Declassified E.O. 12356 Section 3.3/NND No. 785016

ACC

10000/143/263

CASE OF LARC
MAY, JUN. 194

Declassified E.O. 12356 Section 3.3/NND No. 785016

10000/143/263

CASE OF LARCENY OF FLOUR AT FICARAZZELLI
MAY, JUN. 1944

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

Folio for action/information

X C.P.S.....

D.C.P.S.....

E. Officer.....

Police.....

Prisons.....

Fire & C.L.....

Regn. & Licensing.....

Adm. Officer.....

Remarks.....

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Public Safety S.C.
4-9439
1/5

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO. 394

(PUBLIC SAFETY DIVISION)

FILE NO: RPS/014.1.

DATE June 21st, 1944.

SUBJECT: Theft of Flour.

TO: Public Safety Sub-Commission,
Allied Control Commission, HQ.

HEADQUARTERS
23 JUN 1944
A. C. C.

1. I am submitting herewith direct to the Public Safety Sub-Commission an investigation on the loss of 40 tons of flour with a copy of the covering letter to the Regional Commissioner.

2. The case is being considered by the Regional Legal Officer to determine whether it should be tried by AMG Court. The proceedings against the officers are being conducted by I.B.S. and at present the results are unknown.

3. This advance copy is submitted for information of the Public Safety Sub-Commission for reasons which are set forth in the covering letter to the Regional Commissioner. The situation with respect to the responsibility for supplies has since changed but the principles involved may be applicable in other places. Furthermore, the case presents difficulties encountered by Public Safety in this important problem of protecting supplies.

Russell A. SNOOK,
Lt. Colonel,
Regional Public Safety Officer.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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Regional Public Safety Officer.

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Declassified E.O. 12356 Section 3.3/NND No. 785046

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RPS/014.1. June 20th, 1944.

Theft of flour-recommendation for
Military Government Court.

Regional Legal Officer, Region I, HQ.

1. The attached report of investigation of theft of flour with copies of letters to the Regional Commissioner and the Public Safety-Sub Commission is submitted herewith with the recommendation that the civilians be tried by Military Government Court.

2. The evidence indicates that American officers may be involved-for this reason as stated to the Regional Commissioner in my recommendation, I recommend that the case be tried by Military Government Court.

Russell A. SHOOK,
Lt. Colonel,
Regional Public Safety Officer.

Enclosures as above.

RPS/000.5. May 23, 1944.

Theft of Flour.

Regional Commissioner, Region I A.M.G.

1. There is submitted herewith a preliminary report of investigation of the theft of 40 tons of flour imported for distribution to the civilian population. Twelve civilians are in custody and two American officers may be charged. The case is of such importance and of such a nature that a trial of the civilians involved by Allied Military Government Court is strongly recommended. The investigation has been conducted in conjunction with IBI and the action against the officers involved will be taken through regular military channels. While the case can at present be presented for trial, further investigation of all of its implications is necessary, not only to punish the offenders but to clear up some errors which have existed in the protection of supplies and the prevention of the black market in order to prevent their occurrence in the future in other places. Thus, it is recommended that a special prosecuting staff be appointed by AGC HQ to conduct the prosecution before Allied Military Government Court.

2. While this case is in itself of great importance, the facts that have come to light reflect the weakness of the whole system of protecting supplies and preventing the Black Market.

3. A considerable number of [redacted] losses of supplies have been revealed by this investigation. But the losses have not been reported and there seems to be ample proof that an accurate record could not be made.

4. One of the most startling weakness in the system is the mixed responsibility. The general situation at Palermo, while not clearly shown in this report, is basically as follows, - supplies are brought into the port where there is joint control by the Navy and [illegible]

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Theft of Flour.

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2. While this case is in itself of great importance, the facts that have come to light reflect the weakness of the whole system of protecting supplies and preventing the Black Market.

3. A considerable number of [redacted] losses of supplies were revealed by this investigation. But the losses have not been reported and there seems to be ample proof that an accurate record could not be made.

4. One of the most striking weakness in the system is the mixed responsibility. The general situation at Palermo, while not clearly shown in this report, is basically as follows, - supplies are brought into the port where there is joint control by the Navy and IBS, the latter controlling the means of transportation with which the supplies are moved -- for example, the railroad movements which made possible the thefts referred to in this case were controlled by personnel of IBS. The trucks with which the supplies are moved to the warehouses are under the control of IBS. In spite of the fact that IBS physically controls the transportation, the responsibility has been shared with ACC. It is obvious that there can be no sharing of responsibility in the handling of supplies -- it is necessary to fix responsibility. The Authority responsible for the transportation by water should make delivery on the dock of the supplies for which it is responsible to the next responsible agency, in this

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instance ITA. ITA should be solely responsible for the warehousing. ACC responsibility should begin at the warehouse and be retained completely until turned over completely to the Italian authorities.

5. When such a system as outlined is established, it then becomes possible for each individual agency, solely responsible for the delivery of the supplies at the next point, to establish its own system of accounting. Not only does it become possible but it is necessary, because the next agency to assume the responsibility will not give clearance for the incorrect amount. Detention is then possible and the responsibility for losses can be fixed.

6. The threat of collusion or duplication of personnel is ever present in any system of handling supplies. This is known everywhere and proof is generally found in the losses that result when the proper preventive measures have not been taken. The case in point reveals collusion — if not with full connection on the part of the officers involved, certainly with the same results.

7. This case is directly related with the subject of the Black Market. The term "Black Market" has, since the occupation, been loosely used. A definition is necessary. Obviously the general objective from the Allied Forces point of view is to prevent the diversion of goods and supplies into illegitimate channels contrary to the interests of the Allied Forces. This general objective may be considered under three classifications,-

a. Protection of equipment and supplies of the Allied Forces.

b. Protection of supplies imported for distribution to the civilian population.

c. Prevention of illegitimate trade in those goods and supplies controlled by the existing system of Government.

a. Equipment and supplies of the Allied Forces, lost or stolen, foodstuffs and supplies diverted from the controlled channels produce illegitimate trade - this is the Black Market.

b. The protection of the imported and supplies of the Allied

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but it is necessary, because the task agency to assume the responsibility will not give clearance for the transfer amount. Detection is then possible and the responsibility for losses can be fixed.

6. The threat of collusion or implication of personnel is ever present in any system of handling supplies. This is known everywhere and proof is generally found in the losses that result when the proper preventive measures have not been taken. The case in point reveals collusion — if not with deliberation on the part of the officers involved, certainly with the same results.

7. This case is directly related with the subject of the Black Market. The term "Black Market" has, since the occupation, been loosely used. A definition is necessary. Obviously the general objective from the Allied Forces point of view is to prevent the diversion of goods and supplies into illegitimate channels contrary to the interests of the Allied Forces. This general objective may be considered under three classifications.-

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b. Protection of supplies imported for distribution to the civilian population.

c. Prevention of illegitimate trade in those goods and supplies controlled by the existing system of Government.

8. Equipment and supplies of the Allied Forces, lost or stolen, foodstuffs and supplies diverted from the controlled channels produce illegitimate trade - this is the Black Market.

9. The protection of the equipment and supplies of the Allied Forces is of paramount importance and is of course basically a military problem. The military organizations are self-sufficient, that is, they furnish their own security or should endeavor to be so within the limit of the resources available. The attitude of the military forces has been to place the responsibility on the civil government of the area line ignoring the basic principles of self-sufficiency and security common to all military organizations. Assistance of the civil government is of course necessary but can only be effectively and properly secured through

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the organized gangs here and met by direct and independent action of the military organizations who have no direct knowledge of the functions of the civil government. The case here presented illustrates the fallacy of this approach by the military when members of the Allied Forces are themselves in collusion with civilians.

10. The protection of supplies imported for distribution to the civilian population is equally important to the Allied Forces. While in the hands of the allied forces - ASC, military units or formations - measures must be adopted to prevent their diversion into illegitimate channels.

11. With respect to the illegitimate trading in goods or supplies controlled by the government di Catania, the primary concerns are the necessities of life - basic foods. This is basically an economic and welfare problem. But unfortunately in Region I, which was the first of occupied territory, a basic system of supply was not immediately established and the protective institution, or control measure, was delayed. The shortage of food was later pointed out as a failure of the police. But public safety committees had previously pointed to the danger and had even laid out plans to find the bootlegging and prevent their diversion into illegitimate channels. These plans were not implemented. But within the limits of the resources the police did do effective work. The tendency to discuss without properly defining the black market, the uncertainty and delay in adopting plans, the shifting of responsibility to the police, -- all of these have been obstacles.

12. As clearly pointed out by Major Ryn in the attached report it is essential that this case be tried by Allied Military Government Court. Furthermore, it is essential that the investigation be continued to clear up all questions which may remain unanswered, and above all it is a case from which such object lessons may be drawn as will assist in establishing preventive measures.

13. It is recommended that this summary be submitted with the report to ASC HQ.

Purcell A. Rowe,
1st. Lieut.,
Regional Public Safety Officer.

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12. As clearly pointed out by Major Byrd in the attached report it is essential that this case be tried by Allied Military Government Court. Furthermore, it is essential that the investigation be continued to clear up all questions which now remain unanswered, and above all it is a case from which such object lessons may be drawn as will consist in establishing preventive measures.

13. It is recommended that this summary be submitted with the report to AFC HQ.

Russell A. BROOK,
Lt. Colonel,
National Public Safety Officer.

Encl. 1
1. Maj. BYRD report.

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ALLIED CONTROL COMMISSION
Prefettura Palermo

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EJB/sf.

ALLIED CONTROL COMMISSION
Prefettura - Palermo

May 30, 1944.

SUBJECT : Irregularities in connection with Freight Cars loaded with Flour.

TO : Lt.Col. Russel A. SNOOK,
Regional Public Safety Officer,
REGION 1.

With reference to attached :

1. At about 5 P.M. on 4th May 1944, Marshall Major SCINTU, Commander of the CC.RR. Station at Villabate, saw a civilian truck No. P.A. 11272 near Corso Vittorio Emanuele, Villabate, loaded with 47 sacks of American flour (see statement No.1).

On being questioned the driver could not produce any documents in relation to the flour, consequently he, SEVERINO Giuseppe, and a passanger on the truck, SCALIA Gregorio, were arrested.

Neither of the men could give a satisfactory explanation with regard to their possession of the flour, but stated they had obtained it at the Railway Station at Ficarazzelli (see statement Nos 2 and 3).

2. They alleged the flour had been unloaded from a freight car by the owner of the truck, SCALIA Salvatore; another civilian and an American Officer.

3. Marshall Scintu, with other Carbinieri went at once to Ficarazzelli Railway Station and there found two Railfreight cars; Nos 114511 and 1015010 standing in a siding.

Car No. 1015010 was closed and sealed but car 114511 was open and partly filled with sacks of flour.

Inside this car SCALIA Salvatore was sitting, stripped to the waist, on a sack of flour (see statement No.4). He was detained by the Ca-

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Car No. 1015010 was closed and sealed but car 114511 was open and partly filled with sacks of flour.

Inside this car SCALIA Salvatore was sitting, stripped to the waist, on a sack of flour (see statement No.4). He was detained by the Carabinieri.

4. About 10 minutes later another motor truck containing 4 me i.e. SORCI Francesco; SPARACINO Salvatore; SPRINCOLA Giuseppe and SPEDALE Caspare, arrived at the siding, apparently to load flour from the freight car. These men were also detained (see statement No.5 and 6; 7 and 8).

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5. Almost immediately a Diesel train arrived at the Station from Termini Imerese.

An American Officer, now known to be Lieut.CURRAN, Railway Transport Officer Palermo, and a civilian, CUCCIONE Salvatore, who was acting as the Officer's Interpreter, alighted from the train. Sorci, one of the arrested men, pointed Lieut.Curran out to the Marshall as the Officer who had arranged for them to have the flour. The Marshall detained Cuccione in spite of protests from Lt.Curran, who spoke through his Interpreter Cuccione. Lt.Curran then re-entered the train for Palermo.

6. The Marshall arranged for the removal of the prisoners and the guarding of the flour and he also travelled to Palermo, reported the facts to Major MINALDI, CC.RR. his Commanding Officer, who in his turn reported to me.

7. The Carabinieri interrogated the persons arrested and later arrested 4 other men i.e. FICANO Giuseppe, SORCI Antonino, PITARESI Gaetano and SPECIALE Salvatore (see statements 9 - 10 - 11 -12) all alleged to be concerned in stealing and/or receiving the flour. 92 sacks of flour, taken from freight car No.114511 were recovered.

8. On the morning of 5th May I went to Ficarazzelli and there saw the two freight cars.

Car No.1015010 was closed and sealed, but car No.114511 was open and about three parts full with sacks of flour.

9. I made enquiry of the Provincial Supply Officer, Palermo, Lt.BULLOCK (B) and Capt. C.E. PRIEM; (A) Supply Officer, Region 1 and ascertained that no flour cars had been sent by the Supply Division to Ficarazzelli. It was therefore obvious the whole transaction was irregular.

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10. With the able assistance of Agents KEANE and MANFREDI of the Criminal Investigation Division, and Comissario AMENDOLEA, of the Public Security Dept., (who interviewed Italian personnel) enquiries were persued and the following facts emerged, but before dealing with the incidents in this case as they arose, the methods employed in the distribution of A.C.C. flour should be explained. 38-5

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11. As shown in Capt.Perry's statement No.15 A and 15 B, imported flour is stored in warehouses in various parts of Palermo City and vicinity.

When sent to Provinces it is loaded on trucks and transported to one of 3 Railheads - i.e. Palermo Central Station (Rail C.), Lolli Station (Rail L.) or San Lorenzo Station.

It is checked at the warehouse, and again on to the rail freight cars.

Documents are carried showing full particulars, and it would appear there is little possibility of error, except when loaded at the docks where, on account of the speed necessary in unloading the ship the check is not as accurate as might be desired.

One deviation from the above rule is at Railhead C. (see statement of Sgt. DE AUGUSTINE No.15 C), where flour from the warehouse is loaded directly on to the freight cars.

12. As soon as the freight cars are loaded, they are closed and sealed by the Italian Railway Authorities and a record of sealing kept.

13. The supervision at the warehouse and railheads is under the general supervision of Lt. CAMMARATA (A) assisted by three Sergeants.

14. A list of cars loaded is sent twice each day to Capt. Perry who assigns them to the various provinces on the Island.

15. Freight warrants are prepared in Capt. Perry's Office in quadruplicate, showing, inter alia :- number of freight car; commodities; weight; destination and in the case of flour, number of sacks on each car. Also date of dispatch and name of consignee. All freight cars are continuously guarded after loading.

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16. All the freight warrants are taken to the Central Station Palermo; where the freight is accepted and registered by the Italian Railway Authorities and the warrant signed by them.

Two copies of the warrant are retained by the Station Authorities, one of which goes with the train, the other is kept at the Station. The two remaining copies are returned to Capt. Perry. One

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of these copies is sent by courier to the consignee, - the Supply Officer of the Province concerned -, the other is sent to the A.C.C. Transportation Sub Commission, Naples.

In addition a telephone message is sent to the consignee immediately the cars are dispatched giving similar information to that shown on the freight warrant.

17. It will therefore be seen that no car should go to the wrong destination or be lost without the fact being detected almost immediately.

18. With regard to the two cars concerned :-

Records show they were loaded at Mail C. together with 6 other cars containing flour and all assigned to Gela, Province of Caltanissetta.

19. Car No. 114511 was purported to contain 19.11 metric tons in 420 sacks and car No.1015010 18.20 metric tons in 400 sacks. Total 37.31 metric tons.

20. These cars were loaded and sealed on 28th April (see statement No.16). Freight warrants were prepared and forwarded and the whole consignment of 8 cars of flour was dispatched to Gela on train No. 8342 which left Palermo at 1.50 P.M. 29th April.

21. A telephone message was sent to Lt. COULT (E) Supply Officer, Caltanissetta, advising him of the dispatch of the cars (see statement No.17 of Signorina POJERO). It was received and recorded at Caltanissetta by Lt.Coult's Secretary, Signora MAZZONE (see statement No.18).

22. As mentioned above the train records at the Central Station showed the cars were dispatched

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17. It will therefore be seen that no car should go to the wrong destination or be lost without the fact being detected almost immediately.

18. With regard to the two cars concerned :-

Records show they were loaded at Rail G. together with 6 other cars containing flour and all assigned to Gela, Province of Caltanissetta.

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22. As mentioned above the train records at the Central Station showed the cars were dispatched to Gela on 29th April 1944. As directed and in addition the record for train No. 8956 showed that 6 cars of flour only had been taken on from Caltanissetta Station to Gela on 30th April 1944.

Record for train No. 01-8-14 showed that cars Nos 114511 and 1015010 had been stopped at Caltanissetta and returned to Caltanissetta Xirci on 30.4.44, further, record for train No.8337/8619 showed the cars having been returned from Caltanissetta Xirci to Palermo by that train on 30.4.44, arriving at 12.13 hours on 1.5.44.

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23. There was nothing in A.C.C. or the railway Station records to show why the cars had been returned to Palermo before reaching Gela and being unloaded, therefore on 11th May 1944 with Agents Keane and Manfredi and Commissario Amendolea I went to Caltanissetta and made further enquiry.

24. On arrival at Caltanissetta Railway Station I saw Signora Manzone, Lt.Coult's Secretary checking the arrival of freight cars with the A.C.C. records.

On questioning her she at first stated all cars up to 30th April had arrived, but later corrected herself and referred to notes she had made, in which she had noted that the two cars 114511 and 1015010 had not reached Gela.

