qualities which could not be more negative than they are in his case.
- 4) Up to the time of the Armistice he was the head of one of the most important industrial groups in Italy, a concern which controlled more than twenty factories and which was well-known for the picturesque disorder of its administration and organisation.
- 5) One can say that no machines bearing Caproni's name were flown during this war, (in the Ethiopian campaign there were many) but during the later period a certain number of Falco R.E.2000 and R.E.2005 were in use. These machines were made at a Reggiane factory which belongs to the Caproni Group, and are moderately good planes of American inspiration. (Severski, Republican.) It is also known that at least as late as August 1943 the Caproni factory at Taliedo was working on an order for 1000 Type Ca.314 machines for Germany,

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6) Ambitious and a 'Yes' man, in order to curry favour with Mussolini he constructed a factory at Predappio, the Duce's birth-place, and this noble gesture, much appreciated by Mussolini, was one of the reasons why he bestowed the title of Count on Caproni.

7) Notwithstanding the fact that this man is an admirer of, and has collaborated with the Germans, that he was an intimate of the Duce, and always received the full benefits of Fascism, there are influential Britishers who foolishly consider Caproni to be pro-British, and say that he endeavoured to do something to prevent Italy's entry into this war. I know Caproni well, and I know still more about his business, and first and foremost Caproni is pro-Caproni. Perhaps the following may explain how Caproni incurred the sympathies of some Britishers and led them to believe that he was pro-British: In the spring of 1940 a British Technical Mission, primarily concerned with the purchase of Italian Aircraft material visited this country. I was in Italy at the time and saw the members of the mission daily. It seemed to me incredulous that Italy should contemplate selling, and England buying from this country at a time when we all knew that

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Italy's entry in the war against England and France was imminent. The mission, which returned to England about May 20th. 1940, was interested, amongst other things, in the purchase of a very large number of R.E.1000 Falco Planes to be made in Caproni's Reggiane factory. (About the same time, Caproni sold 600 Type Ca.313 machines to France, very few of which were delivered owing to subsequent events.) Had Caproni supplied England with these planes he would have made an enormous sum of money. Thus he had an interested reason for not wishing Italy to intervene in the war.

8) Perhaps it would be of interest to relate something of the way Caproni conducts his business transactions. He has never hesitated to use the weapons of bribery and corruption, and his right-hand men in the handling of these weapons has been one Alessandro Rossini. (See No.2 of Caproni Group.)

9) In 1939/1940 Caproni, through Rossini, bribed the then Chief of the Hungarian Air Force (Colonel Hauri) in order to sell about sixty worthless machines to the Hungarian Government. Two orders were received: the first order for thirty-six was delivered, and also some of the second order for thirty. The machine in question was a Caproni Type 135, Twin Engine Bomber with two Piaggio P.XI Engines, and it is a very bad machine. This affair was discovered by the Hungarian Government, and Hauri was dismissed from his post.

In 1939, the Chief of the Bulgarian Air Force, General Boideff, an intimate friend of mine, said that if Rossini (representing Caproni) was ever to set foot in Bulgaria again he, Boideff, would have him thrown out even though it meant him relinquishing his post as commander Rossini. of course, attempted to bribe all and sundry in Bulgaria, and sometimes he made a bad choice, although it must be admitted that in those parts it was difficult to find someone who was integrally honest. In Yugoslavia, and Croatia during the present war, Caproni has bribed whenever he has thought it necessary.

About three years ago, Caproni concluded an important transaction with the Swedish Government. The material purchased was as follows:

84 Caproni No.313 Twin Engine Light Bomber and Reconnaissance Plane at 100,000 dollars each, plus at least 20% extra for spare parts per plane.
70 Falco Planes (made in the Reggiane factory) at 70,000 dollars each, plus at least 20% extra for spare parts per plane.

On this transaction Rossini received from Caproni the net per-

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On this transaction Rossini received from Caproni the net percentage of 10%, which meant a matter of 1,596,000 dollars in Rossini's pocket. This man never set foot in Sweden in connection with this transaction, and had he done so it is certain that the Swedish Government would have never negotiated with him, he possessing a personality most unpleasant to them, and being without the remotest knowledge of planes.

10) One is compelled to ask the reason for this overwhelming generosity on the part of Caproni. It seems to prove that either Rossini was in a position to blackmail the manufacturer, or, by agreement between them, this was one way in which Caproni was able to conceal the true profits of his business in order to avoid payment of taxes.

2) Alessandro Rossini.

1) As explained above, Caproni's right-hand man; both in his straight forward transactions, and also in those not so straight-forward! A typical specimen of a low type "filibustier", Rossini, with money, most of which gained by doubtful methods, succeeded in achieving ends to which his qualities never would have brought him. He was even successful in getting himself nominated Honorary Commercial Attache to a South American Republic, which post afforded him, a Roman, diplomatic privileges in Rome. And why he was the possessor of a Greek passport

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8. as well as an Italian always remained a mystery.

2) Rossini was formerly director of the Adriatic Bank, which failed, and he has been a representative of the Schneider Creuzot Co. Having large interests in numerous concerns he is now, after a career of financial vicissitudes, a very rich man. It is also certain that most of his wealth has been deposited in other lands; and very likely he has already followed his money.

3. Engineer Gianferrari.

1) This ardent fascist was formerly Commercial Director of Isotta Fraschini, which belonged to the Caproni Group.

2) During World War I, he fought well in the same alpine regiment as Italo Balbo, and it is solely due to the protection he received from Balbo and fascism that he attained his all-too-easy successes, for he is a technician of little value. He can be said to be a typical specimen of the intolerable little 'Ras' fascists.

3) In the course of his career he has been a member of the fascist Parliament; chief of the fascist Party at Trento (his birthplace); a director of Isotta Fraschini; and on the board of directors of several other concerns.

4) Although this man knew not a word of English, and was, because of his lack of education and tact, a most unsuitable choice for the mission, he was sent, in virtue of his fascist backing, to London as Italy's special delegate for the exchanges between the two countries.

It is worthy of note that whilst he was resident in England he retained his directorship of Isotta and other concerns. Thus it was that the favoured of fascism edified their fortunes.

5) Gianferrari is another who made a pretence of disapproving of Mussolini's policy in 1940, and this is the reason: Just before the entry of this country in the war as Germany's ally the British Government was interested in the Isotta Fraschini engines for fast anti-submarine motor-boats. (I believe a small number were purchased by us.) The engine in question is very well-known and reliable, and had Italy not declared war on England a contract would have been signed which would have resulted in Gianferrari making a large amount of money.

6) This fervent fascist was also interested in the Italian Film Industry, of which Vittorio Mussolini, son of the Duce, was the most authoritative exponent. In order to win the favour of the

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7) When I was in Sweden in 1942 I was brought into contact with Gianferrari, and he once told the following story in my hearing: As director of a film company he presented the censor with a propaganda film against England. The final words in the film were "God curse England". I am happy to be able to say that the film was of such proportions that even the Italian censor refused to approve it, and it was never shown publicly.

8) Since our arrival in Rome I have heard that this man is now director of a new industrial syndicate which has been formed in Milan to collaborate with the Germans.

4. Baron Guglielmo Ventimiglia di Monteforte.

1) Commercial director of Caproni Group. Has travelled extensively in Europe and the United States.

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4) Whilst he cannot be said to have held fascist views, he is a man who lacked the courage of his own convictions, and he carried the favour of those in power.

He has an admirable wife, Yvonne, a Belgian, who is one of my best friends in Italy, and what her husband lacked in moral courage she more than made up for. Her loathing of the Germans and fascists was no secret in Milan, where they lived, and it is more than surprising that her practice of giving voice to her political opinions was not detrimental to her husband's position.

5. Pietro Rocca.

1) Commercial director of the Taliedo factory since 1922, before which time he was employed at Aeronautica Ansaldo, Turin.

2) A most capable man, and an exceedingly honest one, who has worked conscientiously throughout his life so as to be able to upkeep a small estate on Lake Como (where he was born) where he wishes to retire at no very distant date.

3) Rocca has travelled much in the Balkans and Central Europe in his capacity as Caproni's commercial director, and he has also fulfilled missions in the United States.

4) Never a believer in fascism, this man can be said to have succeeded through his capabilities.

PIAGGIO BROS.

1) One of the most important companies for the construction of aircraft material and engines. The head office was formerly at Genoa, with factories situated in various parts of the country.

2) The concern is owned by two brothers, one an engineer, and the other having a degree in commercial science. They are both capable and active men of business in accordance with the Genovese tradition.

3) As most of the manufacturers, the Piaggio Bros. were fascists, but one can say that they were sceptical and as independent as circumstances allowed.

4) They are now working at the rehabilitation of their industry in collaboration with the Allies.

5) The export director of this company is, however, an individual to be avoided for collaboration. It is believed that he is in the North

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5) The export director of this company is, however, an individual to be avoided for collaboration. It is believed that he is in the North of Italy, unless it be that he has already escaped to Switzerland. Giorgio, as is his name, is a smart, intelligent young man, who always made it his business to have influential connections. He was an intimate of Ciano's, and most of his summer evenings in Rome were spent in the company of the Duce's son-in-law at the Golf Club.

ALFA ROMEO CO.

1. Engineer Cebbato.

1) General Director of this well-known company which manufactures motor-cars, in particular racers, and aeroplane engines.

2) A fascist, of Veneto origin, Cebbato was always most obsequious to the fascist Party, and he missed no opportunity of disparaging foreign production. He made a visit to the United States before Italy's entry into the present war, and on his return he gave a very pessimistic view of America's production and general organization. When one considers that he was looked upon as a person of authority and experience in this country it is not astonishing that his opinion on this matter was accepted by a Government made up of ignorant or interested individuals.

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3) Going to the North, he was appointed Chief of Italian Industries in Republican Italy by Mussolini in 1943.

4) Lieut. Gobbato, his son, was in Naples after the Armistice, and for some time was the Air Force liaison officer at the Alfa Romeo's Pomigliano works, Naples. After his father's appointment he was transferred from Naples and upon his own request joined the Italian flying units. This is a case where one could say that the son has made up in part for the father's misdeeds.

5) As is known, the Alfa Romeo's Pomigliano works, Naples, has been rehabilitated in part and is doing good work for the War Effort.

6) Engineer Bonevaglia, a collaborator of Gobbato's, believed to be in the North, should be avoided for collaboration with the Allies.