25. Statements were taken from seven Railway Officials (see statements No.19 to No.25) from which it is clearly shown that on the evening of 29th May orders were given by Lieut.CUMMINGS (A) F.T.O. Caltanissetta for the two cars in question to be stopped on arrival at Caltanissetta and returned by the first available train to Palermo.

26. With Agents Keane and Manfredi I saw Lieut. Cummings. He made a statement to the two Agents (see statement No.26), in which he says he received a telephone call from Palermo, from whom he does not know, directing him to return the two cars to Palermo.

He gave instructions to Dr. VANCHERI, Chief of the Movement Department, for this to be done.

Dr. Vancheri at once issued written instructions to the Railway Staff (see statement No.21).

It will also be observed that Dr. Vancheri states this was the first time cars have been returned to starting point unloaded, but that their destination has been changed in the past.

27. Lt. Cummings produced certified copies of F.T.O. freight warrants, i.e. No.2388 showing the

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It will also be observed that Dr. Vancheri states this was the first time cars have been returned to starting point unloaded, but that their destination has been changed in the past.

27. Lt. Cummings produced certified copies of F.T.O. freight warrants, i.e. No.2388 showing the arrival of the two freight cars at Caltanissetta at 02.50 hours 30th April, and No.2396 showing the departure of the cars to Caltanissetta Xirbi at 10.50 hours on 30.4.44. On record 2388 car 1015010 (shown 101510) is purported to contain lemons. This may well be a typing error.

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28. The Lieut. stated he prepared a way bill to be carried on the train back to Palermo, but

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could not remember the particulars he had inserted on the way bill or to whom it was addressed.

He did not make out a duplicate way bill and had no record of it.

Although he was well acquainted with Lt. Coult and Coult had frequently consulted him with regard to the arrival of freight cars, he did not on this occasion notify Coult that the two cars had been returned to Palermo. This was because the cars had been originally destined for Gela and not Caltanissetta.

29. I took a statement from Lt.Cummings' Interpreter, SALERNO Salvatore, who states he was present when Lt. Cummings received the phone call and he passed the Lieut's instructions on to Dr. Vancheri.

Salerno says only on one occasion has he known a freight car to be returned to its starting point before being unloaded (see statement No.27).

30. Lt. Coult explained his method of dealing with freight cars assigned to him (see statement No.18).

He explained that owing to lack of personnel he leaves the unloading of cars to the Consorzio officials.

On receipt of the telephone message from Palermo, he notifies the Consorzio of the numbers of cars which will arrive, but <u>not</u> the amount of flour on the cars.

After unloading, the Consorzio officials send a letter to him showing numbers of cars received, with amount of flour in each.

These figures are then checked by Lt.Coult with those sent to him by the Supply Division.

31. Lt. Coult produced a certified copy of the Consorzio letter regarding the consignment in question and this showed that 6 cars only were received, Nos 114511 and 1015010 not having arrived and that the amounts in the 6 cars was 44 sacks less than the figu-

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32. The letter was dated 5th May and was received by Lt.Coult on about 6 May. He did not commence enquiries into the circumstances surrounding the missing cars until ~~the~~ apparently 11th May, the day of our 378 arrival, - on account of pressure of work.

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33. It will be observed in Lt.Coult's statement that very often the consignment received is far less than the amount which is alleged to be sent from Palermo, in one instance there was a shortage of 191 sacks. These shortages have always been reported.

34. The trains are always guarded throughout and Lt. Coult has no recollection of the seals being reported broken on arrival, therefore such losses appear to be unaccountable.

35. The statements (Nos 28 and 29) of the Consorzio officials corroborates Lt. Coult's statement.

36. As will be seen from the statement of TERNO Agostino, No.30, who was in charge of train No.8619/8337 which conveyed the two cars back to Palermo and that of PATTAVINO Vincenzo (statement No.31) who was on duty at Palermo Station on 1st May 1944, the cars duly arrived and the documents relating to them were taken by Pattavino to the R.T.O. Office. He was there instructed by Cuccione to have the cars left in the Railway yard.

Pattavino says he gave the way bill in at the R.T.O's Office, but forgot to inform his relief, MANDAZZO, with the result that Mandazzo entered a query mark on the train record sheet opposite the two car numbers. The cars were shown as being loaded with flour.

37. The next incident is that on 3rd May while the cars were still in Palermo the seal of the car 1015010 was found to be broken. It was resealed by BARRACO Gaspare (see statement No.32). Incidentally this car was intact at Ficarazzelli and the correct number of sacks found on board.

38. Before dealing with the incidents on 4th May I would call attention to the statement of Sorci Francesco (statement No.5), one of the arrested men.

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38. Before dealing with the incidents on 4th May I would call attention to the statement of Sorci Francesco (statement No.5), one of the arrested men.

It will be observed he says that at about 2 P.M. 2nd May 1944, he was in Via Nicola Palmieri, Palermo, near the Consorzio Warehouse, when he was approached by Guccione and asked to buy some flour at a "convenient" price i.e. less than 50 lire per Kilo (black market price). He alleges Guccione told him to be at the Railway Station at Ficarazzelli at 2 P.M. on 4th May.

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Sorci further alleges that while he was talking to Guccione, an American Officer was standing a short distance away. On leaving him Guccione joined the Officer and they walked away together.

Sorci then says he recognized the Officer who took the seals off the car 114511 on 4th May as the Officer who was in Via Nicolò Palmieri (Lieut. Curran). Guccione in his statement No.14 flatly denies this).

Sorci goes on to say that on 4th May 1944 at Ficarazzelli Railway Station the American Officer held a short discussion regarding the loading of the flour with the civilians through his Interpreter Guccione.

The Officer and Guccione stopped about half an hour whilst the first truck was loaded.

Lieut.Curran has no knowledge of this alleged incident.

39. As regards the 4th May :-

At about 9 A.M. GIACQUINTA Salvatore a switchman at Palermo Station received orders from Station Master TASCHETTA to connect the freight cars for the train 8342, which leaves Palermo for Caltanissetta at 13.15 hours daily, (see statement No. 33).

At about 11.30 A.M. MANTIA Giovanni the principal Station Master was told by Guccione (see statement No.34) that the Allied Command ordered that two additional freight cars (apparently 114511 and 1015010) were to be added to the train 8342 with the destination of Termini. Guccione handed a piece of paper with two numbers thereon to Mantia's brother, Emanuele MANTIA (see statement No.35) who instructed the watch-man to add the two cars to the train.

The watch-man, DAVI Andrea, (see statement No.36) says that he received the paper on which was written the numbers of the two freight cars.

He went to Mantia to ascertain what the cars contained, to enable him to complete the train record sheet, where he saw Guccione with Mantia.

Guccione told Davi the cars contained " Material" and directed him not to show the destination as Termini as it had not been finally decided.

Apparently Davi's colleague SCOLDI (state-

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denies this).

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Guccione told Davi the cars contained " Material" and directed him not to show the destination as Termini as it had not been finally decided.

Apparently Davi's colleague SCORDI (statement 37 A and 37 B) filled in the train record sheet but left the destination blank and at about 1 P.M. Guccione told Davi that the destination was Ficarazzelli and gave him the escorting documents, (way bill) written in English. Davi completed the train record sheet and gave both documents to one of the train escorting staff.

As the train was about to start Davi instructed his colleague Scordi to register the numbers with the American Authorities (M.T.O.) but Guccione who was present said he would register them himself.

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40. The official in charge of the train, ZANGALORO Alessandro (see statement No.38), states that the documents were brought to him as the train was about to start and although he noticed the numbers on the train were the same as on the way bill, he did not have time to check with the actual numbers on the cars.

He eventually delivered both cars to the Station Master at Ficarazzelli at about 1.30 pm.

41. The train record is now in our possession and the car numbers are shown as 114811 and 1315010- one figure in each case being different to the numbers on the cars. Whether the mistake was deliberate or accidental has not been definitely established, but there is no doubt the numbers on the cars were not carefully checked with those on the documents, and it may well be the two figures were changed to mislead any subsequent enquiries.

The record of the two cars were entered last but one on the record sheet and in each case the contents was described as "Materiali" with destination as Ficarazzelli. These facts bear out to a certain extent the statements of the Railway officials. Unfortunately the way bill has not been found. Comment on this will be made later in this report.

42. We now come to Lieut. Curran and Guccione leaving for Termini on 4th May :-

At 14.55 hours Guccione went to CONTI Giuseppe a railway official and ordered the (Littorina) Diesel Train to be ready to go to Termini.

This order was confirmed by Lieut.Curran (see statemen No.39).

Guccione also asked permission of Mantia, the Station Master, to be allowed to accompany Lieut. Curran on the train. This was given. The train left with Lieut.Curran and Guccione as the only passengers and arrived at Ficarazzelli at 3.30 P.M. (see telegram No.40).

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43. The above facts are confirmed in Guccione's statement to me, taken under caution on 5th May at Villabate CC.FF. Station (see statement No.13 and 14), and he adds that soon after leaving Palermo, Lieut. Curran directed him to order the driver to stop at Ficarazzelli. Lieut.Curran denies he gave such directions, but this point will be dealt with later.

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44. With regard to what happened on their arrival at Piedimonte, both Guccione's story and the statement of Libera Gaspare, the Railway official in charge at the Station agree. (See statement Nos 14 and 41).

It would seem that Lieut.Curran and Guccione left the train and through Guccione, Lieut. Curran asked Libera if the two cars had arrived.

He replied "Yes" and produced the way bill which Lieut.Curran took. He then ordered the cars to be opened and the flour unloaded. Libera asked him to sign the Record book as a receipt for the cars which he did, signing twice, one signature for each car.

Guccione was present when he signed the book but states he did not see what the Lieut. wrote.

Lieut.Curran and Guccione then went to the cars and the Lieut. broke the seals of car 114511 and through Guccione told 4 or 5 civilians who were waiting nearby with two trucks to start unloading the flour.

Libera says he asked Lieut.Curran for the return of the way bill but was "put off" and the Lieut. did not return it to him.

The name which Lieut.Curran signed twice in the Railway Station book was J.J. Beck or J.J.Beck.

This question will be dealt with later.

45. After seeing the trucks commence loading the Lieut and Guccione re-entered the train and went on to Termini. Guccione says that Lieut. Curran entered the M.T.O.s Office and after a short time, called him in and gave him a glass of wine and later they both returned to Piedimonte.

On their arrival the Carabinieri had arrested the persons removing the flour as shown at the commencement of this report.

46. At about 7.30 P.M. on 5th May 1944 COLBELLO Giovanni, an Interpreter employed by the M.T.O., Palermo, went to Villabate C.M. Station on the orders of Lieut. Curran (see statement No.42) to enquire the reason for the arrest of Guccione.

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He replied "Yes" and produced the way bill which Lieut.Curran took. He then ordered the cars to be opened and the flour unloaded. Libera asked him to sign the record book as a receipt for the cars which he did, signing twice, one signature for each car.

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On their arrival the Carabinieri had arrested the persons removing the flour as shown at the commencement of this report.

46. At about 7.30 P.M. on 5th May 1944 COSELLO Giovanni, an Interpreter employed by the M.T.O., Palermo, went to Villabate G.C.M. Station on the orders of Lieut. Curran (see statement No.42) to enquire the reason for the arrest of Guccione.

He returned to Palermo and at 9 A.M. the same morning accompanied Sergeant BRIGHTWELL to Ficarazzelli Railway Station to inspect the register which Lieut. Curran had signed the previous day.

Sergt. Brightwell has made a statement confirming his part (see statement No.43) and further corroboration is in the statement of Libera and CIARNIZZO Antonino (see statements Nos 41 and 44).

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47. At 2 P.M. 15th May 1944 with Agent Keane I saw Lieut. Merle L.Curran Serial No.O- 923862, Transportation Corps I.B.S., in his Office at Palermo Central Station.

We explained to him we were making enquiry into the movements of the two freight cars and the removal of flour from one of them at Ficarazzelli.

We asked him if he had phoned Capt. Cummings R.T.O. at Caltanissetta on 29th April 1944 asking him to return the two cars to Palermo. He replied "No".

He stated he spoke nearly every day over the telephone with Capt.Cummings, but he was certain he had not asked for the return of the cars and had not at any time discussed the matter with him.

He stated records were kept of the arrival and departures of all freight cars at Palermo and produced registers covering the period in question.

These are now in our possession.

He stated he did not receive the way bill of the train which conveyed the cars from Caltanissetta Xirbi to Palermo and knew nothing of it.

The records of trains were invariably made out by one of the Interpreters employed in his Office.

We showed him the signatures in the Station Register of Ficarazzelli and he at once acknowledged he had signed the name J.J. Bech.

He declined to make a written statement stating he had made one on 5th May 1944 to his Commanding Officer Col. LOWE, but volunteered the following explanation of the happenings on 4th May (see Agent Keane's report No.50).

48. During or immediately after lunch on 4th May he had taken some wine, in consequence of which he had felt "dizzy" immediately after boarding the Diesel train with his Interpreter, Guccione.

He went to Termini on the instructions of Capt.GRIFFEN to deal with two interpreters there.

He did not order the train to stop at Ficarazzelli and did not know why it did so. He was then feeling "very dizzy". He left the train with Guccione and "just walked round" when a man (unknown) told him it was necessary to unload two freight cars, but this could not be done without

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These are now in our possession.

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He did not order the train to stop at Ficarazzelli and did not know why it did so. He was then feeling "very dizzy". He left the train with Guccione and "just walked round" when a man (unknown) told him it was necessary to unload two freight cars, but this could not be done without first obtaining the signature of an Allied Officer.

He did not know what the cars contained or anything about them but he signed the name J.J. Bech in the Station book, he felt too "dizzy" to know why he had signed a name other than his own.

He had not asked for or received the way bill -of that he was quite sure, neither did he go to the cars, break the seals, or take any action with regard to the unloading of the cars.

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He then went on to Termini, had a little wine, completed the business in hand there and feeling a little better, thought he may have done something wrong by signing the Station book.

He returned on the train to Ficarazzelli and there found the Carabinieri. They at once arrested Guccione. He protested to the Marshall without succes.

Guccione then handed him a newspaper and two books, both were Guccione's private property, neither were official.

Lieut.Curran then reentered the train as did the Marshall of Carabinieri and they returned to Palermo.

On arriving there he felt much better and at once reported the facts to his Superior Officer Capt. GRIFFIN.

He left the books and paper of Guccione on his table and had not seen them since.

He asked the Interpreter Corbello to go to Villabate the following morning to ascertain why Guccione had been arrested, and mentioned to Sergeant Brigntwell that he would like to know what he had signed in the Station record book, but did not order the Sergeant to go.

49. I have examined the registers produced by Lieut. Curran.

The entries are made in pencil and although the cars in question are shown as leaving Palermo for Gela, on 29th April, there is no record of their return on the 1st May or departure for Ficarazzelli on 4th May, in fact neither of the trains to which they were attached are shown at all.

50. It will be observed that the statement of Lieut. Curran is in direct conflict with that made by Guccione and the Station officials at Ficarazzelli.

51. Guccione alleges he knew nothing about the cars, in fact he professed complete ignorance of them or their contents before arriving at Ficarazzelli.

How much reliance can be placed on his statement can be gauged when it is observed that all the

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neither were official.

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He asked the Interpreter Corbello to go to Villabate the following morning to ascertain why Guccione had been arrested, and mentioned to Sergeant Brigntwell that he would like to know what he had signed in the Station record book, but did not order the Sergeant to go.

49. I have examined the registers produced by Lieut. Curran.

The entries are made in pencil and although the cars in question are shown as leaving Palermo for Gela, on 29th April, there is no record of their return on the 1st May or departure for Ficarazzelli on 4th May, in fact neither of the trains to which they were attached are shown at all.

50. It will be observed that the statement of Lieut. Curran is in direct conflict with that made by Guccione and the Station officials at Ficarazzelli.

51. Guccione alleges he knew nothing about the cars, in fact he professed complete ignorance of them or their contents before arriving at Ficarazzelli.

How much reliance can be placed on his statement can be gauged when it is observed that all the railway officials definitely state Guccione took a leading part in arranging for the departure of the cars and although at first he gave the destination as Termini, he later changed it to Ficarazzelli.

He described the contents of the cars to the Railwayman as "Material" lastly, he said he would register the cars himself.

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As already pointed out this was never done.

Even allowing for exaggeration and mistakes on the part of the Italian Railway officials I think it can safely be said they are not all wrong.

52. Guccione said he gave a telegraph book to Lieut.Curran which the Lieut. had asked Guccione to carry for him. Lieut. Curran, on the other hand, says the books were private. Unfortunately they are not available now.

53. Both Guccione and Ribera say Lieut. Curran was given the way bill for the two cars. Ribera is quite definite on this point. Lieut. Curran was equally certain he did not have it.

Again it is very unfortunate that neither that document nor the way bill for the journey from Caltanissetta to Palermo can be found.

It is equally unfortunate that Capt.Cummings cannot remember to whom he addressed it or any other details.

54. One other point is worthy of mention, namely Guccione stated he was employed by the Italian Railway and was not employed in any capacity by the Allied Forces. Lieut. stated that Guccione is in fact employed and paid by his Dept.

55. With regard to Lt. Coult's statement, respecting the length of time which elapsed before he is aware of the non arrival of freight cars :-

No doubt had the flour been destined to Caltanissetta, the fact that the two freight cars were missing would have been noticed almost at once, but when flour is sent to other parts of the province there is a time lag before the local Consorzio officials can let the Provincial Supply Officer know the number of cars and amount of flour received. In this case there was an additional delay of 4 and 5 days before enquiry was instituted but as Lt. Coult has explained this was due to pressure of work.

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56. The question of the non arrival of car No.10800 shown on transfer Voucher No. 279 dated 20th March is being enquiried into, as is also the question of shortage of sacks of flour on cars although the seals remain intact, but as it is doubtful either of these incidents have a direct connection with this case a further report will be submitted when the enquiries have been completed.

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57. Another point which is under investigation is the fact that Sergeant De Augustine, who was in charge of Rail C. states that on three or four occasions he has noticed that the same car has been recorded as having been loaded twice within a short time.

This may well be due to mistakes in recording the number of cars, but on the other hand it is a point which cannot be lost sight of.

58. As mentioned in the early part of this report 12 men are in custody in connection with this case.

So far as Scalia Salvatore and Sorci Francesco are concerned, they took a leading part in the stealing of the flour.

The others were all concerned in one way or another, although in a lesser degree.

In spite of Guccione's protestations of innocence he undoubtedly played a leading part and would appear to be a prime mover.

Although there is no allegation that money for the flour actually passed, Guccione does say in his statement to the Carabinieri, that one of the men at the Railway Station, while the flour was being loaded, offered to pay him, but he refused.

It is also significant that at the time of their arrest SORCI Francesco was in possession of 150,000 lire and SPARACINO Salvatore 100,000 lire.

59. There is one other disturbing feature about this case, namely that at about 11.40 A.M. on 7th May 1944 Carabiniere MIFUGIO Bartolomeo; and CANTANELLO Bruno whilst on their way from Villabate to relieve the two Carabinieri, CINILLO Giuseppe and SANTALUCIA Vincenzo, who were guarding the rail cars at Ficarazzelli Railway Station saw five men each carrying a sack of flour.

On seeing the Carabinieri the men threw down the flour and ran away.

Two of them, TESAURO Salvatore, and GRASSADONIA Giovanni were caught and later a third, TESAURO Paolo surrendered himself.

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On seeing the Carabinieri the men threw down the flour and ran away.

Two of them, TESAURO Salvatore, and GRASSADONIA Giovanni were caught and later a third, TESAURO Paolo surrendered himself.

They stated they had obtained the sacks of flour from the rail car at Ficarazzelli Railway Station with the consent of the Carabinieri on guard there.

The Carabinieri concerned admitted this to be true but stated they had not received any payment for allowing the flour to be taken, but had acted as they did out of pity as the men were in straitened circumstances.

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This to say the least is very strange when the Carabinieri state they knew only two of the men concerned.

The two men who are still free are known to be TESAURO Giacomo and TESAURO Andrea both natives of the district. Their arrest is still sought.

Four of the sacks of flour were taken to Villabate C.C. R.R. Station, the other was returned to the rail car (see statement No.51 of Major Rinaldi CC.RR.).

60. As there was no necessity to hold the whole of the flour for evidence and as it had been established that the flour was the property of A.C.C., on 10th May 1944 I went to Ficarazzelli Railway Station with Lieut.O'KEEFE (A) and Agents Manfredi and Keane and in their presence broke the seals on the car 1015010. The flour held by the Carabinieri was returned to car 114511, with the exception of one sack, held as an exhibit and the four sacks taken to the Station by the Carabinieri on 7th May (see item 57).

The whole of the flour was then checked.

The consignment in car 1015010 was found to be correct viz 400 sacks.

Allowing for the 5 sacks still held by the Carabinieri there was a shortage of 40 sacks in car 114511. i.e. 380 sacks instead of 420 sacks, the original consignment (see statement No.47).

During the investigation into this case, the Major of Bagheria, alleged that some of the flour seized by the Carabinieri from premises in Bagheria was not flour taken from the rail car, but commune flour issued as the Pasta ration.

I have had enquiries made into this and it has been found that serious irregularities have been taking place in connection with Alimentation duties in the Commune and there appears, at the moment, no substance in the allegation. Enquiries into this matter are being continued.

61. Various train records and registers including the Station Register at Ficarazzelli are in

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to Villabate C.C. R.E. Station, the other was returned to the rail car (see statement No.51 of Major Rinaldi CO.RR.).

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61. Various train records and registers including the Station Register at Ficarazzelli are in my possession and will be available for inspection and as exibits when required.

62. As the case now stands we know that the cars with their loads of flour were assigned to Gela on the 29th April and were dispatched on that date.

It is known they were not recalled or their destination changed by A.C.C.

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It is not definitely known who sent the telephone message to Caltanissetta ordering the return of the cars to Palermo, or to whom the "Way bill" was addressed.

It is also not definitely known on whose authority the cars were sent to Ficarazzelli, or who arranged for the civilians to be there with trucks ready to unload the flour.

There is ample evidence Guccione gave instructions to the railway staff and it is alleged he made arrangements with Sorci on the 2nd May to sell him the flour on 4th May, but whether he acted on his own initiative or was carring out the directions of another person is not completely clear.

63. To anyone with previous railway experience and knowing the records of the movements of cars kept by the railway authorities it would be obvious that the diversion of two cars and the removal of freight at an unauthorized place must be detected within a short time unless prior arrangements had been made to "cover" such a move.

Even Guccione has had sufficient experience to know this, therefore enquiry to trace the possible method of "cover" is still in hand.

It is also a matter of conjecture whether this incident is an isolated one.

64. Should this case go before an Italian Court, the prisoners would undoubtedly plead that they had been given or sold the flour by an Allied Officer and that although they knew flour was a rationed commodity, they would plead they were under the impression they were not doing wrong in taking it.

65. This is extremely "thin" but it may secure them an acquittal.

On the other hand if they are not prosecuted it will be generally believed that if a civilian is

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authority the cars were sent to Ficarazzelli, or who arranged for the civilians to be there with trucks ready to unload the flour.

There is ample evidence Cuccione gave instructions to the railway staff and it is alleged he made arrangements with Sorci on the 3rd May to sell him the flour on 4th May, but whether he acted on his own initiative or was carring out the directions of another person is not completely clear.

63. To anyone with previous railway experience and knowing the records of the movements of cars kept by the railway authorities it would be obvious that the diversion of two cars and the removal of freight at an unauthorized place must be detected within a short time unless prior arrangements had been made to "cover" such a move.

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65. This is extremely "thin" but it may secure them an acquittal.

On the other hand if they are not prosecuted it will be generally believed that if a civilian is found committing or is accused of an offence, it will only be necessary for him to allege Allied personnel is involved, when the case will be dropped, therefore I suggest this case be tried by an Allied Court.

66. In view of the allegations that American

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personnel were involved in this transaction I ask that a copy of this report, together with copies of the statements of the witnesses be forwarded to the Commanding Officer I.S.S. for his information and such action as is deemed necessary.

E. J. BYE,
Major,
Provincial Public Safety
Officer.

1st. Ind.

TO : Lt.Col. Russel A.Snook,
Regional Public Safety Officer.

Forwarded and prompt action recommended.

FLOYD E. THOMAS,
Lt.Col.Inf.,
Provincial Commissioner.

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E. J. EYR,
Major,
Provincial Public Safety
Officer.

1st. Ind.

TO : Lt.Col. Russel A.Snook,
Regional Public Safety Officer.

Forwarded and prompt action recommended.

FLOYD E. THOMAS,
Lt.Col.Inf.,
Provincial Commissioner.

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ALLIED CONTROL COMMISSION
Palermo Province

The 4th.of May 1944,about hours 17, the undersigned Marescialle Maggiore (non commissioned Officer) SCIRÈ Luigi,Commandr of the Carabinieri station of Villabate, while turning back to their barracks from a performed service in the country together with some depending military at the distance of a small street that brings to the railroad station, he met a truck tag.11272 P.A.,coming from Ficarazzelli,loaded with sacks of american flour of unlawful origin.
On board the truck there were two individuals identified as Severino Giuseppe of late Francesco from Palermo, who drove the truck, and the other for Scalia Gregorio also from Palermo,who said to be the brother of the owner of the truck, whose name is Scalia Salvatore.
Documents were them required that could clear up the possession and the transportation of the flour, but either Severino as Scalia said to have done and said to have loaded such merchandise at Ficarazzelli station and xhexx were transporting it now to Villabate,where they should have given it to an indivdual that should heve been found at the corner of the small street,of which they didn't know their name and address.
The truck was stopped and brought with its loading in this barrack where Severino put under a new interrogatory by the undersigned Marescialle Scintu, referred in all its particulars that the 4th.inst. the owner of the truck had ordered him to go in the afternoon at the railroad station of Ficarazzelli as he had to load there some merchandise which he didn't describe: so about hours 14'30 he had left Palermo in company of Scalia Gregorio.
Arrived as they were in the locality "Romagnolo" the man Severino and his comrade met on the road a small truck belonging to certain Pitarresi Gaetano from Villabate, who begged them to load on their truck the load of flour which he had,and bring it to Villabate, as he was in the impossibility to pursue their journey as the semi-axle-tree of their truck was broken. Severino accepted,receiving in reward L.300.
Shortly after they had unloaded the flour,they went towards the railroad station of Ficarazzelli where they found to wait for them,the owner of the truck Scalia Salvatore,who was on a loaded freight of american flour, and standing by it an American officer together with another civilian.
On the truck which was driven by Severino were loaded n.47 sacks of flour which were taken out from the freight on which was found the man Scalia Salvatore,while his brother, went,meanwhile,in the near country Ficarazzi to buy the desidered medicinal which was,though, not found.
Load accomplished,the man Scalia Salvatore ordered the driver Severino to bring it to Villabate,where he was waited at the corner of the

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ed with sacks of american flour of unlawful origin.
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Documents were then required that could clear up the possession and the transportation of the flour, but either Severino as Scalia said to have none and said to have loaded such merchandise at Fiorenzzelli station and xxxxx were transporting it now to Villabate, where they should have given it to an individual that should have been found at the corner of the small street, of which they didn't know their name and address.
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Load accomplished, the man Scalia Salvatore ordered the driver Severino to bring it to Villabate where he was awaited at the corner of the small street, by the individual to whom was to be given the flour. The man Severino left at once together with the same Scalia Gregorio, who had already returned from Fiorenzzi, but arriving there, with much surprise, they found the Carabinieri who arrested them.
Being questioned, Severino referes that besides the addressee he doesn't either know the origin of the flour transported by him at Villabate.

The man Scalia Gregorio integrally confirmed all the circumstances of the fact, time and place referred by the driver Severino, replying that his presence on the truck, was a mere case and that he didn't know anything about the flour which was being loaded at Fiorenzzelli

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by his brother.
Ascertained in this way the unlawful origin of the flour found in possession of Saverino and of Scalia Gregorio, who were meanwhile kept in the barracks, Maresciallo Scintu went at once, with some of his dependings, at the railroad-yard of Ficarazzelli where, he surprised and individual identified for Scalia Salvatore of Domenico and of Russo Rosa, born in 4/11/1912 in Palermo, residing on Via Francescio N°279, transporter of flour who, without any shirt on he was found sitted on a sack of american flour in an open freight yet almost loaded of said merchandise.
The man Scalia, unexpectedly surprised, of the untesirable and unlooked for arrival of the carabinieri, took up an uncertain and preoccupied attitude, from which was soon guessed that some unlawful thing was getting on.
Either on the railroad car as on the ground, there were evident, unequivocal traces of recent operations of unloading of flour.
After about 10 minutes came a small trunk, type C.M. tag.6283 F.A. on which were four individuals who, together with Scalia Salvatore, were also arrested and identified as:
1) Sergi Francesco of Antonino and of Bartolono Rosaria, born in 15/1/1908 in Bagheria, residing on Via S.Agata N°22 - trader;
2) Sparacino Salvatore of late Michele and of Lentini Teresa, born in 18/4/1915 in Bagheria, residing there on Via S.Agata 30 - trader;
3) Spingola Giuseppe od Nicolò and of Gargano Maddalena, born in 2/1/1924 in Bagheria, residing there on Piazza Cirrincione N.9 - student; Proprietor of the same truck;
4) Spedale Gaspare of Vincenzo and of Di Fiore Rosa, born in 27/1/1904 in Palermo, residing in Bagheria on Via Viral 12, who drove the truck. Almost contemporaneously of the arrest of the above said individuals, coming from Termini Imerese, arrived there a railroad motorcar from which descended an American Officer who, accompanied by a civilian they went towards the freight of flour, and noticing the presence there of carabinieri, took up an attitude somewhat uncertain and evidently preoccupied.
One of the arrested, Sergi Giuseppe, Francesco pointed him out, without fail, as the officer that shortly before had sold him the flour.
Maresciallo Scintu has soon understood that a smuggling affair of American flour was going through, and proceeded also at the arrest of the civilian who accompanied the Officer, identified as Guccione Salvatore of Giuseppe and of Pitti Felicia, born in Belmonte Mezzagno on the 7/5/1912, residing in Palermo on Via Francescio N°14, qualifying himself as an interpreterworking at the Central Station of Palermo.

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After about 10 minutes came a small truck, type O.M. tag.6283 P.A. on which were four individuals who, together with Scalia Salvatore, were also arrested and identified as:

1) Sorci Francesco of Antonino and of Bartolone Rosaria, born in 18/1/1908 in Bagheria, residing on Via S.Agata N°22 - trader;
2) Spuracino Salvatore of Into Michele and of Lentini Teresa, born in 18/4/1915 in Bagheria, residing there on Via S.Agata 30 - trader;
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The Officer tempted, in the circumstance, to persuade the Maresciallo Scintu, through the same interpreter, to release the man Cacciore, but the non-commissioned officer kept him arrested and the American officer went away getting up again in the railroad motor-car with which he directed himself towards Palermo.

At such proceedings of facts, Maresciallo Scintu while providing to send in the barrack the other arrested people and to let someone watch over the railroad car loaded of flour, went to Palermo informing the Group Commandant, Major Rinaldi and the Commander of the external Company, Captain Giglio Vito who both intervened at once taking the direction of further inquiries wich were continued to be handled by Maresciallo Scintu and depending militaries.

The morning of the successive day 5th., opportunely informed of the

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case by the pre-said Officers, the Chief of the Allied Military Government Police, Major Rye, intervened giving the opportune directions on the further inquiries to be made.
While same were performed by Maresciallo Scintu and depending carabinieri, under the personnel direction of Major Rinaldi and Capt. Giglio, precise elements of guiltness rose up against the arrested people and others.
Resulted, in fact, that at hours 13'45 of the 4th.inst., with the freight-car N°8342 arrived at the railroad-yard of Ficarazzelli, two cars sent from Palermo in behalf of the Allied Military Command, with the forwarding sheet which the station-master consigned at the station, at his arrival at Ficarazzelli.
At hours 15'38 of the same day 4th., coming from Palermo, arrived also at the station of Ficarazzelli, a railroad motor-car from which descended the fore-said Officer and the interpreter Guccione Salvatore, who entered in the station-master's office asking him if the two freights, in behalf of the Allied Military Government had arrived yet. The man Ribera Gaspare of Nicolò and of Alba Rosa, born in 4/4/1879 at Ficarazzi, residing on Corso Umberto I° N°310 who, in that moment was on service there, answered affirmatively and showed him meanwhile the forwarding-sheet which he had had from the station-master.
The American Officer, always by means of the interpreter Guccione, ordered the functionary to accompany him by the two freights which he was looking for, and as Ribera said to him that merchandise was first to be delivered, he at once consent to put his name on the opposite book. He was going then, together with Guccione and Ribera towards the two freights and personally unload one of the freights which was loaded of american flour and, always through the interpreter, ordered to some civilians that were already on the place, to load two trucks which were coming just in that moment.
The Officer and the interpreter were present there on the first unloading operations of flour, but then they went away and, getting up again on the railroad motor-car, they went towards Termini Imerese.
Before leaving, Ribera Salvatore requested the forwarding-sheet to the Officer, but he answered always through the interpreter that he should have given it after they would have returned from Termini Imerese, which thing he never did, saying to have forgotten it.
Ribera referred also that the above remembered forwarding-sheet of the two freights, contained the generical indication "aterial" instead of that one ~~specified~~ which should have been specified: "FLOUR".
The arrested people, were put under, one after another, to an opportune interrogatory and not being able to deny the facts, they all of them took up a reserved attitude, stoic and fake

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Ribera referred also that the above remembered forwarding-sheet of the two freights, contained the generical indication "material" instead of that one ~~specified~~ which should have been specified: "FLOUR".
The arrested people, were put under, one after another, to an opportune interrogatory and not being able to deny the facts, they all of them took up a reserved attitude, ironic and false, evidently tempting, if not to hid, but to attenuate their own responsibility.
The man Sorci Francesco, stated that in the afternoon of the day 2nd. of May 1944, about hours 14, while he was in Palermo on Via Nicolò Palmeri, near by the Consorzio Agrario warehouse, where he was loading flour a truck of the Commune of Bagheria, with which he was returning home, an individual had approached him, known then as Guccione Salvatore, who had asked him if he wanted to buy any american flour at a convenient price, that is sensibly inferior to L.50 Kilo. Sorci had not agreed but then he decided to accept the offer and so they agreed that at hours 14 of the successive day 4th., they would meet at the

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railroad station of Ficarazzelli where he should have consigned the flour.
Sorci replied that while they were negotiating the purchase of the flour, a little distant, on the same street, there was standing the American officer with whom Guccione was go, after he had left him.
As it was agreed, in the afternoon of the day 4th. about hours 15, the man Sorci, accompanied by his brother in-law Sparacino Salvatore, went to the railroad station of Ficarazzelli with the truck drived by Spedal. Gaspare, which had been hired for the use of the transportation of the flour.
At the railroad yard the man Sorci was awaited by Guccione and by the American officer whom, on the 2nd.inst., he had seen on Via Nicolò Palmeri, in Palermo.
At his presence, the officer opened one of the two cars which were placed on a railroad-siddings at the proximity of the merchandise warehouse, breaking up the lead and, meanwhile ordering, always through the interpreter, the man Sorci and the other civilians there present, to load up their trucks, which thing was soon made.
The officer and Guccione, as the same Ribera referred (Enc.N.3) kept themselves at the railroad-yard for about half an hour, watching over the first unloading operation of the flour, after which they got up to the railroad motor-car, directing themselves towards Termini Imerese, from where they returned while Sorci and the others, trying to accomplish the second loading, were being arrested by the carabinieri.
The Sorci states also that besides the truck hired by him, other trucks of greater weight had accomplished a loading each but that he can tell not the destination of it neither the addressee.
With such statement, the man Sorci has evidently shown his bad-faith for, it's just unlikely and absurd that he couldn't know the other acquirers of flour.
The man Sorci Francesco precised that on his truck had been loaded N.25 sacks of flour that, with his brother in-law Sparacino had brought to Bagheria. Sorci has admitted that to load the flour, there was, among other people, the man Scalia Salvatore who, on the freight, directed and controlled the consignment of the sacks.
Before trucks left with their first loading, the man Sorci and Sparacino asked to Guccione to pay the import sum of the flour, but seems that the interpreter has answered that they would have talked about it at their return from Termini Imerese, which thing didn't took place for the intervention of the Carabinieri.
The man Sorci has insisted in affirming that, who had consigned him

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The man Sorci has insisted in affirming that, who had consigned him and the others the flour had been the American officer, through the fellow Guccione.
But also, and more than once, in comparison with this last one, he always has given the same version insisting in his declaration to have treated with him the bargain of the flour, on Via Nicolò Palmeri.
The man Sparacino Salvatore has almost confirmed the circumstances of the facts referred by the his brother in-law Sorci Francesco, precising, though, to have only taken part in the transportation of the flour from the railroad yard of Ficarazzelli to Bagheria, where he brought it in his own warehouse, giving orders to another of his brother in-law, Sorci Antonino of 17 years old, to give it, later, to the

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pasta-factory managed by certain Speciale Salvatore who had been advised.