ISOTTA FRASCHINI CO., MILAN.

1. Engineer Beonio.

General Director of this company which belongs to the Caproni Group. Beonio is a man-of-world, and has had a great deal of experience in industrial circles. The Allies would be advised to place their trust in him.

2. Engineer Piselli.

Technical Director, and designer of the latest motors constructed by Isotta Fraschini. (Beta, Gamma, Delta, Zeta.)

Although these engines have not met with outstanding success, the designer is considered to be a man of exceptional qualities, being primarily an able technician.

He was never a zealous fascist, and has never shown much interest in any politics.

THE ADRIATIC NAVAL SHIPYARDS, MONFALCONE. (C.R.D.A.)

1) The brothers Cosulich were the former proprietors of these well-known shipyards which were taken over some years ago by the I.R.I. (Istituto Riconstruzione Industriale.). The brothers, however, retaining the direction of the concern.

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1) The brothers Cosulich were the former proprietors of these well-known shipyards which were taken over some years ago by the I.R.I. (Istituto Ricostruzione Industriale.), the brothers, however, retaining the direction of the concern.

2) They are serious manufacturers who established a sound reputation in various countries on account of the excellent quality of production, and their shipyards were always most active.

3) Noted to be hard in their dealings, these men cannot be said to have enjoyed a great popularity. This lack of popularity may also have been due to the fact that they were subjects of the old Austrian Empire, which did not place them in a favourable light with their dependents.

4) They have shown much zeal as fascists. At one time they employed a certain Commodore Fano as General Director. This man, a Jew, was on most intimate terms with the Cosulich family, but they did not hesitate to dismiss him when the campaign against the Jews was initiated in Italy. Thus this man was abandoned, and no consideration shown for the years of faithful service spent in their employ, nor for the friendship which existed between them. Incidentally, Fano was a former head of the fascist Party at Trieste.

Admiral Fano
Intelligence Section,
Air Forces Sub-Commission,
Allied Control. ROME.

Nov. 28th. 1944.

TOP SECRET

THE ITALIAN POLITICAL SITUATION.

To give a clear picture of the actual political situation presents a series of difficulties not only in relation to the character of the various parties and their programmes but above all regarding the attitude of the people towards the Allies and the Italian Government.

It is useless to deny that the Allies are not subject to much criticism on the part of the Italian people. Criticisms of not fulfilling promises shown on pamphlets showered down before the Armistice; criticisms of lack of work, and the ineffective way the A.C.C. -- now A.C. -- handles the country's problems. Increasing signs of communism are seen everywhere; the workers' unions are becoming powerful, and the workers are demanding the right to control the factories where they are employed; The people say: "When Mussolini was here at least we had bread; when the Germans were here we had enough to eat and Black Market prices were reasonable. Since the Allies arrived we are almost starved and even though one can buy food on the Black Market the prices are exorbitant. Now we are waiting for Giuseppe (Joseph Stalin) to come and put things right for us."

The Black Market flourishes and it is not too much to say that one can buy anything in Rome providing one has the money. There is a site not far from the Vatican where all manner of foodstuffs at Black Market prices are exposed for sale; and the police stroll leisurely through the crowds, at the most keeping the people in order as they make their purchases. Occasionally an Allied military policeman makes an appearance and then the American cigarettes for sale are hastily tucked out of sight in some saleswoman's ample bosom or skirt; the Italian products do not interest him! Butter is at 650 lira the kilo; rice, 300; meat, 450; cigarettes, 100 for 20.

As winter approaches the situation of the homeless Italians

becomes more pitiable. It has been ascertained that there are

7,000,000 roofless or with temporary shelter in littered Italy.

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People are losing faith in us, for whilst it is admitted that they expected much and far more than they deserve, even that which was promised them has not materialised. They know that they expect little but talk from their own, and they look to the democracies for their salvation.

Out of all this one thing comes in all its clarity: the Communism, which during twenty-two years of fascism succeeded in carrying out its underground activities is, today, vigorous, tenacious and aggressive.

Before separately reviewing the activities and programmes of the various political parties it would be of interest to take a look at the Clandestine Political Front which existed between Sept. 8th. 1943 and June 5th. 1944. The free expressions of the political tendencies which had not time to reveal themselves during the forty-five Badoglio days were better defined and exposed through the unfettered activities of the six parties which later formed a coalition known as "Il Comitato di Liberazione Nazionale" and which today has its exponents in the Government. (The "Comitato" was created with the object of providing an anti-fascist block and in order to fight against German oppression and the REPUBLICANS.)

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It cannot be denied that "Il Comitato di Liberazione Nazionale" played an important role during the clandestine period; and in spite of continual internal disagreement -- Bonomi was at the point of resigning several times-- it remained effective until June 4th, 1944. But it would be unwise to suppose that the "Comitato", now transferred into a government, can indefinitely continue its unifying function, and, above all, that the parties which represent the masses (in particular the Extremists) will tolerate an infinitum the weight of a collegiate organ, thus forfeiting their own autonomy.

This is further proved by the fact that such nomenclatures as "Tripartito" and "Quadrupartito" etc. have, in reality, no existence, and the patriots of the clandestine front have already, through their propaganda organs, (an example is the Communist newspaper l'Unita) disavowed the system which, wisely applied, would inevitably lead to reciprocal compromises and concessions.

At the time of the forming of the Italian Government. Pietro Nenni, leader of the Socialist Party and editor of the newspaper Avanti, made a clever manoeuvre. For, having played his part towards the elimination from Badoglio from the scene, he succeeded in evading his own inclusion in the Government and thus avoided his own share in the responsibility of governing the country. He then remained in the advantageous position of being able to criticise both Allies and Government alike, and we have had ample proof that he loses no opportunity of doing so in the columns of his newspaper.

It is clear that had Bonomi acted with energy regarding the Socialists and forced them to share the responsibilities of governing, as previously, and had he accused them of causing a crisis in the Comitato, and thus the Government, by their reluctance to participate, neither Nenni nor the other socialist leaders would have lightly assumed such an attitude before the people. It is, of course, true that Nenni, cleverly preparing an eventual strategic retreat for himself, wrote in his articles of a government of the people and attacked the Comitato; but he quickly abandoned this stand when he discovered the weakness and pliability of Bonomi.

From the time of the forming of the present Government, Moscow, allotting to the Communists the role of mild collaboration, not only with the middle classes but also with the Capitalists, assigned to Socialism --and Nenni in particular-- the part of violent agitator and intransigent opposition.

It is supposed that Socialism gives less cause for preoccupation than Communism; that it is more accessible not only to the masses in

3. intellectuals; and of professionals. It has no following amongst the masses, and its functions are in the heart of the Comitato.

As far as the Leftists are concerned it merely plays the part of a co-belligerent in the war against the fascists. It is the rightest Party par excellence, and its importance as a balancing factor is undeniable.

The leader of the Liberal Party is Benedetto Croce; amongst the younger members one of the most active is the general secretary, Advocat Brosio. The press organ is the newspaper "Risorgimento Liberale".

2) PARTITO DEMOCRATICO DEL LAVORO.

Erroneously considered to be the Prime Minister's Party. Bonomi merely follows its activities with interest, and one of the reasons for this is his very close friendship with its actual leader, Menuccio Ruini. Another of his life-long friends who belongs to this Party is Carlo Scialoja, UnderSecretary of State for Air.

This Party was created through the combination of various democratic tendencies (the leaders of which were Nitti and Amendola) and the schismatic tendencies which entered into the official Socialist Party under the names of Socialist Reform and Radical Socialism.

The putative paternity of Bonomi and his personal friendship with many of its members is probably the reason why it is so well-represented in the present Government. Thus, should the expected ministerial crisis occur, it is doubtful whether the position of this Party would be maintained.

The programme, above all, tends to draw the middle-classes, and it has neither the pungency of the leftist Parties nor the consistency of the Liberal Party. It is a central movement which is designed to be the fulcrum of the biggest democratic Party having labourist tendencies, and it is because of this that the Extremists look upon it with diffidence and fight against its activities.

Although it cannot be said to draw the masses it has many sympathisers amongst the Democrats who, although not Liberal, are neither extreme Leftists, or Confessionists as one must be to belong to the Christian Democratic Party.

Until such time as the Partito Democratico del Lavoro is able to make known its programme and its labour plan, both for the workers in the North as well as the South, its existence can not be clearly established. And while it is possible that tomorrow this Party may

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3) PARTITO D'AZIONE.

A party which first emerged in 1938/1939, and which had Mattioli General Director of the Banca Commerciale Italiana, as its first financial backer.

After the fall of fascism on July 25th. 1943 it had a certain success at a time when anti-fascists were in search of an outlet for their political feelings after twenty-two years of oppression. to Composed of elements ranging from such extremes as Liberals to Communists. it is obvious that with the passing of time it is destined either to become absorbed in some other Party or to dissolve, restoring the heterogeneous elements of which it is comprised to their original sources. That is to say, the Liberals would return to the Liberal sources.

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eral Party; the Socialists to the Socialist Party; and the Communists to the Communist Party.

The "Partito d'Azione" can be said to have no leader in the true sense of the word. At the time of the arrival of Count Sforza in Naples last year the Party asked him to become the honorary leader, believing that his name and his prestige with the Allies would prove of advantage to them, but events have shown that he has done little for the Party. Although he has recently been appointed Ambassador to America, Sforza wishes to retain his post as Minister without Portfolio and that of Chief Commissioner for Sanctions against fascism. Such retention is entirely without precedent, and comparison is made between him and Nicolo Corradini who renounced his post as Minister without Portfolio when he was recently appointed to the Court of St. James.

Alberto Cianca, Minister without Portfolio, is a worthy leading member of this Party. Many years were spent by him in France, and it is rumoured that he has recently refused the Italian Embassy at Paris, not wishing to leave his Party in these crucial times.

Another leader in this Party is La Malfa who was little known in political life before the advent of Fascism. La Malfa is not on the best of terms with Sforza.

Perhaps the most prominent member is Lusso, a Sardinian and leader of the Sardinia Autonomist movement. During the last few weeks he has made several speeches with a view to furthering the movement, and he is making the most of the dissatisfaction in Sardinia and the problems which the island is presenting to the Government.

The followers of this Party are to be found above all amongst the intellectuals and in some student circles.