The man Scalia Salvatore xkxx while granting to have taken part to the loading of the flour has given to the same a meaning not perfectly the same of the others.
He denied, in fact, to be interested part in the purchase of the flour saying that about the hours 13 of the 4th. of may 1944, while he was at his mother's house, residing on Via dei Mille 369, an unknown, had gone to him asking if he would accomplish any transportation of flour from the railroad-yard of Ficarazzelli to the Consorzio of Bagheria and Villabate, fixing the sum of L.3000.
This particular is to be believed an invention of the man Scalia who is xxxxxx undoubtedly inclined to hid the truth as he, who is a transporter of flour has always worked with the various offices and warehouses of the Consorzio and pretty well knows that neither in Bagheria or Villabate there have been any xxx of the kind, and knows that the flour for whatsoever destination and use, is withdrawn only through the Alimentation Provincial Section with regular documents that xx also accompanies merchandise.
Being questioned, the man Scalia decided to state to know the man who had hired him for the unloading and transportation of flour, only by sight; that same is from Palermo, but he doesn't know his name and address.
The man Scalia Salvatore is undoubtedly one of the acquirers of flour, probably partener with one other of his brothers with whom is in touch with, and that he has evidently tried to save, concealing his name, in which is surely identified his own relation.
Same has integrally confirmed every other particulars referred by the man Sorci and Spargoino, say what concerns the transportation-loading of the flour, as the action unfolded by the American Officer and the interpreter Guccione. Being questioned, the man Scalia Salvatore reserved that the flour withdrawn from the freights, since the Carabinieri intervened, was №125 sacks, that is, 50 sacks each for the two trucks of the greater weight and №25 sacks for the small truck belonging to Sorci and his brother in-law.
With the same manner and with the same voluntary omission with which he shrewdly omitted to state the person who had hired him, the man Scalia Salvatore has not wanted to state the name of he, whom flour was directed to, and that was found on truck by the Carabinieri at Villabate, denying also any responsibility of Altarresi Gaetano, of which are mentioned in the statements made by the driver Severino Giuseppe and by Scalia Gregorio, excluding in the most absolute manner that could have been in

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The interpreter Guccione Salvatore, was not less shrewd than the others, has skilfully avoided to say any least particular with which could be come forth his guiltness, and has not missed to exculpate or attenuate the american officer's responsibility, and eventually of others, with whom have surely worked in perfect agreement, with the same purpose to realize an easy and cospicuos profit.
The man Guccione denied, in fact, the esplicit accuse made to him, and energicatelly held up in his presence by Sorci Francesco, about the agreements of the unlawful bargain of the flour which took place in

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Palermo on Via Nicolò Palmeri on the 2nd.of May last,stating that only on the afternoon of the successive day 4th.,at order of an ~~American~~ Officer of the Military Command of the station,which he pointed out as the American Lieutenant Curren,he had gone with the railroad motor car at the Ficarazzelli station where the foresaid officer had started the delivery of the two wagons and at the opening of same,loaded of sacks of flour,consigning the merchandise to the civilians: Sorci-Scalia-Sparacino- and others which he doesn't know.
As the freights was opened,Guccione and the Lieutenant Curren were present there at the loading of two trucks which were on the place, leaving then for Termini Imerese from where they returned to Ficarazzelli about hours 1o.
Guccione has stated,partially modifying the case,the particular referred by Libera concerning the missing consign of the expedition-sheet of the two freights containing flour, by the American officer.
Has also denied,the man Guccione, to have had in it any personnel interest in the sale of the flour by the Lieutenant Curren and to have had promised any reward,but his feelings clearly revealed his deep sense of preoccupation and of fear for himself and the others.

There have been some moments during his interrogatory in which Guccione,sometimes with tears on his eyes,would have revealed what he surely known,but was always kept by the fear of worse troubles and by the idea he had formed himself that,as an American Officer was implyed in it,the competent Authority would have silent the case,merely to save the most responsible ones.
The man Spedale Gaspare confirmed every particular already known,concerning the transportation of the flour,accomplished by him,precising at his excuse,to have only been the driver who had been ordered to, denying any least interest in the question of the flour.
Has also said that the person on the truck of the proprietor Spigola Giuseppe was merely case, and that he didn't know what had been accomplished in the railroad-yard of Ficarazzelli.
Spingola Giuseppe's position appears really clear in the sense that, he had nothing to do either in the sale nor in the transportation of the flour; same is really an University student in law-faculty and, as what the arrested people have stated,especially his driver Spedale Gaspare and Sparacino Salvatore,his presence on the truck is to be considered justified by motives which have nothing to do with the other individuals.

Pitarresi Gaetano of Vito and of Palazzotto Rosa,born in 15/4/1915, at Villabate,residing there on Corso Vittorio Emanuele 202,industrial,

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Pitarresi Gaetano of Vito and of Palazzotto Rosa,born in 15/4/1915,
at Villabate,residing there on Corso Vittorio Emanuele 202,industrial,
that the night of the same day,May 4th. was arrested for further ascer-
tainments, as he was believed acquirer of the flour found in posses-
sion of Severino Giuseppe and Scalia Gregorio, has denied any respon-
sibility,confirming the particulars of the facts that result on his
charge from the statements made by the foresaid individuals.
Even the other arrested people have unanimously excluded his share in
the unlawful trade of the flour,neither did they had seen him in the
railroad yard of Piazzaselli in the afternoon of the 4th.inst.
Has resulted also that on the 4th.inst.he withdrew from the Palermo
Consorzio warehouse quintals 20 of flour,regularly assigned to him
for the making of pasta for the month of May. This quantity regularly
resulted sent in the pasta-factory where the Vicebrigadier Gi[illegible]3848
Francesco Paolo and the non commissioned Officer Marino Angelo had ne-

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de a sharp search but, nevertheless, he was kept arrested for a better ~~speedanewe~~ appraisement of the case by the ~~skkkk~~ competent allied authority and eventually by the judicial one.
The day 5th.of May 1944,continuing the search,the Maresciallo Scintu Luigi and the non commissioned officer Marino Angelo,together with the Carabinieri Fanciulli Antonio,arrested in Bagheria,the man Sorci Antonino of late Francesco and of Costronovo Caterina,born in 23/5/881 in Bagheria,residing on Via S.Agata 22,father of Sorci Francesco, and father in-law of Sparacino Salvatore,in whose paste factory was found and seized,quintals N°20 sacks of american flour from unlawful origin, as they were unfurnished of any documents that could have justified its possession and therefore is to be believed as above said.
The successive day 6th. same carabinieri proceeded at the arrest of Speciale Salvatore of Vincenzo and of late Paladino Domenica,born in 8/4/1894 in Bagheria, residing on Via Collegio N.4,paste-maker and Friscia Giuseppe of late Cosimo and of late Buttitta Vincenza,born in 18/5/1886 in Bagheria,residing on Via Cerda 26,paste-maker,in whose paste-factory were found and seized respectively quintals 20 and quintals 5 of american flour furnished to them buy Sparacino Salvatore, on the afternoon of the 4th.inst. Both lot formed the first loading on the truck drived by Speciale Gaspare. Nobody of the three fore-said individuals could have shown with documents the legal possession of the flour.They all have stated that it was the quantity assigned to them which thing is not true because by ascertainments made by the rationing ~~office~~ and distribution Office of Bagheria and by every paste-factory of the place,has resulted that everyone of them had had the entire allottment of the month of May, while in the paste-factory of Sorci Antonino,after he had baked for the 5th.of May,he should have had a remainder of ~~flour~~ common flour (e not american) of Kg.479.600, while there were being found Kg.498,that is,with Kg.19 over,besides the Kg.103 which were for the baking of bread for the carabinieri of the place.
If any doubt could arise on the responsibility of the arrested Spingola and Pitarresi,no doubt should be had in regard to the others. All of them are, as has resulted from informations taken on the place, elements publicly capable and given to smugglings on rationed food stuffs. The man Sorci Francesco has been found in possession of the sum of L.150.000 and his brother in-law Sparacino,of the sum of lire 100.000,which thing proves,if there would be any need of, that same have been two of the exponents of the unlawful trade of flour.
The case has been reported in detail with statement N°85 of the present day.

Villabate,6 May,1944

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its possession and therefore it to be believed as they [illegible]
The successive day 6th. same carabinieri proceeded at the arrest of Speciale Salvatore of Vincenzo and of Iole Paladino Domenica, born in 8/4/1894 in Bagheria, residing on Via Collegio N.4, paste-maker and Fricano Giuseppe of Iole Cosimo and of Iole Battitta Vincenza, born in 10/5/1895 in Bagheria, residing on Via Cerda 26, paste-maker, in whose pasta-factory were found and seized respectively quintals 20 and quintals 5 of american flour furnished to them buy Sparacino Salvatore, on the afternoon of the 4th.inst. Both lot formed the first loading on the truck drived by Speciale Gaspare. Nobody of the three fore-said individuals could have shown with documents the legal possession of the flour. They all have stated that it was the quantity assigned to them which thing is not true because by ascertainments made by the rationing office and distribution office of Bagheria and by every pasta-factory of the place, has resulted that everyone of them had had the entire allottment of the month of May, while in the pasta-factory of Sorci Antonino, after he had baked for the 5th. of May, he should have had a remainder of common flour (e not american) of Kg.479.800, while there were being found Kg.493, that is, with Kg.13 over, besides the Kg.103 which were for the baking of bread for the carabinieri of the place.
If any doubt could arise on the responsibility of the arrested Spingola and Pitarresi, no doubt should be had in regard to the others. All of them are, as has resulted from informations taken on the place, elements publicly capable and given to smugglings on rationed food stuffs. The man Sorci Francesco has been found in possession of the sum of L.150.000 and his brother in-law Sparacino, of the sum of lire 100.000, which thing proves, if there would be any need of, that same have been two of the exponents of the unlawful trade of flour.
The case has been reported in detail with statement N°85 of the present day.

Villabate, 8 May, 1944

The Maresciallo Maggiore
Luigi Scintu

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ALLIED CONTROL COMMISSION
Palermo Province

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The year 1944 on May 7th. in Villabate, in the office of the RR. Carabinieri.
Before me Scintu Luigi, Maj. Maresciallo, Commander of the above said station, assisted by the vice brigadier Guiotta Francesco Paolo is present here Saverino Giuseppe of former Francesco and of former Carollo Carmela, born in Palermo on Dec.19.1888, there living on 69 Cuba St., driver.
D.R. Since many years ago, about 35 years, I have been working as driver, since about a month ago I have been working for Scalia Salvatore from Palermo who is the owner of a truck tag 11672 P.A. that I drive for the transportation of different merchandise in behalf of private persons and that the owner of the truck order me, time by time. On May 4th.inst. Scalia Salvatore owner of the truck ordered me that at about 3 o'clock P.M. of the same day I should have gone to Villabate-Ficarazzelli station for the transportation of some merchandise that I was going to transport.
At about 2'30 o'clock P.M. of the above mentioned day I started from Palermo with truck and as I arrived near by the Ammiraglio Bridge on Corso dei Mille st. I met Salvatore Scalia's brother, bythe name of Gregorio, who stopped me asking where I was going to and as I informed him that I was going to Ficarazzelli, asked me to take him on board as he needed to go to Ficarazzi where he was going to buy some Streptomicil.
D.R. On our way and exactly near by Romagnolo, we found a small truck loaded with flour stopped there for the breaking of the semi-axle-tree.
D.R. I stopped myself with the truck and a person, stranger to me, came near by saying to be the owner of the small truck and the flour and that his name was Pitarresi Gaetano, begging me to transport for him the flour that was on his small truck, about 20 quintals of it, to Villabate being that it was impossible for him to continue the transportation with his own small truck for the breaking of the axle, and in the circumstance he offered us L.300.
D.R. For a sense of professional kindness and also because we were going towards that place, we agreed in accepting the offer and so we took the flour on our truck bringing it to Villabate where it was lefted in the pasta-factory belonging to Pitarresi, who remained in Palermo to take care of the small truck remained on the road for the repairs of the case.
D.R. Immediately after unloading Pitarresi's flour we started with

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D.R. Since many years ago, about 35 years, I have been working as driver, since about a month ago I have been working for Scalia Salvatore from Palermo who is the owner of a truck tag 11272 A.A. that I drive for the transportation of different merchandise in behalf of private persons and that the owner of the truck order me, time by time. On May 4th.inst. Scalia Salvatore owner of the truck ordered me that at about 3 o'clock P.M. of the same day I should have gone to Villabate-Ficarazzelli station for the transportation of some merchandise that I was going to transport.

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D.R. For a sense of professional kindness and also because we were going towards that place, we agreed in accepting the offer and so we took the flour on our truck bringing it to Villabate where it was lefted in the pasta-factory belonging to Pitarresi, who remained in Palermo to take care of the small truck remained on the road for the repairs of the case.

D.R. Immediately after unloading Pitarresi's flour we started with the truck going towards Ficarazzelli's railroad station running the road (stradella) that from Villabate leads to the foresaid station where we found Scalia Salvatore standing on a railroad car, loaded with American flour, and an American officer standing on the ground together with a civilian who evidently must have been his interpreter; Scalia Gregorio get off the truck and went to Ficarazzi to buy the streptomil while I, with the truck remained in the station for the loading of the flour.

D.R. After the loading of the flour had been done Scalia Salvatore ordered me to bring it to Villabate where he would have waited for me right on the corner of said road (stradella) and Vittorio Emanuele

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34. where I would have found also the individual to whom I should have consigned the flour, but just in the point agreed, instead of finding the foresaid individual, I met the carabinieri who stopped me and who brought me to the carabinieri station with all the load of flour.

D.R. Scalia Gregorio, at the moment I was stopped with the truck, was together with me on, when I got out from Ficarazzelli's station I had met him on his return from Ficarazzi and got up on the truck.

D.R. As I have said, I did not know the person to whom I should have consigned the flour by me transported, neither I knew where he was living; the men interested in the matter should have met us at the corner of the foresaid road (stradella) and he would have take us to the place where the flour was to be left. If the person to whom we were to consign the flour didn't showed up, that probably was because he must have noticed there the carabinieri.

D.R. About the casual transportation of flour by me made from Romagnolo to Villabate for Pitarresi's account I did not mentioned anything to Scalia Salvatore, believing that his brother Gregorio would have informed him; therefore I do not know if he knew anything about.

The following is Giuseppe Severino's statement.

D.R. The person that you are showing me I know him for Pitarresi Gaetano, and that is the same person that we found at Romagnolo with the damaged truck and in behalf of whom we transported the flour from the above mentioned locality to Villabate.

D.R. I perfectly recognize the person here present as the one that was together with the American Officer at the Ficarazzelli's station when I arrived there and now I hear that his name is Guccione Salvatore; I do not know anyone of those persons who you are showing me as, as I have above mentioned, when I arrived at Ficarazzelli, there were Scalia Salvatore, Guccione and the American Officer.

D.R. For what concerns the sale of the flour, nothing I do know; I wasn't interested in such matter and no one, Scalia Salvatore included, did make me any confidance of that kind; I went to Ficarazzelli with the truck only because Scalia Salvatore ordered me so by whom I'm employed as a driver.

D.R. I will say to you again that I can't point out the person to whom the flour, that was found by the carabinieri on the truck, was addressed to; to be truthful I must state that Pitarresi Gaetanois

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D.R. As I have said, I did not know the person to whom I should have consigned the flour by me transported, neither I knew where he was living; the men interested in the matter should have met us at the corner of the aforesaid road (stradella) and he would have take us to the place where the flour was to be left. If the person to whom we were to consign the flour didn't showed up, that probably was because he must have noticed there the carabinieri.
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D.R. I perfectly recognize the person here present as the one that was together with the American officer at the Ficarazzelli's station when I arrived there and now I hear that his name is Cuccione Salvatore; I do not know anyone of those persons who you are showing me as, as I have above mentioned, when I arrived at Ficarazzelli, there were Scalia Salvatore, Cuccione and the American Officer.
D.R. For what concerns the sale of the flour, nothing I do know; I wasn't interested in such matter and no one, Scalia Salvatore included, did make me any confidence of that kind; I went to Ficarazzelli with the truck only because Scalia Salvatore ordered me so by whom I'm employed as a driver.
D.R. I will say to you again that I cann't point out the person to whom the flour, that was found by the carabinieri on the truck, was addressed to; to be truthful I must state that Pitarresi Gaetanois not involved because he was not at the railroad station and he most certainly must have been still at Romagnolo with his broken down truck.
D.R. At the moment in which I was doing the loading of the flour there were no other trucks in the railroad station of Ficarazzelli neither I do know if other transportation had been done, and if that happened it must have happened before or after that I had left there.
D.R. I have nothing else to say.
Read, confirmed and undersigned in date and place above.

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Severino Giuseppe
Galotta Francesco Paolo
Scintu Luigi

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ALLIED COMMISSION CONTROL
Palermo Province

In the year 1944 on the 7th. of May at Villabate in the office of the R.Carabinieri station.

In my presence, SCINTU Luigi, ~~Non Commissioned~~ Warrant Officer (Maresciallo Maggiore) in command of the above station assisted by the Vice-Brigadier Gulotta Paolo present Scalia Gregorio of Domenico and Musso Rosa born on the 22/5/1915 at Palermo at present living at Corso dei Mille,339, shoe-maker.

D.R.

During the afternoon of the 4th.inst. having learnt from the driver Severino Giuseppe that my brother's motor-lorry had to make a journey to Ficarazzelli for a load,I took the occasion of going to Ficarazzi for the purpose of buying a phial of Streptosil for my wife and child who were suffering from a slight blood infection as I had heard that the chemists there kept this medicine; in fact towards half past two we left with the motor-lorry along the high-road when, arrived at Romagnolo we found a small lorry loaded with flour,in difficulties,owing to a broken axle which prevented it from continuing its journey. The owner of the small lorry and the flour who introduced himself as Pitarresi Gaetano whom I had never seen before begged us to take the flour about 20 quintals to Villabate because it was impossible for him to take it by means of his own lorry which had to stay where it was until the necessary repairs had been carried out,of his own free will he offered a compensation of L.300.

D.R. As we had in my case to go to Ficarazzelli a short distance from Villabate,and also for that sense of professional comradeship nor I or the driver Severino finding anything to the contrary, the flour was trans-loaded and taken to Villabate where it was unloaded at the pastificio (paste-factory) belonging to Pitarresi who had remained on the road.

D.R. After unloading Pitarresi's flour we continued the journey in the motor lorry to Ficarazzelli running along the small road which leads to the railway station where we were directed,and where we found my brother Salvatore,who was waiting for us in order to load up goods, but which are not in my line as owing to my state of health,I do not accept transportation for same.

D.R. At Ficarazzelli, where we arrived about 4 o'clock, I got down from the motor lorry and went towards Ficarazzi in order to buy the Streptosil, which by the way I did not find, whilst the driver and my brother stayed at the railway yard in order to load the lorry.

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so ... born on the 22/3/1913 at Fiorano at present living at Corso dei Mille,339, shoe-maker.

D.R.

During the afternoon of the 4th.inst. having learnt from the driver Severino Giuseppe that my brother's motor-lorry had to make a journey to Ficarazzelli for a load,I took the occasion of going to Ficarazzi for the purpose of buying a phial of Streptosil for my wife and child who were suffering from a slight blood infection as I had heard that the chemists there kept this medicine; in fact towards half past two we left with the motor-lorry along the high-road when, arrived at Romagnolo we found a small lorry loaded with flour,in difficulties,owing to a broken axle which prevented it from continuing its journey. The owner of the small lorry and the flour who introduced himself as Pitarresi Gaetano whom I had never seen before begged us to take the flour about 20 quintals to Villabate because it was impossible for him to take it by means of his own lorry which had to stay where it was until the necessary repairs had been carried out,of his own free will he offered a compensation of L.300.

D.R. As we had in my view to go to Ficarazzelli a short distance from Villabate,and also for that sense of professional comradeship nor I or the driver Severino finding anything to the contrary, the flour was trans-loaded and taken to Villabate where it was unloaded at the pastificio (pasta-factory) belonging to Pitarresi who had remained on the road.

D.R. After unloading Pitarresi's flour we continued the journey in the motor lorry to Ficarazzelli running along the small road which leads to the railway station where we were directed, and where we found my brother Salvatore,who was waiting for us in order to load up goods, but which are not in my line as owing to my state of health,I do not accept transportation for same.

D.R. At Ficarazzelli, where we arrived about 4 o'clock, I got down from the motor lorry and went towards Ficarazzi in order to buy the Streptosil, which by the way I did not find, whilst the driver and my brother stayed at the railway yard in order to load the lorry.

D.R. On my return from Ficarazzi, about half an hour afterwards, I found the motor-lorry already on the road loaded with sacks of American flour, I mounted the lorry, and was told by the driver that the load of flour was to be transported to Villabate,where the person to whom it was directed, awaited us and evidently following arrangements with my brother who, as I have already said, remained at the station yard at Ficarazzelli.

D.R. Just arrived at Villabate,we were stopped by the Carabinieri and taken to the barracks,this being the reason for which the flour was not consigned to the addressee, who did not put in an appearance probably because he had become aware of the carabinieri's presence.

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D.R. I do not know the person to whom the flour was directed because I was not present when the loading took place,nor do I know he lives,as he was to wait for us on the road on our arrival at Villabate,in order to take us to the place where the flour was to be unloaded.
D.R. My brother Salvatore did not know anything about the casual transportation of the flour carried out by us on the road between Romagnolo and Villabate, on Pitarresi a/c providing that the driver Severino did not tell him during the loading of the flour at Ficarazzi.
D.R. The person whom you have brought before me, I recognize very well as being Mr.Pisterresi Gaetano owner of the small lorry which we found out of order at Romagnolo.
D.R. I did not see Pitarresi Gaetano at the Ficarazzelli station, and I do not know if he did or not load or have loaded there flour; the flour found by the Carabinieri,on my brother's lorry was not directed to him or his factory.
D.R. As I have already told you,I did not take part in the loading of the flour at the station yard at Ficarazzelli,consequently I do not know where it came from. I was told by the driver Severino that it had been unloaded from a railroad wagon.
R.D. I do not know anything about the sale of flour by an American Officer,to my brother or to anyone else,I have not had any share in this matter neither has anyone taken me into their confidence about it.
D.R. Up to now I have never seen the persons who are now put before me,therefore I have not had anything to do with them.
D.R. I do not know the person to whom the flour found by the Carabinieri on the lorry was directed but I can affirm that it was not Pitarresi Gaetano.
I have nothing more to say.
Made, read, confirmed and undersigned in date and place above said.

Signed: Scalea Gregorio
Galotta F.Paolo
Sciuti Luigi.

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Romagnolo and Villabate, on Pitarresi s/c providing that the driver Severino did not tell him during the loading of the flour at Ficarazzi.
D.R. The person whom you have brought before me, I recognize very well as being Mr.Pinterresi Gaetano owner of the small lorry which we found out of order at Romagnolo.
D.R. I did not see Pitarresi Gaetano at the Ficarazzelli station, and I do not know if he did or not load or have loaded there flour; the flour found by the Carabinieri,on my brother's lorry was not directed to him or his factory.
D.R. As I have already told you,I did not take part in the loading of the flour at the station yard at Ficarazzelli,consequently I do not know where it came from. I was told by the driver Severino that it had been unloaded from a railroad wagon.
R.D. I do not know anything about the sale of flour by an American Officer,to my brother or to anyone else,I have not had any share in this matter neither has anyone taken me into their confidence about it.
D.R. Up to now I have never seen the persons who are now put before me,therefore I have not had anything to do with them.
D.R. I do not know the person to whom the flour found by the Carabinieri on the lorry was directed but I can affirm that it was not Pitarresi Gaetano.
I have nothing more to say.
Made, read, confirmed and undersigned in date and place above said.

Signed: Scalea Gregorio
Galetta F.Paolo
Seluti Luigi.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

ALLIED COMMISSIONS CONTROL

Palermo Province

4

The year 1944 on the 5th.of May,in Villabate,in the Carabinieri's station office.

Before me,Scintu Luigi,Marshall major Commander of the up-mentioned station,attended by Vicebrigadier Culotta Francesco Paolo,is present here Scalia Salvatore of Domenico and of Russo Rosa,born in 4/11/1912 in Palermo, here resident on Via Brancaccio N°269 = transporter of flour.

D. R.

In the afternoon of yesterday,4th.inst.,about hours 13,while I was in my mother's home who resides at Corso dei Mille n.369,Palermo,an unknown of about 40 years old,presented himself to me. He was quiet tall, of normal stature,dark, dressed with light colour suit,something like grey,and hat. He talked the sicilian dialect. He asked me if I was Scalia Salvatore,transporter of flour,and also asked if I wanted to accomplish transportation of flour from a freight car that was on the rail-road station of Ficarazzelli, addressed to the Consorzio of Bagheria and Villabate.I accepted, contracting the price of L.3.000,00 with the obligation to unload the freight and load it on trucks that should have transported it.

D.R. I better precise,that I only know the person who gave ~~him~~ me the order to unload and transport the flour,only by sight; I know that he is from Palermo,but I don't know his name and address. If I should see him again,I am sure I would recognise him.

D.R. Among the persons that you show me I don't recognise the one that gave me the order to transport the flour; among same I can recognise that one that, together with the American Tenant opened the freight in which was the flour whose name,I now learn is, Guccione Salvatore,but I never before have talked with him.

D.R. About hours 15 of yesterday,as we had settled, I was going with my truck,drived by Severino Giuseppe,to the rail-road station of Ficarazzelli to make thex transportation of flour and, with me, on board the same truck, was also the same person who had given me the order. Almost as soon as we arrived at the rail-road station of Ficarazzelli, a train (Littorina) arrived from Palermo,from which descended an American Officer,a Lieutenant and a civilian who evidently was an interpreter who entered the station office. A short while afterwards they approached us in the station yard where the same officers,together with the civilian who, as I said above, I recognise as Guccione Salvatore,

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here Scalia Salvatore of Domenico and of Russo Rosa, born in [illegible] in Palermo, here resident on Via Brancaccio N°269 = transporter of flour.

D. R.

In the afternoon of yesterday, 4th.inst., about hours 13, while I was in my mother's house who resides at Corso dei Mille n.269, Palermo, an unknown of about 40 years old, presented himself to me. He was quiet tall, of normal stature, dark, dressed with light colour suit, something like grey, and hat. He talked the sicilian dialect. He asked me if I was Scalia Salvatore, transporter of flour, and also asked if I wanted to accomplish transportation of flour from a freight car that was on the rail-road station of Piemrasselli, addressed to the Consorzio of Bagheria and Villabate. I accepted, contracting the price of L.3.000,00 with the obligation to unload the freight and load it on trucks that should have transported it.

D.R. I better precise, that I only know the person who gave ~~him~~ me the order to unload and transport the flour, only by sight; I know that he is from Palermo, but I don't know his name and address. If I should see him again, I am sure I would recognise him.

D.R. Among the persons that you show me I don't recognise the one that gave me the order to transport the flour; among same I can recognise that one that, together with the American Tenant opened the freight in which was the flour whose name, I now learn is, Guccione Salvatore, but I never before have talked with him.

D.R. About hours 15 of yesterday, as we had settled, I was going with my truck, drived by Severino Giuseppe, to the rail-road station of Piemrasselli to make thex transportation of flour and, with me, on board the same truck, was also the same person who had given me the order. Almost as soon as we arrived at the rail-road station of Piemrasselli, a train (Littorina) arrived from Palermo, from which descended an American Officer, a Lieutenant and a civilian who evidently was an interpreter who entered the station office. A short while afterwards they approached us in the station yard where the same officers, together with the civilian, who as I said above, I recognise as Guccione Salvatore, commenced to open one of the freights loaded with sacks of American flour, meanwhile giving orders to the person who drove my truck, to load the flour, which was at once done.

D.R. On the spot, and for the same reason, there was another truck, and soon afterwards a third truck arrived, upon which was also loaded flour; two trucks being loaded with 50 sacks each, including mine, and 25 sacks on the third truck which was only a small one. After they were loaded, the 3 trucks left, but I don't know where they went to because, as I said above, as I only had the job of unloading the freights, I remained in the same place waiting the return of the trucks for the following transportation.

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D.R. It is true that my brother-in-law Gregorio was also to be found on my truck, who accompanied the driver Severino with the first load of flour, but I do not know where they were directed to, if for Villabate or Bagheria because from the yard where the freight was I could not see in which direction the trucks went to.

D.R. The American officer and the civilian who accompanied him, after opening the freight, assisted the loading of the three trucks, after which they entered the train (Littorina), going towards Termini Imerese. Few minutes after the train had left, Carabinieri arrived who stopped me and seized the flour which was on the freight.

D.R. I do not know if, besides the one being unloaded there were other freights loaded with flour, and if same was also to be unloaded and transported with the same trucks, because nobody had informed me.

D.R. I did not take any part in the trading of the flour, because I only had orders to unload the freight and transport the flour to their destination, which I ignored and still ignore.

D.R. I recognise Sorci Francesco because I have seen him more than once at Palermo for the withdrawal of flour and yesterday he was at Ficarazzelli where he loaded 25 sacks of flour from the same freight opened by the American officer. When the loading was finished the said Sorci went away from the rail-road yard on board the same truck with which he returned after about 3/4 of an hour, together with two other individuals, bes ides the driver, one of which dressed in black and whom I perfectly recognise at the present moment and whose name is Sparacino Salvatore, brother in-law of the said Sorci Francesco. The other I also recognise for his stupid traits and particularly because he has his right hand missing and whom I afterwards learnt was called Spingola Giuseppe; but they did not take any part in the loading and unloading of the flour because when they arrived at the station yard of Ficarazzelli, the Carabinieri were already there, and all of them were stopped and together we were taken to Villabate. For this reason I cannot say if Sparacino and Spingola had any interest in the flour; evidently they did not come for the purpose of taking a walk in Sorci Francesco's company who had already made the first transportation.

D.R. I cannot give the exact amount of flour which Sorci Francesco and the other individuals who arrived with him with the first trucks had to take away, as my only duty was to unload the freight and to load the trucks, whilst the controlling and consignement of the sacks to buyers was personally made by the individual who hired my truck.

D.R. I was under the impression that the flour came from a legal source and I did not take the trouble to ascertain if the person who hired me for the transportation had been furnished with the necessary documents, although I was well aware of the modalities which ordinarly

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D.R. I do not know if, besides the one being unloaded there were other freights loaded with flour, and if same was also to be unloaded and transported with the same trucks, because nobody had informed me.

D.R. I did not take any part in the trasling of the flour, because I only had orders to unload the freight and transport the flour to their destination, which I ignored and still ignore.

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D.R. I cannot give the exact amount of flour which Sorci Francesco and the other individuals who arrived with him with the first trucks had to take away, as my only duty was to unload the freight and to load the trucks, whilst the controlling and consignement of the sacks to buyers was personally made by the individual who hired my truck.

D.R. I was under the impression that the flour came from a legal source and I did not take the trouble to ascertain if the person who hired me for the transportation had been furnished with the necessary documents, although I was well aware of the modalities which ordinarly is necessary for the withdrawal and transportation of flour that is, with the regular coupons by which they should be accompanied.

D.R. I do not know at what price the flour has been sold because not having anything to do with me, I did not take the trouble to find out.

D.R. I know all the paste-makers of Villabate personally because I have often transported flour for them but I cannot affirm if the load of flour transported yesterday from Ficarazzelli station, by my brother Gregorio and the driver Severino was intended for any of these. This could only be precised by my brother and the driver.

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D.R. Fiorenzi Gaetano, here present, I have known for a long time, but he was not present at the loading and unloading of the flour at Fiorenzelli Station, and I can positively say, that during my stay there he did not take any part in the operations.

D.R. I am not acquainted with any other officers or soldiers of any grade whatever, belonging to the Allied Forces nor have I ever spoken to any one of them, neither have I had anything to do with the interpreter Graciano Salvatore whom I saw for the first time yesterday afternoon at Fiorenzelli station.

D.R. I have nothing else to say.

Made out, read, confirmed and undersigned on the same date and place as aforesaid.

Signed: Scalia Salvatore
Culotta F.Paolo
Scintu Luigi

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day afternoon at Fidenza.

D.R. I have nothing else to say.

Made out, read, confirmed and undersigned on the same date and place as aforesaid.

Signed: Scalia Salvatore
Culotta F.Paolo
Scintu Luigi

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5 5

The year 1944 on [illegible] 5th. in Villabate, in t[illegible] Office of the CC.RR.'s Station.
Before me SCINTU Luigi, Maresciallo Maggiore, Commander of the aforesaid Station, assisted by Vice Brigadier GULOTTA Francesco Paolo, is present SORCI Francesco of Antonino and of Bartolone Rosaria, born on 18/1/1903 at Bagheria, there living, 22, Via S.Agata, a trader.