4) DEMOCRAZIA CRISTIANA.

The first of the three Parties for the masses. Founded on the tradition of the former "Partito Popolare Italiano" it is the instrument used by the Vatican in order to participate in Italian political life. The Church does not officially recognise the Party, but it is from the universal organ of the Catholic Church that the Democrazia Cristiana Partito draws most of its force. De Gasperi, the leader, represents the rigidly confessional side of the Party, in the midst of which, however, is to be found considerable dissidence, democratic in substance but independent and anti-confessional. These elements could mean the solidifying up of the Party, above all because the pro-

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One of the principal reasons for the existing dissidence ^{is} ~~is~~ the clashing of the royalist and the republican tendencies; and De Gasperi himself, in one of his speeches, was most agnostic concerning the problem of the Constitution and this is being taken full advantage of by the Extremists -- in particular the Socialists -- in order to aggravate the situation.

A rumour in circulation this week is that De Gasperi is likely to be nominated Vice-President of the Council of Ministers.

5) PARTITO SOCIALISTA.

It cannot be denied that this Party owes much to Pietro Nenni, its leader. During the Clandestine Period it more or less existed on old traditions. In general the masses were then more drawn towards Communism than Socialism. It has been Nenni with his articles in his newspaper *Avanti* who has drawn to his Party a great number of those who after the arrival of the Allies in Rome were still undecided between Socialism and Communism. And it has been the articles of Nenni which, whilst re-invigorating the activities of the old leaders, have almost compelled many of the masses who were disappointed in the ta

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tics of compromise and waiting of the Communist Party to line up with him.

It may appear strange that Nenni, leader of one of the most important parties in the Comitato, a Party which supports and maintains men in the Government who have been chosen from the heart of the Comitato, is proving to be one of the most open-minded and free-voiced critics of the situation. His plan of campaign is, however, clear: Nenni is attempting to simultaneously play a role of primary importance both with the Government and the Opposition, controlling just as much one as the other. And the reason for this is said to be a pact of alliance between him and Togliatti, head of the Communist Party.

Although it is vigorously denied by both Parties, the fusion of the Socialist and Communist Parties can be said to be an actual fact, and it was concluded with the assistance of Mr. Kostelev. No doubt this pact will be made public when the whole country is liberated. One of the principal obstacles against the merging of the two Parties represents itself in the opinion of many eminent old Socialists who do not share Nenni's views about a united front with the Communists. What Nenni and Togliatti plan to do with this element remains obscure.

It is supposed that the Communists are using Nenni as a tool and are causing to adopt this attitude of intransigence and criticism, both with regard to the internal situation and the foreign policy, which they themselves do not intend to adopt for the present. Briefly, the Communist Party is making use of the leader of the Socialist Party as a means of reaching their desired goal.

It is also significant that Nenni published an article in defense of the German people some time ago. Significant because there is no doubt that Russia intends to play an important part in the future of Germany as well as that of the whole of Europe. And it is also to be noted that whilst the Communists are more or less carrying out a programme of amicable collaboration concerning the Monarchy and the Catholics Nenni, on the contrary, attacks all and sundry.

6) PARTITO COMUNISTA.

If the Communist Party were merely an Italian Communist Party it would be more or less of relative importance. But the Communist Party of this country acquires an additional importance not only because the geographical situation of this Peninsular is ideal for the

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6) PARTITO COMUNISTA.

If the Communist Party were merely an Italian Communist Party it would be more or less of relative importance. But the Communist Party of this country acquires an additional importance not only because the geographical situation of this Peninsula is ideal for the progressive conquest by the Communists of the entire European-African system. The actual programme of the Party, carried out on the express orders of Stalin can be summed up as follows:

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- 1) Not to come into conflict with the Allies.
- 2) To prepare a communist programme for the solving of the problem of Southern Italy.
- 3) To organise Italy as a stepping stone which is necessary to the expansion of Communism in the East as well as in the West.

Comment on the first point is superfluous for, naturally, it enters into Stalin's plan of international policy. And particularly in the accord reached at Teheran were specific assurances given to guarantee this point. This explains the arrival of Togliatti in Italy as the bearer of an invitation to all anti-fascists to collaborate with the Monarchy and Badoglio, and the express order conveyed to all Communists "not to cause incidents".

The second point Togliatti intends to approach by a duplicate compromise with the Church and the Monarchy. We are all aware that

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the process of unification between the South and the North has, so far, remained uncompleted; and notwithstanding the fact that Italy is a geographical unity many are the differences which separate Southern from Northern Italy. The South is decidedly less progressive and, above all, considerable poorer than the North, and consequently in the South still exist customs, habits and mentalities which have long since been overcome by the Northerners.

The political maturity of the South is still primitive and it is due to this lack of progress that the spirit of independence is limited by certain traditions, particularly those of the Church and the Monarchy. Therefore the only way that the Communists can hope to win the South is either by open fighting or compromise.

Togliatti has chosen the latter. Instead of coming out into open combat he has chosen a plan of truce and collaboration in order to disarm, at the outset, the reaction of the Christian Democrats and the Royalists so that he may continue on a legal basis his communist propaganda. Thus he is able to approach the peasant masses of the South and undisturbed endeavour to win them to his cause.

Under cover of affable collaboration he is able to destroy or at least minimise the diffidence which he is well aware exists for his Party. Once a truce is called it is evident that neither the Royalists nor the Christian Democrats will be in a position to attack him, for should they attempt to do so he would be able to accuse them of disloyalty.

That he is carrying out this systematic plan of campaign is proved by the fact that he has succeeded in installing a Communist as Minister for Agriculture. And this Ministry, which is undoubtedly the most important, was the only one which the Communists asked for when Bonomi's Government was formed. The same thing happened in Badoglio's Government and we have already seen the fruits of it in many parts of the country where land has been seized by unruly men wearing red kerchiefs, carrying knives in their belts, and who call themselves Communists. And when one considers that Italy is eminently an agricultural country and can only rehabilitate herself through her agriculture such phenomena give cause for alarm.

It is Bonomi's personal opinion that Togliatti himself is already prepared to start a revolution here and it is only orders from Moscow that are holding him back.

There are several minor Parties which have their existence outside "Il Comitato di Liberazione Nazionale". Amongst the more important

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There are several minor Parties which have their existence outside "Il Comitato di Liberazione Nazionale". Amongst the more important are:

- 1) Partito Repubblicana which has a considerable following in Tuscany, the Marches, and Emilia.
- 2) Partito Democratico Italiano which has monarchist tendencies.
- 3) Partito dei Comunisti Cristiani, disavowed by the Church, but which acts as observer for the real Communist Party.
- 4) L'Unione Proletaria, which also has communist tendencies.

Let us take a look at the political situation as it is today. It is clear that with the progressive liberation of the country the situation is destined to undergo profound and radical changes. The problem of the North will be most complex because it is in that part of the country that the large masses of workers and peasants are to be found, (including the labourers of the Padana plains) as well as the most important financial interests of Italy. And it is in North Italy that the major phase of the Marxist struggle would take place.

For some time past there has been much talk of Government crisis. Since its formation the Government can be said to have faced

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and overcome three crises:

- 1) The Carretta Lynching.
- 2) The Regina Coeli Uprising.
- 3) The Palermo incident.

The gravest crisis was that caused by the Palermo incident, and when the Government came safely through it was said that nothing which might happen in the future would be able to shake the Bonomi Government before the liberation of the whole country, unless it be the will of the Comintern.

Briefly, what happened at Palermo on Oct. 18th. 1944 is that almost three thousand people gathered in the public square, and as a protest against low wages and incapacity to purchase food exposed at exorbitant prices a bomb was thrown at the market. The military then fired on the crowd and more than one hundred people lost their lives.

At a Council of Ministers which was held following the incident Togliatti asked that the Government appoint a Communist-Socialist Committee in order to protect the large number of Sicilian leftist sympathisers. His request was not complied with, and surprisingly enough he was not backed by the Leftist Ministers.

There is no doubt that the Separatist Movement is increasing in Sicily. And most Italians from the mainland believe that England is supporting the movement. Congresses are held in Taormina; the Government does little or nothing, and all this goes to threaten the unity of the country.

For some time it has been apparent that there is considerable divergence between the Rightists and the Leftists. There are differences of opinion on the Partisans, Epuration, and Army reform. The Communists who say they reserve the right to criticise in order to increase the efficiency of the Government. They ask for more rapid epuration and consider that too few senior officers who helped to maintain fascism in power have been retired.

One is led to think that Mauro Scoccimarro, Assistant Chief Commissioner for Epuration, is not the ideal choice for this post, particularly if one is to believe a reliable source which says:

"Scoccimarro has given instruction to Communist elements concerned with Epuration in the Ministries to the effect that 'fascists and Republicans should be re-admitted into State administration; epurate those who should not be epurated; create chaos; disseminate the idea

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additional problems is upon us, and it is not unlikely that it will remain unchanged until the New Year; a reshuffling might take place, however.

It is known that Bonomi would like to make some changes in order to strengthen his own position, but he is meeting with opposition. For instance, he would like his life-long friend, Carlo Scialoja, to relinquish his post as Under Secretary of State for Air and become Under Secretary at the Presidency, but up to now he has not found it possible to make this move.

Bonomi and his collaborators are extremely satisfied that Mr. Harold MacMillan has been appointed to A.C. for they are aware of the reputation he enjoys as a dyed-in-the-wool Conservative. Consequently, the Extremists are less satisfied with the news of this appointment. Bonomi believes that Mr. MacMillan is favourably disposed towards Italy, and anticipates having his helpful collaboration in the reconstruction of the country.

From a personal point of view the Italian Government was pleasantly surprised at Mr. Eden's attitude towards them during his recent visit to Rome. "Personal point of view" was emphasized, for they say that as Britain's Minister of Foreign Affairs Eden is a hard nut to crack!

In particular was Nicolo Carandini, Italian Ambassador to the Court of St. James, satisfied with Mr. Eden's display of friendliness. Countess Carandini is unable to accompany her husband to London, she being in an interesting state of health, and our Foreign Minister assured Carandini that he would arrange for him to make frequent visits to Italy in order to see his family.

Sardinia is another problem which is giving the Government much food for thought. A special meeting was called a few days ago and it was disclosed that conditions in the island are grave. The main problem is lack of transport and communication with the mainland. It is said that it is impossible to find a pair of shoes for sale, and prices are, as everywhere, outrageously high.

Emilio Lussu continues here his campaign for autonomy of the island, and this movement can be said to be a much solidier thing than the Sicilian Separatist Movement.

And now a few words about the Italian Air Ministry. It is no secret that our worthy General Piacentini has for some time been consolidating his own

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It would appear that he is wooing the Communists, since he

most certainly does not enjoy the favour of Bonomi and his group. No one can deny that Pietro Piacentini is a most ambitious man and if he does pay court to the Extremists it is because he believes they represent the most influential political group at the present time.

At the time he became Chief of Staff and Air Minister there is no doubt that he enjoyed considerable popularity amongst the Italian Air Force personnel, but during these last months he has lost many of his followers, at least from the Air Ministry. It is possible that his popularity has remained unchanged with the junior officers of the operational units, but is not unlikely that some of the resentment felt against him in Rome has communicated itself to some of the senior officers in the units and formations outside the Capital.

Piacentini is an egocentric, jealous of his power and fearful

9. of competition. And this is one of the reasons why he is endeavouring to eliminate all Air Force generals, particularly those who enjoy a certain prestige and popularity.

His attitude with his colleagues is much criticised by them, for he will not take advantage of their collaboration, and his manner with them is that of a demagogue. It would seem that the fact that he was nothing more than an Italian Prisoner of War in British hands little more than six months ago, and is now a Minister of State has gone to his head.

Talking to him the other day in the company of the Under Secretary for Air, he said to me, indicating Scialoja: "Just imagine, I have this worthy man, so much older than I am, as Under Secretary, and he has to take orders from me." (Scialoja is sixty years of age.) Childish, and surely an indication of his opinion of his own importance.

Undoubtedly, his qualities as Chief of Staff cannot be denied, and at any time he would be considered to be a good operational commander.

Likem Benton.

Intelligence Staff,
Air Forces Sub-Commission.
Allied Commission.
ROME.

Wileen Banta.

Intelligence Staff,
Air Forces Sub-Commission.
Allied Commission.
ROME.

1986

Nov. 22nd. 1944.

TOP SECRET

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For the attention of the A.V.M.

General Infante, to quote his own words, is attempting to influence Commodore Stone so that the Chief Commissioner will propose General Tedeschini Lalli as Minister for Air to replace General Piacentini.

You will, of course, remember this general as having collaborated with the Germans during their occupation of Rome. For some unknown reason his case has not yet come before the Discrimination Tribunal, although the Epuration Tribunal absolved him on Nov. 26th. 1944. It will be recalled that he was President of Ala Littoria from September 16th; to December 19th. 1943.

Infante has obtained a concession which he values at 12,000,000 lira. His business is to obtain the whereabouts of hidden lorries and purchase them, which is not difficult to arrange when the owner is in fear of them being requisitioned. He then proceeds to rent them to the Royal Italian Navy for transport purposes.

Consider that any remarks of mine would be superfluous!

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Nov. 29th. 1944.

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TOP SECRET

POLITICAL NEWS.

Dining with an Italian Undersecretary (a man who is closer to Bonomi than any other in the Government) the other evening I learned that:

1) From a personal point of view the Italian Government was pleasantly surprised at Mr. Eden's attitude towards them during his recent visit. "Personal point of view" was emphasized, for they say that as England's Minister of Foreign Affairs he is a hard nut to crack.

In particular was Nicolo Carandini, Italian Ambassador to the Court of St. James, satisfied with Eden's display of friendliness. Countess Carandini is unable to accompany her husband to London, being in an interesting state of health, and our Foreign Minister assured Carandini that he would arrange for him to make frequent visits to Italy in order to visit his family.

2) Bonomi and his collaborators are extremely satisfied that Mr. Harold MacMillan has been appointed to A.C. for they are aware of the reputation he enjoys as a dyed-in-the wool Conservative. The Leftists, however, are less satisfied and there is much criticism of his appointment amongst them. Bonomi believes that MacMillan is favourably disposed towards this country and anticipates having his collaboration in the reconstruction of Italy.

3) Palmieri Togliatti, says Bonomi, is prepared to start a revolution at once; and only Moscow is holding him back.

4) Bonomi would like to make some changes in the Government, wishing to strengthen his own position, but he is meeting with opposition on this point.

5) General Piacentini is looked upon by Bonomi and others as most dangerous element in the Government; he is a most ambitious, and therefore dangerous, man, they say. It coming to his knowledge that possible... at the Air Minister, Piacentini, through

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1984

Nov. 18th. 1944.

711.

TOP SECRET

I.R.I.

15

The Leftist press in the shape of the newspapers L'Unita and Avanti is severely criticizing the controllers of the "Istituto Ricostruzione Industriale". (Attached is cutting from Avanti, Oct. 17th.) They say that they were collaborators of the Germans is as much as they did nothing to prevent the transfer of a large number of nominal shares to the North during the German occupation of Rome.

In reply a statement was issued denying that all nominal I.R.I. shares have been carried North, those which have are a minimum part and cannot possibly damage situation of I.R.I. It was said that as far as responsibility is concerned, the Epuration Tribunal will take care of the matter.

Amongst those attacked by the Leftists is Professor Pasquale Saraceno, Inspector General of I.R.I., recipient of a high decoration from Hitler, and promoter of Nazi-Fascist organizations such as S.C.I.T. (Exchange of Italian-German cultural relations.) and I.R.C.E. The Avanti asks why a man with such a fascist past should have been given the post of Consultant to the Ministry of Industry, and have control --under Allied auspices-- of a new Italian society of reorganization.

Some time ago a letter was received by the A.F.S.C (I believe it came from the Air Ministry) asking for approval of Saraceno's appointment as Alfa Romeo procurer. The letter appears to have been mislaid, and it was thought that it has remained unanswered.

1983

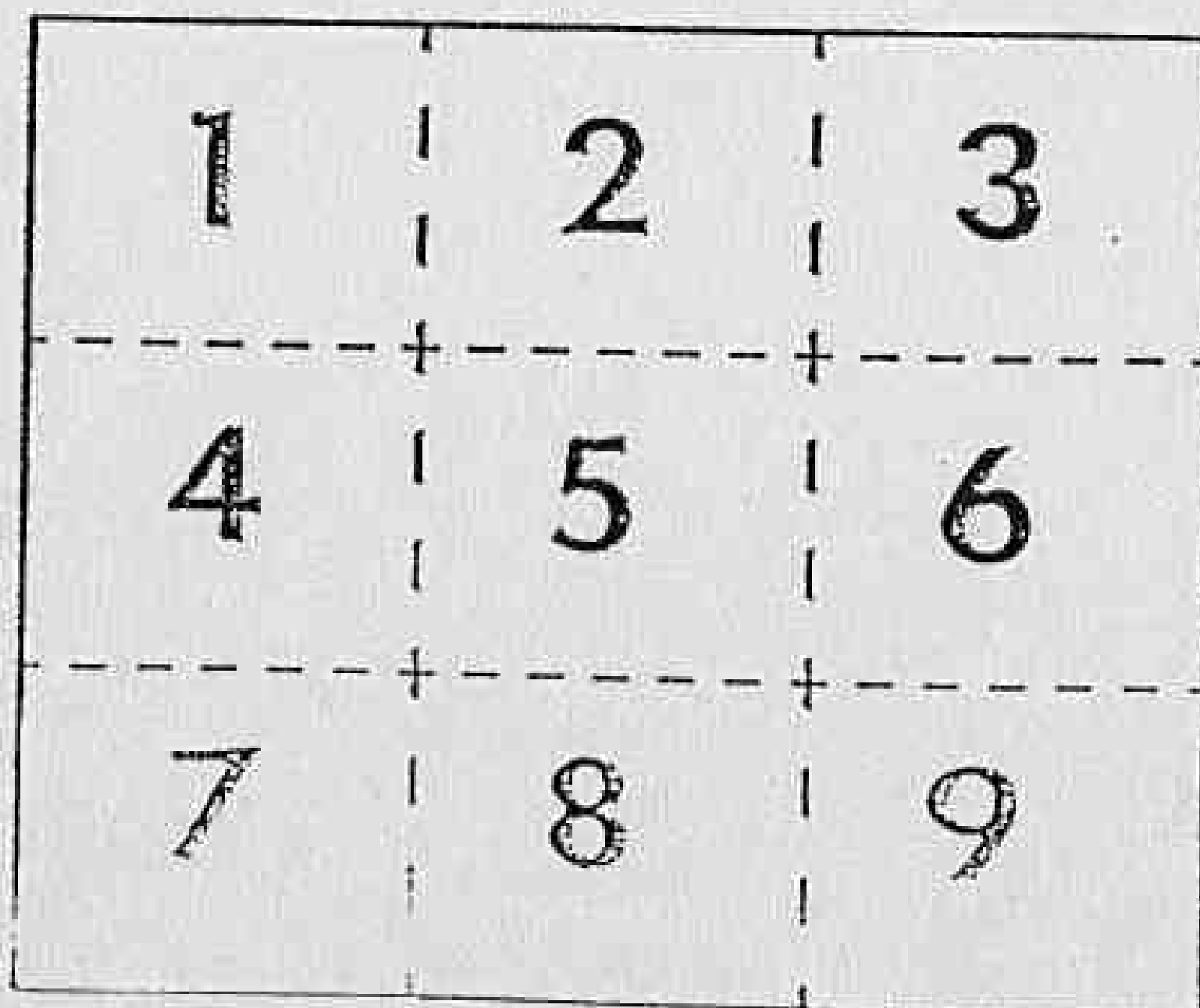
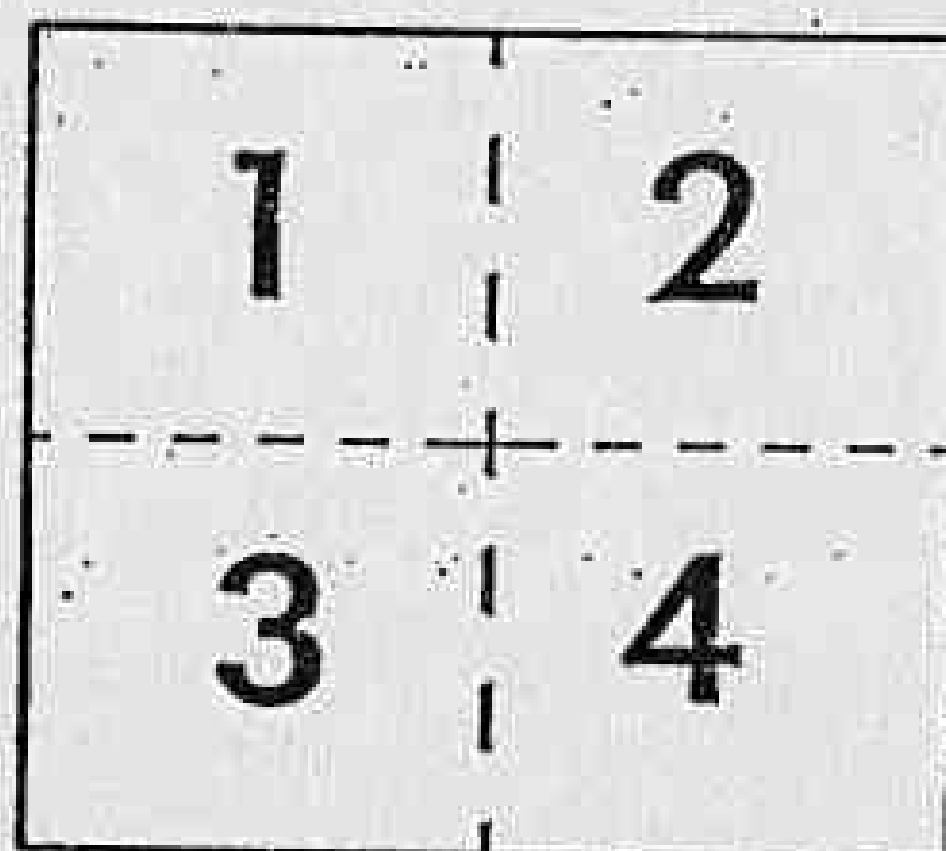
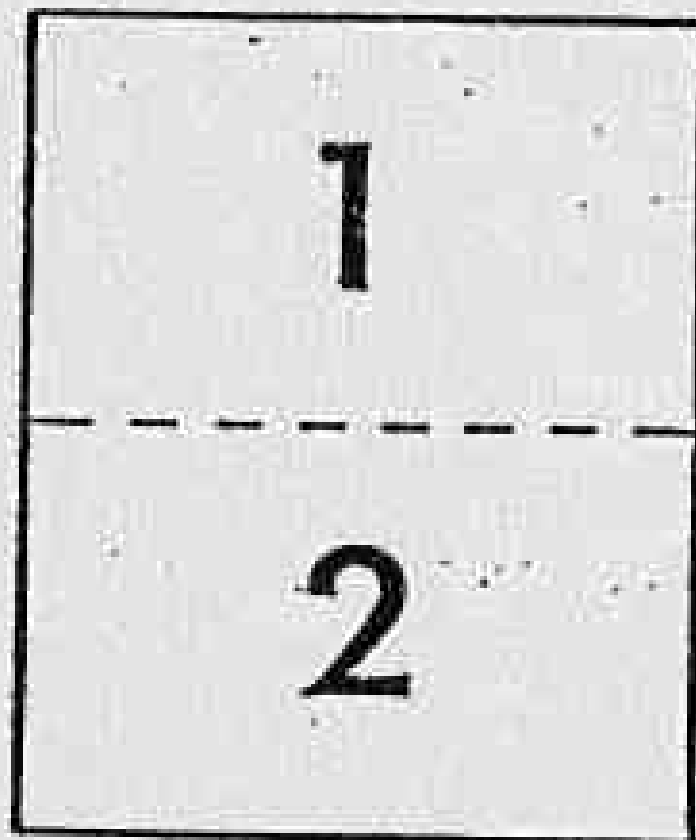
This man was known to me by sight for several years, he having a flat in the house where I previously lived. It was only after the arrival of the Allies in Rome that I became no longer "non persona grata" and Saraceno made my acquaintance in order to ask me to pre-