"D.E." (being questioned replies)

On 2nd Inst., in the afternoon at about 2 o' clock, while I was in Palermo and precisely in Via Nicolò Palmieri, (not in Via Archirafi as erroneously I stated before), in the vicinity of the warehouses of the "Consorzio Agrario" where they were loading the truck of the Commune of Bagheria by which I had to come back home, I was approched by an unknown person, apparently 30 of age, of average height, dark color, whom I recognize perfectly for the one you show to me and I hear to be called CUCCIONE Salvatore.
Cuccione, to have the pretext of talking to me, asked if the flour being loaded on the truck belonged to me. I replied that it had been allotted to the population of Bagheria for the alimentation.
Keeping on talking, Cuccione told me that he had some ~~flour~~ American flour for selling and invited me to buy some of it adding that he would have requested from me as a very convenient price. At first I was rather restive to buy, but owing to Cuccione's insistences and the chance of easily getting a big profit, at last I consented to his request and asked to Cuccione the modalities, place of selling of the flour and its price. He replied that this flour was in a railroad car at the Station of Villabate-Ficarazzelli and that the price would have been sensibly inferior to L.30. per Kg. So Cuccione invited me to go to the Railway Station at about 2 pm. on 4th Inst., to get the flour.
D.E. When Cuccione approched me offering to sell me the flour at the corner of the same Via Nicolò Palmieri, not far away, there was standing an American Officer with whom he went away soon after we separated each other.
D.E. I do not know the ranks of the American Officers, that is why I cannot state precisely the rank of the one that went away with Cuccione. He was rather short, of regular complextion fresh color and fair.
D.E. On 4th Inst., at about 3 o' clock in the afternoon, as previously agreed with Cuccione, by a small truck that my brother in law SPARACINO Salvatore, who was present, rented to this purpose, I went to the Station of Ficarazzelli. I found there Cuccione and the Officer that I saw in Via Nicolò Palmieri

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in Via Archirafi as erroneusly I stated before), in the vicinity of the warehouses of the "Consorzio Agrario" where they were loading the truck of the Comune of Magheria by which I had to come back home, I was approched by an unknown person, apparently 30 of age, of average height, dark color, whom I recognize perfectly for the one you show to me and I hear to be called CUCCIONE Salvatore.
Cuccione, to have the pretext of talking to me, asked if the flour being loaded on the truck belonged to me. I replied that it had been allotted to the population of Magheria for the alimentation.
Keeping on talking, Cuccione told me that he had some ~~them~~ American flour for selling and invited me to buy some of it adding that he would have requested from me ~~as~~ a very convenient price. At first I was rather restive to buy, but owing to Cuccione's insistences and the chance of easily getting a big profit, at last I consented to his request and asked to Cuccione the modalities, place of selling of the flour and its price. He replied that this flour was in a railroad car at the Station of Villabate-Ficarazzelli and that the price would have been sensibly inferior to L.60. per Kg. So Cuccione invited me to go to the Railway Station at about 2 pm. on 4th Inst., to get the flour.
D.R. When Cuccione approched me offering to sell me the flour at the corner of the same Via Nicolò Palmieri, not far away, there was standing an American Officer with whom he went away soon after we separated each other.
D.R. I do not know the ranks of the American Officers, that is why I cannot state precisely the rank of the one that went away with Cuccione. He was rather short, of regular complextion fresh color and fair.
D.R. On 4th Inst., at about 3 o' clock in the afternoon, as previously agreed with Cuccione, by a small truck that my brother in law SPARACINO Salvatore, who was present, rented to this purpose, I went to the Station of Ficarazzelli. I found there Cuccione and the Officer that I saw in Via Nicolò Palmieri on the 2nd Inst., who in my presence took away the seals and opened the car containing the flour giving briefly orders to load the truck, which we did.
D.R. It was the American Officer who materially and personally took away the seals. I think he was a lieutenant. He did not speack Italian and in the brief discussion that followed, respecting the loading of flour, he answered to our questions thru Cuccione who acted as Interpreter.
D.R. Both the American Officer and Cuccione stopped with us at the Station of Ficarazzelli about half an hour assisting to the first load of flour.

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D.P. At the Station of Ficarazzelli, besides the small truck rented by me and my brother in law, there were another two trucks which transported a load of flour each, but I am not able to say with precision neither ~~se~~ whom they belonged to nor where the same flour was addressed as I do not know either the owners or the other people who loaded the trucks. I think however they were not from Bagheria: in this case I would have recognized them.

D.R. Among the various persons that loaded the flour on the three motor-vehicles, there was also SCALIA Salvatore, who just was on the railroad car delivering the sacks of flour and controlling its loading.

D.R. After having done the first loading of flour, and before getting away, I and my brother in law, asked to the Interpreter Guccione to let us know the cost of the flour we had taken in order to pay in his hands or in the Officer's the relative amount but he answered that we would have talked on this matter at about 6 pm. on his return from Termini Imerese where he went to a little later together with the Officer. In fact, after about three hours they returned to Ficarazzelli but the account of the flour was neither made nor paid owing to the intervention of the CC.RR. who seized the flour and arrested the persons there present.

D.R. The small truck rented by me and my brother in law, is the property of one SPINOLA Giuseppe from Bagheria who was also present, rather I state it more precisely: he came to Ficarazzelli after that a first transport of 25 sacks of flour to Bagheria had been made. This man was involved in nothing else except the transportation of the flour.

D.R. The 25 sacks of flour, that is the first load made by me and my brother in law SPARACINO Salvatore, were transported to Bagheria, accompanied by the same my brother in law, and we intented to make pasta out of it for our families, that's why we deposited part of the flour at SPROIALE Salvatore's pastificio and part at FRICANO Giuseppe's where you found it.

D.R. As I told you before, I did not pay any amount for the flour taken out from the railway car at the Station of Ficarazzelli, as the account was to be made and paid when the Officer and his Interpreter would have returned from Termini Imerese but this was no more possible owing to the intervention of the Carabinieri. In fact I had yet in my pocket the sum of L.150.000 that the CC.RR. sequestered to me. I think that to the other purchasers happened just the same.

D.R. I tell you once more, as for what concerns to me personally, that the bargain in this business of flour, was made between me and Guccione who evidently acted having been expressely encharged

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D.D. after having done the first loading of flour, and before getting away, I and my brother in law, asked to the Interpreter Guccione to let us know the cost of the flour we had taken in order to pay in his hands or in the Officer's the relative amount but he answered that we would have talked on this matter at about 6 pm. on his return from Termini Imerese where he went to a little later together with the Officer. In fact, after about three hours they returned to Ficarazzelli but the account of the flour was neither made nor paid owing to the intervention of the CC.RR. who seized the flour and arrested the persons there present.

D.R. The small truck rented by me and my brother in law, is the property of one SPINUOLA Giuseppe from Bagheria who was also present, rather I state it more precisely: he came to Ficarazzelli after that a first transport of 25 sacks of flour to Bagheria had been made. This man was involved in nothing else except the transport~~s~~ of the flour.

D.R. The 25 sacks of flour, that is the first load made by me and my brother in law SPARACINO Salvatore, were transported to Bagheria, accompanied by the same my brother in law, and we intented to make pasta out of it for our families, that's why we deposited part of the flour at SPECIALE Salvatore's pastificio and part at FICANO Giuseppe's where you found it.

D.R. as I told you before, I did not pay any amount for the flour taken out from the railway car at the Station of Ficarazzelli, as the account was to be made and paid when the Officer and his Interpreter would have returned from Termini Imerese but this was no more possible owing to the intervention of the Carabinieri. In fact I had yet in my pocket the sum of L.150.000 that the CC.RR. sequestered to me. I think that to the other purchasers happened just the same.

D.R. I tell you once more, as for what concerns to me personally, that the bargain in this business of flour, was made between me and Guccione who evidently acted having been expressely encharged by the American Officer who was standing not far in Via Nicolò Palmieri.

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D.R. I know very well Mr.PITARESI Gaetano but he was not with me at the Station of Ficarazzelli when they loaded with flour my small truck and the other two ones and therefore I am not able to say whether he was involved in any way in the commerce of flour spoken of. I think that he was not interested in it otherwise he would have been present like the others.

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D.R. I do not kn[illegible] either if other persons, especially the pasta makers of Villabate have or not bought any of this flour. I saw no one of them at the Station of Ficarazzelli therefore I think that no one of them got of it.
D.R. As I told you I only know SCALIA Salvatore and some of the drivers whose name I do not remember right now, among the persons that were present, about ten if I remember well, when they loaded with flour the three trucks.
D.R. It is true that when I was stopped at the Station of Ficarazzelli I tried to discharge myself pointing to the American officer just arrived from Termini Imerese as to the one who sold me the flour. I did so because he, together with Guccione, opened the car delivering to me the flour and giving order to load it and especially because the same officer although did not join in the discussion I had with Guccione on May 2nd in the afternoon in Via Nicolò Palmieri, assisted to it standing not far away giving me so the fullest convinction that between him and Guccione there was a previous and perfect agreement on what Guccione proposed to me and was accepted by me.
D.R.About this business of flour, I have not talked with other American officers, enlisted men, or interpreter you are mentioning to me and I do not know whether other people military or civilians were involved in the affair.
D.R. Habitually I am dealing with the commerce of "agrumi" (orange, citrons, etc.) and my father keeps a bakery in Bagheria where bread is made for the population out of the flour that regularly is allotted to him. My brother in law SPALMACINO is encharged by the Commune with the transport and distribution of flour to the various oven keepers and pasta makers for the needs of the population of Bagheria.
D.R. I do not know nothing about the flour that they found in my father's bakery as I do not use interfering in his business, however I think it belonged to the normal allotments and I do exclude that the 20 sacks of American flour that the CC.RR. found there, belong to the flour taken from the railway car at the Station of Ficarazzelli.
D.R. As far as I know, the personnel on duty at the Station of Ficarazzelli did not interfere and even less was interested in the clandestine commerce of the American flour.
D.R. I do not know whether Guccione and the American Officer sent to other Stations other cars of flour from the same illicit source and destination.
D.R. Even if this seems to be odd, previous to May 2nd in the afternoon this month, neither I knew nor had ever seen Guccione Salvatore and we met just per chance.
D.R. I do not know the exact quantity of flour contained in the railroad car that the American officer opened in my presence

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with Guccione, opened the car delivering to me the flour and giving order to load it and especially because the same officer although did not join in the discussion I had with Guccione on May 2nd in the afternoon in Via Nicolò Palmieri, assisted to it standing not far away giving me so the fullest conviction that between him and Guccione there was a previous and perfect agreement on what Guccione proposed to me and was accepted by me.

D.R.About this business of flour, I neve not talked with other American officer, enlisted men, or interpreter you are mentioning to me and I do not know whether other people military or civilians were involved in the affair.

D.R. Habitually I am dealing with the commerce of "agrumi" (orange, citrons, etc.) and my father keeps a Bakery in Bagheria where bread is made for the population out of the flour that regularly is allotted to him. My brother in law SPALACINO is encharged by the Commune with the transport and distribution of flour to the various oven keepers and pasta makers for the needs of the population of Bagheria.

D.R. I do not know nothing about the flour that they found in my father's bakery as I do not use interfering in his business, however I think it belonged to the normal allotments and I do exclude that the 20 sacks of American flour that the CC.RR. found there, belong to the flour taken from the railway car at the station of Ficarazzelli.

D.R. As far as I know, the personnel on duty at the station of Ficarazzelli did not interfere and even less was interested in the clandestine commerce of the American flour.

D.R. I do not know whether Guccione and the American Officer sent to other Stations other cars of flour from the same illicit source and destination.

D.R. Even if this seems to be odd, previous to May 2nd in the afternoon this month, neither I knew nor had ever seen Guccione Salvatore and we met just per chance.

D.R. I do not know the exact quantity of flour contained in the railroad car that the American Officer opened in my presence and not even the one contained in the other car that remained closed during my staying there.

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D.R. Evidently all the flour had been sold by Guccione and the American Officer but I do not know the other purchasers.

D.R. When I asked the cost of flour to the interpreter, aside of the abovementioned persons there was another individual whom I did not know: average height, rather stout, fresh color dark hair. I think he was a Sicilian. He did not join in the discussion and I do not know if he was an interested party in the commerce of flour.

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D.R. As I said before, my brother in law SPARACINO Salvatore went to Bagneria with the first load of 25 sacks of flour whilst I remained waiting for the return of the American Officer and of the Interpreter Guccione from Termini Imerese in order to pay the ware we had purchased, as I had no mind of getting some more flour.

D.R. It is true that the small truck and also my brother in law SPARACINO Salvatore after having made the first transport of flour to Bagneria, returned to the Station of Ficarazzelli but they did not go to take some more flour, they went to take me up after I had paid the amount to the American Officer.

D.R. No price was established between me and SPINGOLA Giuseppe for the transport of the flour from Ficarazzelli to Bagneria; we would have settled it afterwards in compliance with the local usage and according to the work already made.

D.R. I have nothing else to say.

Made, read, confirmed and undersigned under the date and in the place as afore stated.

(Signed) SOICI Francesco

CULOTTA Francesco Paolo

SCINTU Luigi.

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D.R. No price was established between me and SPINGOLA Giuseppe for the transport of the flour from Ficarazzelli to Bagheria; we would have settled it afterwards in compliance with the local usage and according to the work already made.
D.R. I have nothing else to say.
Made, read, confirmed and undersigned under the date and in the place as afore stated.

(Signed) SOICI Francesco

CULOTTA Francesco Paolo

SCINTU Luigi.

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6

6

ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of May 4th., in Villabate, in the office of the RR. Carabinieri station.

Before me Scinto Luigi, warrant officer, commander of the above said station, assisted by the Vice Brigadier Galotta Francesco Paolo and here present Sparacino Salvatore of former Michele and of Lentini Teresa, born in Bagheria on April 18.1915 there living on 30 S.Agata St.

D.S.

On May 4th.inst., shortly after noontime, while I was in Bagheria and exactly on Butera Street, near the central square, I met my cousin Sorci Frsncesco who told me he had bought some flour and asked me to hire him a truck with which, shortly after, I brought myself to the place agreed for the loading of the flour. As I arrived at the Ficarazzelli railroad station I found there, in the inside of the fence, a brother in-law of mine waiting for me, who said to me to wait a little; at about 20 meters away there were some railroad cars and some other persons strangers to me.

D.R. When I arrived at the railroad station, my brother in-law remained by the truck, while I brought myself to a small fountain placed near by the railroad station to have a drink of water, remaining absent for about 10 minutes and on my return there I found the truck already loaded with sacks of flour taken from an opened railroad car there placed, on board of which there was certain Scalia Salvatore, as I heard after, other individuals there present calling him.

D.R. I do not know who opened the railroad car and from whom my brother in-law and the other persons had had the flour because I wasn't present at the operation.

D.R. Soon after I started for Bagheria with the truck loaded with the flour and unloaded the merchandise in my storehouse placed on Ciro Scianna Street; shortly after I brought myself in the paste-shop placed on Sepolcri square, managed by Speciale Salvatore, informing him that later he could withdraw 20 sacks of American flour from my warehouse, withthe order to hold them in abeyance at my disposition as I'm the fiduciary of Bagheria's Commune for the transportation and distribution to the different refined cereals dealers, needed for the making of the pasta for public use, after that I went back with the truck to Ficarazzelli's station with the purpose to make my brother in-law Sorci Francesco, pay for the hire of the truck.

D.R. I gave orders, to the paste-maker, Speciale Salvatore, [illegible] consignment of the 20 sacks of flour to my brother in-law Sorci Antonino

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D.R.

On May 4th.inst., shortly after noontime, while I was in Bagheria and exactly on Butera Street, near the central square, I met my cousin Sorci Francesco who told me he had bought some flour and asked me to hire him a truck with which, shortly after, I brought myself to the place agreed for the loading of the flour. As I arrived at the Ficarazzelli railroad station I found there, in the inside of the fence, a brother in-law of mine waiting for me, who said to me to wait a little; at about 20 meters away there were some railroad cars and some other persons strangers to me.

D.R. When I arrived at the railroad station, my brother in-law remained by the truck, while I brought myself to a small fountain placed near by the railroad station to have a drink of water, remaining absent for about 10 minutes and on my return there I found the truck already loaded with sacks of flour taken from an opened railroad car there placed, on board of which there was certain Scalia Salvatore, as I heard after, other individuals there present calling him.

D.R. I do not know who opened the railroad car and from whom my brother in-law and the other persons had had the flour because I wasn't present at the operation.

D.R. Soon after I started for Bagheria with the truck loaded with the flour and unloaded the merchandise in my storehouse placed on Ciro Scianna Street; shortly after I brought myself in the paste-shop placed on Sepolcri square, managed by Speciale Salvatore, informing him that later he could withdraw 20 sacks of American flour from my warehouse, withthe order to hold them in abeyance at my disposition as I'm the fiduciary of Bagheria's Commune for the transportation and distribution to the different refined cereals dealers, needed for the making of the pasta for public use, after that I went back with the truck to Ficarazzelli's station with the purpose to make my brother in-law Sorci Francesco, pay for the hire of the truck.

D.R. I gave orders, to the pasta-maker, Speciale Salvatore, [illegible] consignment of the 20 sacks of flour to my brother in-law Sorci Antonino of 17 years of age, and exactly through his mother who is my mother in-law as he was absent from home.

D.R. I do not know anything of what became of the 5 sacks of flour given to the pasta-shop belonging to Ficano Giuseppe, but I think that it was my brother in-law Sorci Antonino who consigned them to him while I was absent.