Contd.

I have asked the War Office if they know anything about this letter. I may have heard something.

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.



sent a report on his behalf to the Allies.

He is an intimate of Colonel Pezzani's, and together they visited the Alfa Romeo works at Naples shortly after Rome was liberated. As we know, Pezzani has since been arrested and accused of collaboration with the Germans during their occupation of Rome.

Per la liquidazione del fascismo

Non si salva l'I.R.I. senza epurarlo

C'è bisogno di dire che noi desti-
deriamo per lo meno quanto il Po-
polo, che l'epurazione si faccia, e
che proprio questo desiderio di ve-
dere espulsi definitivamente i fasci-
sti dai gangli vitali dell'economia
italiana, ci spinge a richiamare l'at-
tenzione del Governo sulle faccende
dell'I.R.I.? Del resto, a parte i fatti
segnalati dalla stampa, resta acqui-
sito che l'I.R.I. è un grande istituto
con solide basi economiche, che avrà
una vasta funzione nell'opera di ri-
costruzione. Pensare che le nostre
critiche vogliano demolire l'I.R.I., è
come pensare che le nostre precise
riserve su alcuni cattivi generali ab-
biano lo scopo di indebolire l'eser-
cito e non quello, che effettivamente
hanno, di rafforzarlo.

Ricordiamo comunque di non es-
sere stati né i primi né i soli a trat-
tare l'argomento: infatti, la questio-
ne fu sollevata il 12 agosto su un
giornale non di partito, *Il Tempo*,
e successivamente ripresa dal « Ser-
vizio Informazioni Stampa Estera »
e trattata ampiamente in un serio e
meditato articolo dell'*Avanti!* del
26 ottobre, in cui, paragonando
ciò che è avvenuto all'I.R.I. con
quello che, invece, è accaduto in al-
tri Enti, si dimostrava il danno ar-
recato all'I.R.I. e l'ampia respon-
sabilità dei dirigenti che hanno col-
laborato con il Commissario fascista
Asquini.

Uno di questi gangli è senza dub-
bio l'I.R.I., dove quei signori, che
hanno manovrato per decenni la fi-
nanza fascista, non hanno più drit-
to di far sentire la loro voce.

D'altra parte non siamo affatto con-
vinti che l'I.R.I. si trovi bene oggi
nelle mani ferme e sapienti di un
uomo come Leopoldo Piccardi. A
parte la sua incompetenza in materia
finanziaria, vogliamo raccontare un
fatto significativo che riteniamo lo
figuri e che abbiamo appreso da
fonte diretta.

Nel marzo 1941, tre poveri im-
piegati dell'Istituto Cambi con l'Es-
tore dovevano essere allontanati e ge-
fati sul lastrico perché antifascisti.

abbandona o cede il comando du-
rante il combattimento o in pre-
senza del nemico, ovvero in cir-
costanze tali da compromettere la
sicurezza di forze militari.

L'istruttoria è stata affidata dal
Procuratore generale militare al
Generale Montalto. L'imputato è
difeso dall'avv. prof. Aristide Ma-
bassero.

no repubblicano. Il no-
mini, non conosceva la
economica e contabile del-
la nuovo dell'ambiente;
sente essere abbato, so-
se stata un po' di buona
parte dei dirigenti del-
amor patrio e lo zelo
b svizzano da tutti i
li signori. I quali ben si
ma in tutt'altro senso
quello di fare il possibi-
lare i valori.

vagoni carichi dei titi-
vie scortati da funziona-
in cameratesca unione
tedeschi, ebbero ar-
90 km. da Roma, per
era andato a pezzi sot-
fidenziale bombardamen-
tato, la Direzione del
seorse in piedi in allar-
evidentemente dall'idea
rimasi micidolosamen-
potessero tornare indie-
invio sul luogo un so-
arto per sollecitare l'ul-
a nord. Non poteva-

1981

hanno, di rafforzamento. Ricordiamo comunque al non essere stati né i primi né i soli a trattare l'argomento: infatti, la questione fu sollevata il 12 agosto su un giornale non di partito, *Il Tempo*, e successivamente ripresa dal « Servizio Informazioni Stampa Estera » e trattata ampiamente in un serio e meditato articolo dell'*Avanti!* del 26 ottobre, in cui, paragonando ciò che è avvenuto all'I.R.I. con quello che, invece, è accaduto in altri Enti, si dimostrava il danno arrecato all'I.R.I. e l'ampia responsabilità dei dirigenti che hanno collaborato con il Commissario fascista Asquini.

Ora, sollecitati dall'interrogativo del *Popolo*, assunte informazioni, ci risulta che la Commissione dell'I.R.I. fu tra le primissime ad essere posta dall'Alto Commissariato che designò subito il suo rappresentante. Ma, com'è noto, le Commissioni sono nominate dal Ministero competente, che, nel caso specifico, dopo lungo discutere, risultò essere quello delle Finanze. Perciò la nomina è avvenuta soltanto ai primi di ottobre. Se non che, nuovi ostacoli sortirono circa la designazione dei membri della Commissione, taluno dei quali è apparso inopportuno dovesse operare quale giudice per la epurazione. E la controversia pare non sia ancora risolta.

Epurazione, dunque. Ma il *Popolo* si leva contro di noi in difesa di due signori, che afferma essere « militanti antifascisti che parteciparono fin dai primordi dell'attività clandestina a organizzazioni antifasciste ». Allora è vero o non è vero che il prof. Saraceno « militava » fino al 25 luglio nell'« ordine nuovo » nazista tutt'altro che clandestino, partecipando alla creazione e alla direzione di ben tre (diciamo tre) Enti di azione e propaganda politica ed economica nazista in Italia, e precisamente lo S.C.I.T. (Scambi culturali italo-tedeschi), l'I.R.C.E. (di cui fu Presidente Alessandro Pavolini), e il « Deutsche Italienische Studieninstitut »?

E' vero o non è vero che per queste, e similili attività, egli ebbe un'alta onorificenza da Hitler?

L'organizzazione clandestina del « primord » di cui parla il *Popolo* è, dunque, la quinta colonna?

E' vero o non è vero che il 13 ottobre, cioè prima che il Saraceno con prudente alibi presentasse la sua lettera di dimissioni, gli ordini di trasferimento dei titoli erano stati passati alle varie Banche, presso cui erano depositati?

E' vero o non è vero che il Saraceno fu dimesso dall'Istituto appena il 5 novembre (naturalmente con la liquidazione), e solo per ottenere un posto retribuito almeno quanto quello che lasciava, che gli permise di trascorrere comodamente i nove mesi della sua attività « cospirativa »?