D.R. I do not know who sold the flour to my brother in-law Sorci Francesco as I didn't take any part in such dealings; the American Officer about whom you are speaking to me, I only saw him in the afternoon of May 4th. at the Ficarazzelli's railroad station when the carabinieri had already intervened, I don't know what his name is and what part he has had in the flour business of which is spoken about neither do I know how many persons there are involved, because I on-

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ly had the order to transport in Bagheria, the 25 sacks of flour that were on the truck, by my brother in-law.
S.R. I don't know the interpreter Guccione Salvatore that you are showing me neither I remember to have seen him together with the American Officer at the Ficarazzelli railroad station; as I have already said the carabinieri had already intervened and arrested me and consequently I was very excited and preoccupied to such point that I did not notice what was happening around me and that I wasn't directly interested.
D.R. I don't know the price agreed of the flour bought by my brother in-law as he did not mentioned it to me.
D.R. In the circumstances in which I was going to the Ficarazzelli's railroad station for the transportation of the flour, I didn't see any other trucks besides the one by me hired by order received from my brother in-law Sorci Francesco.
D.R. Spingola Giuseppe, who is an old friend of mine and who is the owner of the truck with which I transported the flour in Bagheria, merely found himself in Ficarazzelli only because I had met him on the road in that foresaid borough while on my way back from Bagheria, after leaving there the 25 sacks of flour; Spinola joined together with me and his driver Spedale Gaspare and that is why he was found by the Carabinieri on the place where the railroad car with flour was, but he was not interested in the flour business.
D.R. As I have above said, I am the Communal fiduciary for the transportation and distribution of the flour for Bagheria's population, work which I do in partnership with Sciortino Ciro of Gioacchino, also from Bagheria, who has had nothing to do with the business and transportation of the american flour from the Ficarazzelli's railroad station.
D.R. My father in-law Sorci Antonino manages in Bagheria a pasta-shop but I hve never distributed any flour to him as he gets it directly from the Bagheria's mills and some time from Castelduccio; my brother in-law Sorci Francesco displays his commercial activity in acid-fruits and cereals business.
D.R. Among the persons that you are showing me, I only know Scalia and the driver Spedale Gaspare.
D.R. I do not know Pitarresi Gaetano that you are showing me because I have never seen him before and I exclude in the most absolute way that he was present at the Ficarazzelli railroad station in the loading and transportation of the flour, I do not know, however, what part he could have had in the flour business and if other persons from Villabate did by any of it.
D.R. The 20 sacks of american flour found in the bakery shop [illegible] Spingi

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terested.
D.R. I don't know the price agreed of the flour bought by my brother in-law as he did not mentioned it to me.
D.R. In the circumstances in which I was going to the Ficarazzelli's railroad station for the transportation of the flour, I didn't see any other trucks besides the one by me hired by order received from my brother in-law Sorci Francesco.
D.R. Spingola Giuseppe, who is an old friend of mine and who is the owner of the truck with which I transported the flour in Bagheria, merely found himself in Ficarazzelli only because I had met him on the road in that foresaid borough while on my way back from Bagheria, after leaving there the 25 sacks of flour; Spinola joined together with me and his driver Spadale Gaspare and that is why he was found by the Carabinieri on the place where the railroad car with flour was, but he was not interested in the flour business.
D.R. As I have above said, I am the Communal fiduciary for the transportation and distribution of the flour for Bagheria's population, work which I do in partnership with Scientino Ciro of Giacachino, also from Bagheria, who has had nothing to do with the business and transportation of the american flour from the Ficarazzelli's railroad station.
D.R. My father in-law Sorci Antonino manages in Bagheria a pasta-shop but I hve never distributed any flour to him as he gets it directly from the Bagheria's mills and some time from Castelvetrano; my brother in-law Sorci Francesco displays his commercial activity in acid-fruits and cereals business.
D.R. Among the persons that you are showing me, I only know Scelia and the driver Spadale Gaspare.
D.R. I do not know Pitarresi Gaetano that you are showing me because I have never seen him before and I exclude in the most absolute way that he was present at the Ficarazzelli railroad station in the loading and transportation of the flour, I do not know, however, what part he could have had in the flour business and if other persons from Villabete did by any of it.
D.R. The 20 sacks of americsn flour found in the bakery shop belonging to my father in-law Sorci Antonino, they are part of a remainder of the allotment made to each paste-maker of Bagheria, part of the flour for the month of april and part of it for the month of May inst., it is not true that the different paste-shops had had assigned the entire allotment of flour, if Bagheria's ration office affirms such circumstances, it doesn't say the truth as there was at my disposition a remainder of about 3 quintals for the month of april and of about 6 quintals for the month of may.
D.R. The remainder flour above specified was in the bakery shop belonging to my father in-law because there could have been better watched

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as my storehouse was situated about 30 meters away from there.
D.R. I wasn't going to get any share of the gain that my brother in-law Sorel Francesco would have realised from the flour bought by him from the American officer, as we live together in my father in-law's house and who provides for the subsistance of myself and my family, in compensation I take care of the bakery shop and other commission regarding the activity on the same business.
D.R. I have nothing else to say.
Done, read, confirmed and undersigned in date and place above said.

Sparagino Salvatore
Salotta F.Paolo
Saintu Luigi.

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family,in compensation I take care of the bakery shop and other commission regarding the activity on the same business.
D.K. I have nothing else to say.
Done, read, confirmed and undersigned in date and place above said.

Sperasing Salvatore
Guiatta S.Paolo
Sainta Luigi.

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ALLIED CONTROL COMMISSION
PALERMO PROVINCE

7 7

The year 1944 on May the 6th., in Villabate, in the office of the MR.Carabinieri station.-

Before me Celuti Luigi, Maj.Maresciallo Commander of the above mentioned station, helped by the vice brigadier Culotta Francesco Paolo, and present Spingola Giuseppe of Nicolò and Gargano Maddalena, born in Bagheria on Jan.2.1924, there living on 9 Cirrincione Square, student.-

D.R.
I protest myself innocent of the facts that you are contesting me, of which i know nothing.

D.R. At about 4'30 P.M. on May 4th.inst. while coming back to Bagheria from Palermo, on the National road and exactly near by Fiorazzelli borough, I met my small truck O.M.type, driven by the driver Gaspare who was going empty towards Fiorazzelli's railroad station, on board of the forsaid truck were a certain Sparacino Salvatore also from Bagheria;- I stopped him asking the reasons of the trip and the driver answered that he was going to the railroad station to collect the sum due to him for the transportation of a load of flour made shortly before, on behalf of certain Sorci Francesco and Sparacino Salvatore.

D.R. I got on my small truck and went to Fiorazzelli railroad station, where we found the Carabinieri standing before some freight cars, one of which was open and still loaded with sacks of flour, they stopped us and on board of my small truck they brought us to Villabate where I'm till now.

D.R. At the railroad station, besides the Carabinieri, there was another individual who was on the car loaded with the flour and that I perfectly recognise to be the one that you are showing me and to have known now to be Scalia Salvatore.

D.R. I know nothing about the flour sold to Sorci Francesco and some other individuals by an american officer; as I have told you I was in Palermo and on my return from that city casually I met my small truck on board of which I got on bringing myself to the Fiorazzelli station and only in such circumstances I learned from my driver that during my absence he had transported a load of flour on behalf of Sorci and Sparacino, but I hadn't any part of interest in the matter which, I repeat, I know entirly nothing about.

D.R. In partnership with my father and a cousin of mine Manduca Antonino fra from Bagheria, we own the above mentioned truck that we use for the transportation of different merchandise on behalf of privates persons; my father besides deals in sold fruits and I'm an university student, 1st.year in law-faculty, therefore I do not occupy myself of any commercial activity.

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D.R.

I protest myself innocent of the facts that you are contesting me, of which i know nothing.

D.R. At about 4'30 P.M. on May 4th.inst. while coming back to Bagheria from Palermo, on the National road and exactly near by Ficarazzelli borough, I met my small truck C.M.type, driven by the driver Gaspare who was going empty towards Ficarazzelli's railroad station, on board of the foresaid truck were a certain Sparacino Salvatore also from Bagheria:- I stopped him asking the reasons of the trip and the driver answered that he was going to the railroad station to collect the sum due to him for the transportation of a load of flour made shortly before, on behalf of certain Sorci Francesco and Sparacino Salvatore.

D.R. I got on my small truck and went to Ficarazzelli railroad station, where we found the Carabinieri attending before some freight cars, one of which was open and still loaded with sacks of flour, they stopped us and on board of my small truck they brought us to Villabate where I'm till now.

D.R. At the railroad station, besides the Carabinieri, there was another individual who was on the car loaded with the flour and that I perfectly recognise to be the one that you are showing me and to have known now to be Scalia Salvatore.

D.R. I know nothing about the flour sold to Sorci Francesco and some other individuals by an american officer; as I have told you I was in Palermo and on my return from that city casually I met my small truck on board of which I got on bringing myself to the Ficarazzelli station and only in such circumstances I learned from my driver that during my absence he had transported a load of flour on behalf of Sorci and Sparacino, but I hadn't any part of interest in the matter which, I repeat, I know entirly nothing about.

D.R. In partnership with my father and a cousin of mine Mancuso Antonino firm from Bagheria, we own the above mentioned truck that we use for the transportation of different merchandise on behalf of privates persons; my father besides deals in acid fruits and I'm an university student, 1st.year in law-faculty, therefore I do not occupy myself of any commercial activity.

D.R. I know well Sorci Francesco, Sparacino Salvatore, Speciale Salvatore and Picano Giuseppe, of whom you are speaking to me about, but I have not exploited any commercial activity of any kind with them; I do not know the individual that you are showing to be Cuccione Salvatore, I have never seen him and do not know what he is doing, as I do not know Pitarresi Gaetano here present, I have never had anything to do with him, nor did I see him at the Ficarazzelli's railroad station in the afternoon of April 4th.inst.

D.R. I have nothing more to say.

Done, read, confirmed and undersigned in date and place as above.

Signed : Spingola Giuseppe - Scintu Luigi - Guletta F.Paolo.

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ALLIED COMMISSION COUNTRY
Palermo Province

The year 1944 of the 7th. of May, in Villabate, in the Office of the RR.Carabinieri.
Before me, Scintu Luigi, warrant Officer, commanding the up-mentioned Station, assisted by the Vice-brigadier Guletta Francesco Paolo, is present Spedale Gaspare of Vincenzo and of late Di Fiore Rosa, born in 17/1/1904 in Palermo, residing in Bagheria, on Via Virzì nº 12, driver.

D.R.
I am the driver of the motor-lorry which belongs to my uncle Spingolo Nicolò, who resides also in Bagheria.
About hours 14'30 of the 4th.inst., while I was in the garage, came a certain Sparacino Salvatore, whom I know only by sight, saying to me if I could go with him at the railway station of Villabate-Ficarazzelli to make different transportation of American flour, from that railway-yard to Bagheria. As I knew that Sparacino was encharged for the distribution of flour for the pasta-factories of Bagheria, and believing same was of regular transportation, I accepted without fixing any price, as Sparacino well knew that price was that of L.40 kilometers, and so he knew what had to pay for it.
Sparacino said to prepare the motor-lorry and reach him soon in the square, and so I did.
D.R. As I was out with the motor-lorry, on the principal square I met Sparacino who mounted the lorry and together we went to the railway-yard of Ficarazzelli, arriving there at about hours 15'30.
D.R. At the railway Station of Ficarazzelli we found and opened freight full of american flour, a motor-lorry that was being loaded, an individual who took care of the loading of truck, and another person who, at our arrival, approached Sparacino who began to talk by themselves, and an American Officer who was alone, walking on the railway-yard of the station and precisely near the freight of the flour.
D.R. As the motor-lorry which I had found at my arrival there had been loaded, Sparacino ordered me to get near the freight to load the flour.
D.R. As I loaded Nº25 sacks of flour which was the suitable weight for the motor-lorry which I drove, I left the place for Bagheria together with the same Sparacino.who, as we arrived, ordered to unload the merchandise in one of his warehouse placed in the near-by pasta-factory which was managed by ~~him~~ his father in-law Sorci Antonino, leaving soon the place to go to Ficarazzelli from where other transportation of flour should have been made, which

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D.R.

I am the driver of the motor-lorry which belongs to my uncle Spingolo Nicolò, who resides also in Bagheria.
About hours 14'30 of the 4th.inst., while I was in the garage, came a certain Sparacino Salvatore, whom I know only by sight, saying to me if I could go with him at the railway station of Villabate-Ficarazzelli to make different transportation of American flour, from that railway-yard to Bagheria. As I knew that Sparacino was encharged for the distribution of flour for the pasta-factories of Bagheria, and believing same was of regular transportation, I accepted without fixing any price, as Sparacino well knew that price was that of L.40 kilometers, and so he knew what had to pay for it.
Sparacino said to prepare the motor-lorry and reach him soon in the square, and so I did.
D.R. As I was out with the motor-lorry, on the principal square I met Sparacino who mounted the lorry and together we went to the railway-yard of Ficarazzelli, arriving there at about hours 15'30.
D.R. At the railway Station of Ficarazzelli we found and opened freight full of american flour, a motor-lorry that was being loaded, an individual who took care of the loading of truck, and another person who, at our arrival, approached Sparacino who began to talk by themselves, and an American Officer who was alone, walking on the railway-yard of the station and precisely near the freight of the flour.
D.R. As the motor-lorry which I had found at my arrival there had been loaded, Sparacino ordered me to get near the freight to load the flour.
D.R. As I loaded N°25 sacks of flour which was the suitable weight for the motor-lorry which I drove, I left the place for Bagheria together with the same Sparacino.who, as we arrived, ordered to unload the merchandise in one of his warehouse placed in the near-by pasta-factory which was managed by ~~him~~ his father in-law Sorci Antonino, leaving soon the place to go to Ficarazzelli from where other transportation of flour should have been made, which thing could not be done because at our arrival in the railway-yard we found there the Carabinieri who stopped us and brought us in Villabate.
D.R. Spingola Giuseppe who is one of my cousins, I met him in the high-road on my return back from Bacheria, after I had made the first transportation of flour and precisely while I was inflating a tyre. He was coming from Palermo on a motor-lorry which he casually mounted during his walk and, as he recognized his motor-lorry he asked me where I was going to. I answered that I was going at the railway-yard of Ficarazzelli to load flour in behalf of Spara-

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cino Salvatore, so he left the lorry xxxx with which he had come from Palermo and mounted on mine, arriving together at the place where I had to load the flour. This is the reason why he was found at the railway-yard of Ficarazzelli, but he had nothing to do with the transportation of flour.

D.R. The individual who at my first arrival to the railway-yard was on the railway-square not far away from the freight of flour and who talked with Sparacino, is precisely that one that you are introducing and that I now know to be called Sorci Francesco, brother in-law to Sparacino, with whom he directed the loading of flour on motor-lorry.

D.R. As the first load of flour was made, as I have said before, Sparacino came with me at Bagheria to unload merchandise while Sorci remained at the railway-station and when we returned from Bagheria to make the second transportation, we found him out side the railway-yard from where he came together with us. This is the reason why he was found on my motor-lorry at our arrival.

D.R. I don't no anything about the origin of the flour and to whom same belonged: I can only affirm to have been engaged by Sparacino and therefore I believed that it treated of goods regularly withdrawn, especially when, at the railway-yard of Ficarazzelli, I saw the American Officer.

D.R. I ignore the price and the modalities of sale of the flour and how many persons have taken part in it.

D.R. At the railway-yard where we loaded flour, besides Sorci Francesco and Sparacino, there was also the individual you are introducing whose name now I learn is Scalia Salvatore.

D.R. The person who is here present and that you tell me to be called Guccione Salvatore and to be the American Officer's interpreter, I don't remember to have noticed him at the railway-station, maybe he had momentarily gone away and I confused him with other people.

D.R. When both me and Sparacino left with the first load of flour, the American Officer remained at Ficarazzelli where I didn't find him there on my return.

D.R. I have nothing else to say.

Made, read, confirmed and undersigned in date and place above said.

Spedale Gaspare
Gulotta P. Paolo
Sciuti Luigi.

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talked with Sparacino, is precisely that one that you are introducing and that I now know to be called Sorci Francesco, brother in-law to Sparacino,with whom he directed the loading of flour on motor-lorry.
D.R. As the first load of flour was made, as I have said before,Sparacino came with me at Bagheria to unload merchandise while Sorci remained at the railway-station and when we returned from Bagheria to make the second transportation, we found him out side the railway-yard from where he came together with us. This is the reason why he was found on my motor-lorry at our arrival.
D.R. I don't no anything about the origin of the flour and to whom same belonged: I can only affirm to have been engaged by Sparacino and therefore I believed that it treated of goods regularly withdrawn, especially when, at the railway-yard of Fiorenzelli, I saw the American Officer.
D.R. I ignore the price and the modalities of sale of the flour and how many persons have taken part in it.
D.R. At the railway-yard where we loaded flour, besides Sorci Francesco and Sparacino,there was also the individual you are introducing whose name now I learn is Scalia Salvatore.
D.R. The person who is here present and that you tell me to be called Guccione Salvatore and to be the American Officer's interpreter, I don't remember to have noticed him at the railway-station, maybe he had momentarily gone away and I confused him with other people.
D.R. When both me and Sparacino left with the first load of flour, the American Officer remained at Fiorenzelli where I didn't find him there on my return.
D.R. I have nothing else to say.
Made,read,confirmed and undersigned in date and place above said.

Spedale Gaspare
Culotta F.Paolo
Sciuti Luigi.

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ALLIED COMMISSION CONTROL
Palermo Province

In the year 1944 on the 6th.of May at Villabate in the Office at the Carabinieri Station.
Before me, Scinti Luigi, warrant Officer in command of the above station, assisted by the vice brigadier Gulotta Francesco Paolo and present Ficano Giuseppe of late Cosimo and of late Butitta Vincenza, born on the 18/5/1886 at Bagheria now living there on Via Cadia 26,

@;E;
In the afternoon of the 4th.inst., but I can not say what time it was exactly, whilst I was out, a certain Sparacino Salvatore sent to my pastificio by means of his brother in law Sparacino Salvatore, 5 sacks of American flour, without my knowing anything about it.
D.R. On returning home about 7 o'clock, my family informed me that Sparacino had sent 5 sacks of flour; although I had had consigned to me the previous day, the 3rd., the entire quantity of flour for the month of may, I did not attach much importance to the 5 sacks sent to me by Sparacino because I thought they were either an extra supply or the quantity for the month of June sent in anticipation, although the amount of flour was not accompanied by the usual list of assignation which the alimentatio n office of Bagheria usually make out.
D.R. As I have already said, I was not there when Sorci Antonino brought the sacks of flour to my pasta-factory, for this reason I do not know where the goods came from and the reason of the new assignmen
D.R. I do not know anything about the flour brought from Sparacino, from his brother in-law Sorci Francesco and other persons, from an American Officer. I have never been to the station yard at Ficarazzelli, and I do not know what happened there on the 4th.
D.R. I do not know the other person of whom you speak.
D.R. I have nothing else to say.
Made, read, confirmed and undersigned in date and place above said.