Ci dispiace poi dover insistere sui

Uno di questi gangli è senza dubbio l'I.R.I., dove quei signori, che hanno manovrato per decenni la finanza fascista, non hanno più diritto di far sentire la loro voce.

D'altra parte non siamo affatto convinti che l'I.R.I. si trovi bene oggi nelle « mani ferme e sapienti » di un uomo come Leopoldo Piccardi. A parte la sua incompetenza in materia finanziaria, vogliamo raccontare un fatto significativo che riteniamo lo riguardi e che abbiamo appreso da fonte diretta.

Nel marzo 1941, tre poveri impiegati dell'Istituto Cambi con l'Estero dovevano essere allontanati e gettati sul lastrico perché antifascisti. Cosa fece Piccardi? Lasciamo parlare un documento dell'Istituto, datato 11 marzo 1941: « sottoposte (le lettere di licenziamento di quei poveri diavoli) al parere del consulente legale comm. Piccardi Leopoldo, questi ha dichiarato essere giuste nella forma e nel contenuto, e che la Direzione ha seguito la via migliore facendo tempestivamente la segnalazione alla Federazione dell'Urbe. Ha consigliato inoltre (attenzione ai consiglieri del comm. Piccardi, antifascista) di informare le Autorità di Pubblica Sicurezza (Commissario Trevi-Colonna) in forma ufficiosa prima, ma se questi lo richiedono, in forma ufficiale ».

Non tremava la voce del commentatore Leopoldo nel dare quel « consiglio » che consegnavano alla fama e alla galera degli antifascisti? Non sembra. Come non sembra che gli tremi oggi quando difende i Saraceno e i Paronetto. Come del resto non trema la penna in mano al redattore del *Popolo* quando scrive che sono essi — i Saraceno e i Paronetto — che attendono « giustizia e giustizia non viene ».

Il risaputo come mai si permette egli di tingersi in pugno la Società Italiana per l'Organizzazione Internazionale, che si propone di organizzare mentemmo un nuovo ordine su basi Alleate, quando egli tino a pochi mesi fa pontificava per un « nuovo ordine nazista ». E' incredibile, ma vero.

Facciamo oltre. Ecco il dott. Tullio Torchiato, vice-Direttore e Capo del Personale, che è stato nominato dal Commissario fascista, vice-Presidente della grossa Società mineraria Monte Amiata e con tutti i crismi delle Assemblies sociali è stato incaricato, con i poteri del Consigliere Delegato, di dirigere le grosse ed ottime bonifiche di Maccarese, dove era considerato un ras con poteri feudali fino a che il col. Poletti non sistinò la cosa. Questo solerte funzionario è rimasto sempre al suo posto all'I.R.I. ed ha salvato... le bonifiche dall'allagamento ed altri gravi danni.

Segue il dott. Moses Chintig, vice-Direttore anche lui, nominato dal Commissario fascista, capo dell'I.R.I. Roma, rimasto sempre fedelmente incollato al suo posto durante i

questi signori. I quali ben si

ma in tutt'altro senso quello di fare il possibile per i valori, vengono carichi dei titoli scortati da funzionari in cameratesca unione i tedeschi dovettero arrivare fino a Roma, per era andato a pezzi sotto il bombardamento, la Direzione del settore in piedi in allarme evidentemente dall'idea rimasti miracolosamente potessero tornare indietro sul luogo un solo per sollecitare (ulteriori al nord. Non potevano aver subito del danno di questi signori, si si dissolve al danno del pre medesimo.

questi signori? La loro è essere utile. nato Menichella, Direttore dell'Istituto, è vero, udentemente rassegnato dall'Istituto stesso, ma il fatto che egli, con uno bo veramente encomiabile, ha tutti i giorni a re- per esercitare le sue

col Menichella il prof. Saraceno, Ispettore Generale di un'alta decorazione proposto per l'allontanamento Commissione nominata Alleanza, promotore propaganda nazi-fascista, SCIT, Scambi Culturali, e l'IRCE, attualmente in modo molto onorevole il Ministero dell'Industria consulente. E per figura morale di quei domandano in attesa

già ch'egli tenga in pugno la Società Italiana per l'Organizzazione Internazionale, che si propone di organizzare mentemmo un nuovo ordine su basi Alleate, quando egli tino a pochi mesi fa pontificava per un « nuovo ordine nazista ». E' incredibile, ma vero.

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E' vero o non è vero che il Saraceno fu dimesso dall'Istituto appena il 5 novembre (naturalmente con lauta liquidazione), e solo per ottenere un posto remunerativo almeno quanto quello che lasciava, che gli permissi di trascorrere comodamente i nove mesi della sua attività « cospirativa »?

Ci dispiace poi dover insistere sul signor Paronetto Sergio, quando ci sono pezzi molto più grossi di lui che devono pagare; ma vi siamo costretti dalle sue insistenze difensive.

E' vero o non è vero che il signor Paronetto è stato nominato vicedirettore dell'I.R.I. proprio dal re-pubblicano Asquini e il 10 novembre 1943, proprio quando Asquini stesso poteva considerare ultimato il

già ch'egli tenga in pugno la Società Italiana per l'Organizzazione Internazionale, che si propone di organizzare lentamente un nuovo ordine su basi Alleate, quando egli fino a pochi mesi fa pontificava per un « nuovo ordine nazista »? E' incredibile, ma vero.

Passiamo oltre. Ecco il dott. Fulvio Torchiano, vice-Direttore e Capo del Personale, ch'è stato nominato dal Commissario fascista, vice-Presidente della grossa Società mineraria Monte Amiata e con tutti i crismi delle Assemblies sociali è stato incaricato, con i poteri del Consigliere Delegato, di dirigere le grosse ed opime bonifiche di Maccanese, dove era considerato un ras con poteri feudali fino a che il col. Poletti non sistemò la cosa. Questo solerte funzionario è rimasto sempre al suo posto all'I.R.I. ed ha salvato... le bonifiche dall'allagamento ed altri gravi danni.

Segue il dott. Moses Clunigò, vice-Direttore anche lui, nominato dal Commissario fascista, capo dell'I.R.I. di Roma, rimasto sempre fedelmente incolliato al suo posto durante i nove mesi.

Il cav. Vittorio Tavolato è però un antemarcia. Soltanto Segretario Generale dell'Istituto, per salvarsi evidentemente dalle molte colpe che gli vengono dalle varie cariche ricoperte, pur restando sempre al suo posto, ha sentito il bisogno di rifarsi una tardiva verginità dando qualche lura dell'Istituto ai partigiani. Gran maestro d'intighi, anche oggi è certo di rimanere a galla.

Infine, ci troviamo ancora di fronte ad un altro vice-Direttore, il dott. Sergio Paronetto, specializzato in doppi giochi durante i nove mesi.

La conclusione è questa: tutti questi signori sono colpevoli se non altro di collaborazione con i razi fascisti. L'I.R.I. interessa centinaia di migliaia di operai. L'I.R.I. è un settore fondamentale dell'economia nazionale che bisogna riorganizzare, se si vuole veramente procedere alla ricostruzione economica dell'Italia.

Ma è possibile ricostruire, con queste persone che continuano pacificamente a fare il buono e il cattivo tempo all'I.R.I.?

Non tutte, invero, sono allo stesso posto. Peggio! Alcune sono rimaste dove erano, dentro l'I.R.I.; altre, come corvi, si sono appollaiate nelle adiacenze, in gradi anche più elevati, alti consiglieri per esempio di Ministeri, sempre restando nell'ambito di azione della prediletta I.R.I.

E questi stessi uomini, con siffatto passato e tanta responsabilità di cui debbono rendere conto, pretendono riorganizzare ciò che hanno in vent'anni disorganizzato e alcune dilepiato.

Bisogna colpire i responsabili, per che viva l'Italia e il popolo abbia il suo pane!

Non si dica che mancano uomini degni e capaci nell'Italia già liberata.

opine politiche di Matcarese, dove era considerato un ras con poteri feudali fino a che il col. Poletti non sistemò la cosa. Questo solerte funzionario è rimasto sempre al suo posto all'IRI ed ha salvato... le bonifiche dall'allagamento ed altri gravi danni.

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Ma è possibile ricostruire, con queste persone che continuano pacificamente a fare il buono e il cattivo tempo all'IRI?

Non tutte, invero, sono allo stesso posto. Peggio! Alcune sono rimaste dove erano, dentro l'IRI; altre, come corvi, si sono appollaiate nelle adiacenze, in gradi anche più elevati, alti consiglieri per esempio di Ministeri, sempre restando nell'ambito di azione della prediletta IRI.

E questi stessi uomini, con siffatto passato e tanta responsabilità di cui debbono rendere conto, pretendono riorganizzare ciò che hanno in vent'anni disorganizzato e infine dilapidato.

Bisogna colpire i responsabili, per chè viva l'Italia e il popolo abbia il suo pane!

Non si dica che mancano uomini degni e capaci nell'Italia già liberata. Dovremmo allora disperare della nostra salvezza. Gli uomini ci sono. Tutto sta volere che l'Italia...

982

trasferimento dei titoli erano stati passati alle varie Banche, presso cui erano depositati?

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He is an intimate of Colonel Pezzani's, and together they visited the Alfa Romeo works at Naples shortly after Rome was liberated. As we know, Pezzani has since been arrested and accused of collaboration with the Germans during their occupation of Rome.

ROMA

Le dimissioni di Bernardini dalla F. I. G. C.

La notizia, che ha fatto colpo nell'ambiente sportivo, a noi non sorprende. Conosciamo il cavaliere e la carriera del Dott. Bernardini. La sua volontaria uscita dalla F.I.G.C. non è che una conseguenza naturale della situazione in quell'ambiente.

La forma dittatoriale che tanti troppi organismi si esinano a voler conservare, giustificandone il mantenimento con speciosi pretesti come quello, amenissimo, che tutto è infocabile finché tutta l'Italia non sarà liberata, e che viene affermato al solo scopo di vivacchiare ancora, non è più sopportabile e non va sopportata. La forma democratica a nello sport, con le sue spontanee assemblee e le sue libere periodiche elezioni, deve spazzare subito via i segni di tanti sentoni che non vogliono essere toccati e che anno di tutto per soffocare ogni iniziativa.

Varie

A partire dal 13 corr. si potrà telefonare con l'estero. Tale servizio sarà limitato ai telegrammi privati e di famiglia diretti in Gran Bretagna, nell'Impero Britannico, negli Stati Uniti e nei Possedimenti oltremare degli Stati Uniti, esclusa qualsiasi zona occupata dal nemico; non sarà permesse alcuna comunicazione di carattere commerciale o di affari.

Tutte le questioni concernenti i civili internati di guerra sono trattate dal Ministero dell'Africa Italiana, per coloro che si trovavano allo scoppio della guerra, in Libia e nell'Africa Orientale, sia prima che dopo il loro rimpatrio.

Tutte le questioni interessanti i prigionieri di guerra vengono trattate, fino al loro rientro in patria, dall'Ufficio Commissariato per i prigionieri di guerra.

Passaggeri e NAPOLI: g. Autostrada

FIRENZE: I. MAGAZZINI

ROMA: V. TELE

CHIARI

ROMA: V. PARTENZA

ROMA: V. PARTENZA

ROMA: V. PARTENZA

ROMA: V. PARTENZA

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70 miliardi irraggiati all'I.R.I.

Facciamo il punto sulla situazione dell'I.R.I. «L'Unità» del 14 corrente a richiamata l'attenzione delle competenti autorità circa il trasferimento al nord di ingenti quantità di valori azionari, denunziando il fatto come un vero e proprio delitto di collaborazione col nemico.

Il Servizio Informazioni per la Stampa Estera riproduceva la notizia con più ampi particolari. In seguito a ciò, l'Ufficio Stampa del governo emanava un comunicato, in cui si precisava che il patrimonio delle Aziende controllate dall'I.R.I. è costituito da beni reali e quindi non trasferibili al nord, e che i trasferimenti dei titoli erano stati «eseguiti» dal Commissario fascista dell'I.R.I. e non costituivano del resto danno alcuno per l'Istituto, trattandosi di titoli nominativi.

Sembrava tutto pacifico. Ma il nostro giornale faceva seguire immediatamente a detto comunicato alcune precisazioni che documentavano l'effettivo ingente danno subito dall'I.R.I. e la responsabilità di tutto la Direzione nel fatto lucriminale. Oggi, precisiamo ancora. I titoli azionari, i buoni del tesoro, ecc., erano depositati presso il Banco di Roma, la Banca Commerciale Italiana, il Credito Italiano, la Banca d'Italia della capitale. Nella prima metà del novembre 1943, i dirigenti dell'I.R.I. hanno operato il trasferimento al nord. Si tratta di titoli che nominalmente ammontano a circa quattro miliardi, ma che riflettono quel vagone aver subito dai dan-

Handwritten signature and notes.

Handwritten notes and signatures.

Monte Amiata e con tutti i crismi delle Assemblee sociali è stato incaricato, con i poteri del Consigliere Delegato, di dirigere le grosse ed opime bonifiche di Maccarese, dove era considerato un ras con poteri feudali fino a che il col. Poletti non sistemò la cosa. Questo solerte funzionario è rimasto sempre al suo posto all'IRI ed ha salvato... le bonifiche dall'allagamento ed altri gravi danni.

Segue il dott. Mosca Ciunigò, vice-Direttore anche lui, nominato dal Commissario fascista, capo dell'IRI di Roma, rimasto sempre fedelmente incollato al suo posto durante i nove mesi.

Il cav. Vittorio Tivolato è però un antemarcia. Soltanto Segretario Generale dell'Istituto, per salvarsi evidentemente dalle molte colpe che gli vengono dalle varie cariche ricoperte, pur restando sempre al suo posto, ha sentito il bisogno di rifarsi a una tardiva verginità dando quel che l'ira dell'Istituto ai partigiani. Gran maestro d'intrighi, anche oggi è certo di rimanere a galla.

Infine, ci troviamo ancora di fronte ad un altro vice-Direttore, il dott. Sergio Paronetto, specializzato in doppi giochi durante i nove mesi.

La conclusione è questa: tutti questi signori sono colpevoli se non altro di collaborazione con i nazi-fascisti. L'IRI interessa centinaia di migliaia di operai. L'IRI è un settore fondamentale dell'economia nazionale che bisogna riorganizzare, se si vuole veramente procedere alla ricostruzione economica dell'Italia.

Ma è possibile ricostruire, con queste persone che continuano pacificamente a fare il buono e il cattivo tempo all'IRI?

Non tutte, invero, sono allo stesso posto. Peggio! Alcune sono rimaste dove erano, dentro l'IRI; altre, come corvi, si sono appollaiate nelle adiacenze. In gradi anche più elevati, altri consiglieri per esempio di Ministeri, sempre restando nell'ambito di azione della prediletta IRI.

E questi stessi uomini, con siffatto passato e tanta responsabilità di cui debbono rendere conto, pretendono riorganizzare ciò che hanno in vent'anni disorganizzato e infine dilapidato.

Bisogna colpire i responsabili, per chè viva l'Italia e il popolo abbia il suo pane!

Non si dica che mancano uomini degni e capaci nell'Italia già liberata. Dovremmo allora disperare della nostra salvezza. Gli uomini ci sono. Tutto sta a volerli che l'Italia sia salva.

1982

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TOP SECRET

FOR THE ATTENTION OF THE A.V.

13

In the following report is laid out some points which were discussed on the occasion of an interview which an intimate of Carlo Scialoja's had with the Under-Secretary a few days ago. I believe they may be of interest to us.

1) Possible changes in Government.

H.E. Scialoja does not think there will be any major changes before the country is entirely liberated. He does, however, say that there will be minor changes (such as that necessitated by the appointment of Carandini as ambassador to the Court of St. James) but there is nothing drastic on the horizon. Should it be the case that the war continues indefinitely in Italy then the situation could alter and changes might be made.

At the present moment there does not appear to be anyone outside the Government who is sufficiently powerful or interested enough to provoke a crisis which, just now, would also be contrary to the interests of the Parties themselves.

2) Likely nominees for Air Minister.

At the time of the interview the Under-Secretary had not heard possible nominations discussed, and although he knew of the probability of this ministerial change he said that so far he himself had not found anyone whom he considered qualified to cope with the present situation. Scialoja has a deep mistrust of young, inexperienced men, who, even though they may be full of good intentions, are generally impulsive and lack the experience which only comes with a certain age. In his opinion the new Minister -- if a new Minister there is to be -- ought to be chosen from industrial circles but not necessarily from the aircraft industry. He is, however, well aware of the difficulty of finding in those circles an individual who has been integrally honest in the past and who would not further his own interests to the detriment of the administration; also, it would not be easy to find someone who has not been irrevocably compromised during the fascist

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3) Would H.E. like Air Ministry portofoglio?

No. He accepted the post of Under-Secretary of State ~~for~~ ^{for} hoping that his duties would be of brief duration. He is of the opinion that the Air Minister should have had no previous connections in the circles where he is to take office, and of necessity must come from the outside in order to exercise the fullest authority.

He has been approached from many quarters and asked whether he would consider accepting the portofoglio of Air Minister, but so far he has always refused. His opinion is that he does not possess the most ideal temperament for working in a Cabinet of collaboration where the necessity for compromise in order not to come into conflict with political interests leaves few possibilities for solving rapidly the most important problems. H.E. considers that his place in a Cabinet such as the present one can be of small use and brief permanence.

It is, however, the writer's opinion that should concrete propositions be put before him Scialoja might end by accepting the post of Air Minister; and this in no wise because of personal ambition

CONTD.

but because of his sense of duty.

4) Political influence on Italian Air Force.

The Under-Secretary is too much of a new-comer in Air Force circles and knows too little about his surroundings to be able to have very clear ideas in this subject.

He does, however, believe that the influence of the various parties on the Air Force personnel actually in service is extremely slight, whereas it is to be supposed that those who have been sent home, and are consequently dissatisfied, are losing no opportunity of exercising a disturbing influence from outside.

5) Opinion of Air Minister.

The views which Scialoja expressed on the head of the Air Ministry can be said to have been somewhat reticent. He did make it clear that whilst he is appreciative of General Piacentini's qualities he is not by any manner of means enthusiastic about him. It is very obvious that the criticisms of, and the accusations against, the Air Minister which are reaching Scialoja from many sides are giving him food for reflection.

On this subject the Under-Secretary attempted to find out something from his interviewer and asked if a queer business about "Irak" had come to his knowledge.

In the opinion of Scialoja, Piacentini is a man of certain worth and ability; superficial and impulsive, however, and prepared to fight tooth and nail in order to protect his own position. He is determined to hold on to the two posts of Minister and Chief of Staff as long as he is able, so that in any eventuality that of being Chief of Staff will remain to him because this permits him to maintain his frequent contacts with the personnel of the units, and thus keeps alive his popularity.

Piacentini, being egocentric and jealous of his power endeavours to keep Scialoja to the side, and in general he is known as not making use of his collaborators, who, in merit of their personal prestige, their experience, and their adherence, he believes might become his competitors.

Scialoja considers that the posts of Minister and Chief of Staff must be separate. The continually travelling backwards and forwards of Piacentini brings in its wake the consequence that the

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Scialoja considers that the posts of Minister and Chief of Staff must be separate. The continually travelling backwards and forwards of Piacentini brings in its wake the consequence that the Cabinet's work and importance are far superior to what they would be in a normal situation, and therefore at the head of the Cabinet must be a well-balanced and prepared individual.

The Under-Secretary holds a good opinion of General Cappa and also thinks well of Lieut. Colonel Casiniere, but he considers the latter to be too young, and as impulsive as his chief, Piacentini. The reason why Cappa was acceptable to the Air Minister in the early days after the liberation of Rome was because of Cappa's good standing with the Partisans and members of the Clandestine Front. Since those days Cappa's popularity has waned and consequently the Air Minister has no further use for him.

The head of the Discrimination Tribunal, General Prandoni, has been dismissed after having judged a large number of officers; he is now to be judged himself for having held the rank of Lieut. General of the Militia. How the General arrived at this very senior rank in the fascist organisation is not known. It is known, however, that during World War I, he was one of Italy's best flying officers and was a man of great courage.

CONTD.

-3.

6) According to Scialoja this country has need of control and help. Without these two things Italy would probable fall into complete ruin.

The recent incidents in Sicily which caused (giving the true figures) about eighty deaths and a great number of wounded could have been avoided even if only a modest number of Allied police had been able to intervene. Disorder and unrest, caused principally through hunger and settled in their own way by the Italians themselves, led to grave consequences which might very easily be repeated. In Sicily, all those people who lived within the margin of the law contrabanding cigarettes and other Allied goods, cleaned shoes or worked in any manner for the Allies, are now dying of hunger; and some of them have revolted.

Identical episodes will probably occur in other zones handed over to the Italians from where, from one day to another, Allied food, Allied money, Allied food, and Allied control disappear.

Of the three Allied controls the Under-Secretary shows a preference for that of Great Britain, and he says that he is very satisfied to know that in all probability his country is destined to be controlled by the English. He does not, nevertheless, hide his criticisms of the policy sometimes followed by us in Italy.

For instance, he says that the responsibility for the formation of the present Italian Government can be laid at General Mason Macfarlane's door, who, arriving in Rome after its liberation, gave the short period of twenty-four hours (which was increased to thirty/thirty six) for the constitution of a new Government. This brief time could not suffice -- nor did it -- for contacting, discussing and consulting which was necessary, and it will be also remembered that in those crucial days the Lieut. General of the Realm and Marshal Badoglio were both in the Capital; which fact did not facilitate matters.

In the opinion of Scialoja, soldiers should keep within the limits of their own sphere and the head of an Allied Control Commission, who has principally to deal with political and economical questions, ought to be an experienced and first-class statesman.

He himself is a man of order and method and is wholeheartedly in favour of the British tendency which is taken to be that of desiring an ordered Italy in the sense of its pre-fascist traditions. He does, however, ask himself how this tendency can be reconciled with a revolutionary institution as is

19/8

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Commission for Epuration. He is entirely agreed that those responsible

for the Italian catastrophe should be eliminated and put beyond the

possibility of coming to power again; but he considers it madness

to eliminate, in addition to those who are chiefly undeserved gains, all

those who, in the more recent past, have made undeserved gains, all

those technicians who have collaborated during the last twenty-two

out activities of a certain importance during the last period, with

years. For according to him all the valid men of that period, and

few exceptions, can be open to attack by blind reactionaries, and

the country might find itself almost entirely in the hands of new

opportunists and men of inferior qualities.

TO: THE A.V.M.

It was formerly my custom to collect political information as is given on attached sheet.

Will you let me know if such information is of interest to you?

It is understood, of course, that all my other work takes precedence.

*Yes please, chiefly when I am
away, but I think it is always
of the greater value*

711.

UB

Oct. 28TH. 1944.

1947

TOP SECRET

POLITICAL NEWS.

Eden's Italian Visit.

The Foreign Secretary's imminent visit to Rome is much discussed and viewed pessimistically by most Italians. His lack of sympathy for this country and its inhabitants bodes no good, they feel, for the possible post-war return of the Colonies to them. Another reason for his visit is said to be that of exercising his influence on the crisis in the Bonomi Government. The Palermo uprising has caused a crisis exceeding those which arose at the time of the Caruso trial lynching and the Regina Coeli revolt.

Italian Expeditionary Force to Far East.

One hears that an expeditionary force of 500,000 strong is to be sent to the Far East. The units are to be nominally commanded by The Lieut. General of The Realm. The House of Savoia thus hopes to raise its prestige, say the Republicans.

Count Sforza's appointment to Washington.

The general opinion here is that Italy will not suffer by the loss of this politician; and epuration, which has been conducted at snail's pace may be accelerated when a new High Commissioner is appointed. Most Italians have been disillusioned by Sforza's lack of initiative and energy since his return to his native country. The Americans say that with his appointment to Washington his extreme vanity will be satisfied, although it is not predicted that he will obtain many benefits from America for Italy. Many well-informed Americans have expressed surprise at the appointment for they say the President holds the leader of the Action Party in no great consideration. Malicious American Republicans say it is another pre-election move, for Sforza has always had a large following amongst the Italian emigrants.

Oct. 28th. 1944.

1946

TOP SECRET

GOVERNMENT CHANGES

On Monday, October 30th., I received the information given below, which came directly from the Under - Secretary of State for Air.

Believing it was advisable that you be immediately informed, I sent you our prearranged signal to warn you that important developments were afoot.

When the news reached me it was not yet known at the Air Ministry, and because it is of utmost importance that it is not known that I pass all information to you I considered it prudent not to inform any member of your staff of what I had learned.

- a) Carlo Scialoja is to leave the Air Ministry and will reluctantly accept the post of Under - Secretary of State at the Presidency; reluctantly because he says that he is tired and wishes to retire from public life. Bonomi, of course, is persuading him to take over the new post.
- b) General Piacentini is to relinquish his post as Air Minister and become Chief of Staff only.
- c) An officer of the I.A.F. is to become Under - Secretary of State for Air, whilst a civilian is to be appointed Minister for Air.
- d) Several nominations have been proposed for the post of Minister. Amongst them is Prunas, of the Foreign Office. It is also said that an industrialist may be appointed. Most certainly it will be someone who has a great deal of political backing.

711

1975

Oct. 31st. 1944.

TOP SECRETAMERICAN INTERNATIONAL AIR CONVENTION.

As we are aware, General Piacentini wishes an Italian representative to attend the Convention at Washington.

In addition to approaching the A.F.S.C. the Air Ministry is attempting to obtain the interest of Americans stationed in Rome in this matter.

The senior officers of the Air Force, believing that there will be no future for them in the Air Force after the war, are paving the way to careers outside the Service. To this end there is much discussion as to who will be sent to Washington -- if and when permission is given for an Italian to be present. It is said that the plum will go to the one who can obtain most political backing, irrespective of his qualifications for the assignment.

711.



Oct. 17th. 1944.

1974

TOP SECRET

9A

ITALIAN INDUSTRIES.

This morning Colonel Brenta had an interview with H.E. The Minister of Treasury, a Liberal and Piedmontese. The conversation was conducted in Piedmontese.

The Minister was cordial and said he wished to be helpful; in Brenta's presence he gave orders to an expert to study the situation and furnish a report by 9 a.m.; tomorrow.

Brenta feels that possibly a compromise will be made between the proposals of the A.V.M. and those of the Air Minister; then one can try again after a lapse of time. He is to again see the Minister of Treasury as soon as he returns from Pontedera.

#11

WZ

Oct. 16th. 1944.

1943

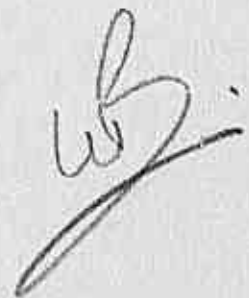
TOP SECRET

8A

ITALIAN AIR MINISTRY.

I am informed that at the interview which H.E. Bonomi had with Comm. Stone in connection with obtaining the Air Ministry buildings for the use of the Italian Government as Statistics Bureau no mention was made by the Deputy Chief Commissioner that the Air Force wishes to regain possession of them for their own use.

711.



Oct. 14th.1944.

1972

COPY OF MY REPLY TO CRITICISMS OF MY REPORTS ON FIAT CONTROLLERS AND

MINISTER MAMELLI.

TOP SECRET

Disagree entirely with rather well-informed person's criticisms of my comments on Agnelli and Valletti and confirm that which I have already written concerning these two individuals, both of whom are personally well-known to me.

At the same time, I would draw attention to my report on the Italian industries which accompanied my various reports on Italian manufacturers, and which, naturally, applies also to Agnelli and Valletti.

It is clear that these men can only be used in connection with the Fiat industry, and this, obviously, under Allied control, Italy being an occupied country. I consider that it would be extremely difficult to replace the controllers of such a large industry as the Fiat, which is of such proportions as to employ between 70,000/80,000 workers.

And whilst Agnelli has received the protection given by fascism to all Italian industrialists (again refer to report on industries) your informer is apparently ignorant of the fact that Agnelli had created the Fiat concern and was a millionaire long before the advent of fascism.

I endeavour to be completely objective in my reports as consider this to be of utmost importance.

With reference to Mamelli: I gave my personal knowledge of this man. Most certainly I did not recommend him -- or his wife, who is English -- for collaboration.

Would draw attention that Mamelli was not on visit to England, but was for some time posted to Embassy there.

Nov. 28th. 1943.

1971

711.

TOP SECRET

24

-COPY OF REPLY TO MY REPORT ON FIAT CONTROLLERS AND MINISTER MANELLI.

A rather well-informed person disagrees violently with your comments on certain persons. Thus he says Prof. Valletta is entirely compromised by fascism, and a person who should in no circumstances be employed other than in the Fiat business, and that only under very close supervision. Agnelli, this source describes as a slightly different case -- a self-made man but made entirely from the proceeds of fascism. He is too old to be dangerous but source would not care to see either him or Valletta in charge of this industry. Source also quotes your statement about Minister Manelli that "it is difficult to say how much he was compromised by fascism, although to a certain extent he must have been". Source states Manelli was one of original fascists who made the March on Rome, and was Mussolini's private secretary for many years up to 1929 and was devoted to him. Source states he may have been to some extent cured of the more violent aspects of fascism by his visit to England, but he is the last man of all those mentioned in the reports with whom we should have anything to do.

May we have your comments on above criticisms of your reports?

N.B. See attached copy of my reply. 711.

"Source" in question was Major General Rennell Rodd.

1950

Nov. 26th. 1943.

COPY OF REPORT HANDLED IN OCT. 1943

PIAGGIO BROS.

TOP SECRET

One of the most important concerns for the construction of aircraft material and engines, the direction being in Genoa, with factories in various parts of Italy.

Owned by two brothers: one being an engineer and the other having a degree in commercial science. Both capable and active men of business in accordance with the Genovese traditions.

Fascists, as indeed, are most of the manufacturers, but they are sceptical, and as independent as circumstances permit.

They would work for anyone. Not considered dangerous for the Allies.

GIORGI. EXPORT DIRECTOR FOR PIAGGIO BROS.

Dangerous element. Young, intelligent and "smart", but without a solid technical foundation.

This man is an opportunist, and, having useful connections, it is certain that he will be one of the first members of the Italian industry to make contact with the Allies should he be in Rome on their arrival.

Ardent fascist, he was on intimate terms with Ciano and several functionaries of the Ministry of Foreign Affairs.

Most certainly not to be used for collaboration.

1969

Oct. 1943.

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