Ficano Giuseppe
Gulotta F.Paolo
Scinti Luigi.

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at the Carabinieri Station.
Before me, Sciuti Luigi, warrant Officer in command of the above station, assisted by the vice brigadier Culotta Francesco Paolo and present Ficano Giuseppe of late Cosimo and of late Butitta Vincenza, born on the 18/5/1906 at Bagheria now living there on Via Caia 26,

D;R;
In the afternoon of the 4th.inst., but I can not say what time it was exactly, whilst I was out, a certain Sparacino Salvatore sent to my pastificio by means of his brother in law Sparacino Salvatore, 5 sacks of American flour, without my knowing anything about it.
D.R. On returning home about 7 o'clock, my family informed me that Sparacino had sent 5 sacks of flour; although I had had consigned to me the previous day, the 3rd., the entire quantity of flour for the month of may, I did not attach much importance to the 5 sacks sent to me by Sparacino because I thought they were either an extra supply or the quantity for the month of June sent in anticipation, although the amount of flour was not accompanied by the usual list of assignation which the alimentatio n office of Bagheria usually make out.
D.R. As I have already said, I was not there when Sorci Antonino brought the sacks of flour to my pasta-factory, for this reason I do not know where the goods come from and the reason of the new assignmen
D.R. I do not know anything about the flour brought from Sparacino, from his brother in-law Sorci Francesco and other persons, from an American Officer. I have never been to the station yard at Ficarazzelli, and I do not know what happened there on the 4th.
D.R. I do not know the other person of whom you speak.
D.R. I have nothing else to say.
Made, read, confirmed and undersigned in date and place above said.

Ficano Giuseppe
Culotta F.Paolo
Sciuti Luigi.

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ALLIED COMMISSION CONTROL
Palermo Province

In the year 1944 on May 7th. in Villabate, in the office of the RR. Carabinieri station.
Before me Scintu Luigi, warrant Officer, Commander of the above mention=ed station, assisted by the Vice-brigadier Galotta Francesco Paolo is here present Sorci Antonino of former Francesco and of Castronovo Caterina, born in Bagheria on May 23.1883, there living on 22 S.Agata St., baker.
D.R. I am the father of Sorci Francesco and the father in-law of Spa=racino Salvatore, both living in my house.
My son in-law is the fiduciary for the withdrawal and distribution of the flour used for making the pasta for the civil population; my son Francesco is acid fruits and cereals trader; when he has nothing to do in his own business helps his brother in-law in the transporta=tion and distribution of the flour and also helps me in the bakery shop.
D.R. The store house placed on Pelagonia St. near by my bakery belongs to Rotolo Nicolo from Bagheria, but I rented it for my own use five months ago and nothing do I know about the flour that my son in-law brought there during the afternoon of May 4th.inst., as I was feeling tired that day, I went to bed at about 2 o'clock P.M. and I got up at about 6 o'clock P.M. and no one of my familiar informed me about the case.
D.R. The key of the forsaid storehouse is kept in my house, but it is at disposition of all my familiar and especially of my son in-law and my son Francesco who are using it for the storing of the flour withdrawed during the month for the population.
D.R. I do not know if my son Antonino has or not, after order receiv=ed from his brother in-law Sparacino, distributed any flour to the paste-house managed by Speciale Salvatore and Friscano Giuseppe, he did not say anything about it at all.
D.R. The 20 sacks of american flour that you have found in my bakery were brought there by my son in-law Sparacino Salvatore about 12 days ago and they were part of a quantity left over on the allottment made to the pasta-maker.
D.R. Said flour had been stored in my bakery instead of the storehouse for fear that it could have been stolen.
D.R. No white american flour has never been assigned to me for the making of bread; the bread that I distributed to my customers, about Kg.180 daily, is produced with flour that I withdraw with regular ra=

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St., Bakery.
D.R. I am the father of Sorci Francesco and the father in-law of Sparacino Salvatore, both living in my house.
My son in-law is the fiduciary for the withdrawal and distribution of the flour used for making the pasta for the civil population; my son Francesco is sold fruits and cereals trader; when he has nothing to do in his own business helps his brother in-law in the transportation and distribution of the flour and also helps me in the bakery shop.
D.R. The store house placed on Pelagonia St. near by my bakery belongs to Rotolo Nicolò from Bagheria, but I rented it for my own use five months ago and nothing do I know about the flour that my son in-law brought there during the afternoon of May 4th.inst., as I was feeling tired that day, I went to bed at about 2 o'clock P.M. and I got up at about 6 o'clock P.M. and no one of my familiar informed me about the case.
D.R. The key of the foresaid storehouse is kept in my house, but it is at disposition of all my familiar and especially of my son in-law and my son Francesco who are using it for the storing of the flour withdrawed during the month for the population.
D.R. I do not know if my son Antonino has or not, after order received from his brother in-law Sparacino, distributed any flour to the paste-house managed by Specialo Salvatore and Fricano Giuseppe, he did not say anything about it at all.
D.R. The 20 sacks of american flour that you have found in my bakery were brought there by my son in-law Sparacino Salvatore about 12 days ago and they were part of a quantity left over on the allottment made to the pasta-maker.
D.R. Said flour had been stored in my bakery instead of the storehouse for fear that it could have been stolen.
D.R. No white american flour has never been assigned to me for the making of bread; the bread that I distributed to my customers, about Kg.150 daily, is produced with flour that I withdraw with regular ration coupons from Bagheria's mills.
D.R. Nothing do I know about the flour bought by my son and my son in-law from an American officer, I wasn't informed about facts of that kind and I have not, however, had any interested part in the matter, that, I repeat, I do not know anything about it at all.
D.R. I do not buy or sell flour or bread in black market and exclusively use the flour that is assigned to me and that I withdraw from the mills with the regular ration coupon which I hand in every time.
D.R. My son in law Sparacino Salvatore personally attends the flour

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that is assigned to my bakery, therefore I cannot determine what was the remainmder of the flour on May 5th.inst., when you made the ascertainments.

D.R. The remainder flour of Kg.479.800 that, according to the check made by the Bagherie's rationing office, should be in my bakery, it may be said to be exact except for the few kilos there are over, as you have been able to see for yourselfes the flour weighed by you was precisely Kg.498 therefore with these 19 kilos, besides Kg.103 which is due to the carabinieri for whom I bake bread.

D.R. I have nothing else to say.

Done, read, confirmed and undersigned in date and place as above.

Sorci Antonino stated to be analphabet.

Galotta F.Paolo
Saint Luigi.

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ALLIED COMMISSION CONTRO.
Palermo Province

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On May 7th.1944 in Villabate,in the office of the RR.Carabinieri station.
Before me,Scintu Luigi,Major Marshall,Commander of the above said station, assisted by the vice brigadier Giletta Francesco Paolo, is present here Pitarresi Gaetano of Vito and of Palazzotto Rosa, born in Villabate on April 10th.1911,there living on 202 Vittorio Emanuele St.
D.R. I am the owner of a pasta-factory placed in Villabate and every month the alimentation office of Palermo makes an allotment of flour to me for the production of paste for the population of several Communes of Palermo's Province.
D.R. For the month of may last.it was allotted to me 40 quintals of amerigan flour for the making of paste,but I couldn't say in account of which Commune it is for as the Alimentation Section has not yet disposed the distribution.
D.R. On May 2nd.1944 I withdrew from the syndicate Quintals 20 of flour of which I have already made paste of it,while the remainder quintals 20 were withdrawn by me on May 4th.as it is shown in the commercial bills issued to me by the syndicate and that I'm showing now to you.
D.R. While I was making this last transportation of flour from Palermo to Villabate as I arrived in the Romagnolo's locality,I was compelled to stop there on the road for the sudden breaking of the semi-axle tree of the small truck with which I was transporting the flour.
D.R. Soon after arrived there,an empty truck going towards Misilmeri, was passing and, as I was in the impossibility to continue my trip, I stopped it begging the driver,which I already knew him by sight, to take the flour on board his truck and transport it for me to Villabate in my pasta-factory,offering him a compensation of L.300.00; the driver,Saverino Giuseppe,at whose side was a young-man that I knew him also by sight and that after I found out him to be SCALIA Gregorio, who is the brother of the man that owns the truck,and who accepted the appointment,transporting the flour to Villabate,while I remained on the place for the repairing of the truck,re-placing the semi-axle-tree with another one that I had in reserve, operation that I could not have done with an heavy load on the truck.
D.R. I decided myself to commit the charge to Saverino and Scalia because,as I have above said,I know them and could fully rely on them
D.R. After having repaired the truck I arrived in Villabate at about 5 o'clock and exactly in the moment in which I saw the truck driven by Saverino going towards the [illegible]

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born in Villabate on April 15th.1911,there living on 202 Vittorio Emanuele St.

D.R. I am the owner of a pasta-factory placed in Villabate and every month the alimentation office of Palermo makes an allotment of flour to me for the production of paste for the population of several Communes of Palermo's Province.

D.R. For the month of may last,it was allotted to me 40 quintals of american flour for the making of pasta,but I couldn't say in account of which Commune it is for as the Alimentation Section has not yet disposed the distribution.

D.R. On May 2nd.1944 I withdrew from the syndicate quintals 20 of flour of which I have already made pasta of it,while the remainder quintals 20 were withdrawn by me on May 4th,as it is shown in the commercial bills issued to me by the syndicate and that I'm showing now to you.

D.R. While I was making this last transportation of flour from Palermo to Villabate as I arrived in the Romagnolo's locality,I was compelled to stop there on the road for the sudden breaking of the semi-axle tree of the small truck with which I was transporting the flour.

D.R. Soon after arrived there,an empty truck going towards Ficarazzi, was passing and, as I was in the impossibility to continue my trip, I stopped it begging the driver,which I already know him by sight, to take the flour on board his truck and transport it for me to Villabate in my pasta-factory,offering him a compensation of L.300.00; the driver,Severino Giuseppe,at whose side was a young-man that I knew him also by sight and that after I found out him to be SCALIA Gregorio, who is the brother of the man that owns the truck,and who accepted the appointment,transporting the flour to Villabate,while I remained on the place for the repairing of the truck,re-placing the semi-axle-tree with another one that I had in reserve, operation that I could not have done with an heavy load on the truck.

D.R. I decided myself to commit the charge to Severino and Scalia because,as I have above said,I knew them and could fully rely on them

D.R. After having repaired the truck I arrived in Villabate at about 5 o'clock and exactly in the moment in which I saw the truck drived by Severino going towards the carabinieri station.

D.R. Thinking that the flour on the truck could have been the flour that I had consigned to Severino for the transportation and from heedlessly I omitted to give him, at the moment he started, the coupon that would have justified the regular transportation,before going to the pasta-factory I brought myself near the carabinieri informing the Maresciallo,in perfect good faith, that the flour belonged to me showing him the commercial bills issued to me by the syndicate.

D.R. As now I'm informed that the 20 quintals of american flour that I had withdrawn from the syndicate and that Severino transported for me, were regularly delivered into my pasta-factory I must rectify and specify that nothing I do know about that flour found on the truck drived by Severino.

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I do not know,neither, from where it comes from and who is the addressee; my intervention has been determined by a doubt, and that is by the fact that I, as I have above said,havn't been in the pasta factory where the flour had been delivered.
D.R. Nothing I do know about the existence of railroad cars loaded with flour at Villabate-Florrannelli Station, where I had not been. Of the persons that you are showing me,I only know Severino and Scalia who have transported the flour from Romagnolo to Villabate,I do not know any other of them and I never had any thing to do with them.
D.R. Nothing I do know about the other facts that you are contesting me; I have not bought any flour from American Officers and neither from other persons delegated by them.
D.R. The broken semi-axle-tree can be found in my garage and it can be checked at any time and when ever anybody wishes it; the 40 quintals of flour withdrawed by me in two times,they are also in my pasta factory and I believe that by this time it has been worked out making pasta out of it .
I have nothing else to say.
Read,confirmed and undersigned in date and place above.

Pizzurssi Gaetano
Galotta Francesco
Saintu Luigi.

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[illegible] not know any other of them and I never had any thing to do with them.
D.H. Nothing I do know about the other facts that you are contesting me; I have not bought any flour from American officers and neither from other persons delegated by them.
D.H. The broken semi-axle-tree can be found in my garage and it can be checked at any time and when ever anybody wishes it; the 40 quintals of flour withdrawed by me in two times, they are also in my pasta factory and I believe that by this time it has been worked out making pasta out of it .
I have nothing else to say.
Read, confirmed and undersigned in date and place above.

Pitarresi Gaetano
Guiotta Francesco
Zointu Luigi.

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ALLIED COMMISSION CONTROL
Palermo Province

In the year 1944 on the 6th.of May at Villabate in the office at the Carabinieri station.
Before me, Scintu Luigi, warrent Officer, in command of the above station assisted by the vice brigadier Gulotta F.Paolo, also present Speciale Salvatore of Vincenzo and of late Paladino Domenica, born on the 1/8/1894 at Bagheria, and living there in Via Colleggio 4, pasta-maker.

D.R.
On the afternoon of the 4th.inst., towards half past two o'clock a certain Sparacino Salvatore came in my pasta-factory informing me that later on he would send me a small quantity of flour without stating the quantity or the quality.
D.R. As Sparacino is employed by the Commune at Bagheria for the transportation and distribution to the pasta factories of flour to be used in the making of pasta for the civil population, I told him he could send all the flour he pleased because I was under the impression that it was part of the normal assignment.
D.R. For the present month of May I have had an assignment of quintal 73/88 of flour of which I have received the whole quantity as far back as the 3rd.inst. in consequence I did not expect other supplies and the offer made to me by Sparacino on the afternoon of the 4th. seemed to me an anticipated supply for the coming month.
D.R. Towards 5 o'clock on the same day the 4th. Sorci Antonino, brother in law of Sparacino, came to my factory, bringing me 20 sacks of american flour which had been loaded upon a horse drawn vehicle. This flour was unloaded and deposited in my pasta-factory where you found it.
D.R. For the truth of these facts I would like to make clear that the quantity of flour sent to me by Sparacino by means of his brother in law Sorci Antonino would have been manufactured by me as well as the usual ration because I ma the father of five children all grils, and the family expenses are so heavy that the profit from the pasta ficio is not enough to cover all expenses.
D.R. I do not know where the flour came from and I did not come to any agreement about the price with Sparacino because he went away at once evidently with the purpose of fixing the price in the near future.
D.R. I do not know anything about flour bought by Sordi Francesco a

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matter.

D.R.

On the afternoon of the 4th.inst.,towards half past two o'clock a certain Sparacino Salvatore came in my pasta-factory informing me that later on he would send me a small quantity of flour without stating the quantity or the quality.

D.R. As Sparacino is employed by the Commune at Bagheria for the transportation and distribution to the pasta factories of flour to be used in the making of pasta for the civil population,I told him he could send all the flour he pleased because I was under the impression that it was part of the normal assaignment.

D.R. For the present month of May I have had an assignment of quintal 73/88 of flour of which I have received the whole quantity as far back as the 3rd.inst. in consequence I did not expect other supplies and the offer made to me by Sparacino on the afternoon of the 4th. seemed to me an anticipated supply for the coming month.

D.R. Towards 5 o'clock on the same day the 4th. Sorci Antonino,brother in law of Sparacino, came to my factory, bringing me 20 sacks of american flour which had been loaded upon a horse drawn vehicle. This flour was unloaded and deposited in my pasta-factory where you found it.

D.R. For the truth of these facts I would like to make clear that the quantity of flour sent to me by Sparacino by means of his brothe in law Sorci Antonino would have been manufactured by me as well as the usual ration because I am the father of five children all grils, and the family expenses are so heavy that the profit from the pasta ficio is not enough to cover all expenses.

D.R. I do not know where the flour came from and I did not come to any agreement about the price with Sparacino because he went away at once evidently with the purpose of fixing the price in the near future.

D.R. I do not know anything about flour bought by Sordi Francesco a Sparacino Salvatore from the American Officer of whom you speak.I have never been near the railway yard at Ficarazzelli and I don't know what took place there.

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D.R. It is true that on the ration of flour for the present month of may,20 empty sacks are missing because I sold them to civilians at the same price which they are charged by the provision Office. I do not know the names of the persons to whom I sold the sacks.

D.R. I have nothing else to say.

Made,read and confirmed and undersigned in date and place above sai

Specials Salvatore
Guletta F.Paolo
Sciuti Luigi.

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ALLIED CONTROL COMMISSION
Palermo

5/5/44

Statement of :

GUCCIONE Salvatore, age 32, married,
No 14 Via Brancaccio, Palermo.

I have been cautioned by Major Bye that I need not say anything regarding the events prior to and at the time of my arrest on 4th May 1944 but that anything I do say will be taken down in writing and may be given in evidence. I understand this caution and signify by signing my name hereunder.

I wish to make a voluntary statement.

(Signed) Guccione Salvatore

I am employed as a switchman by the State Railway at Palermo and have been so employed since the 6th October 1942. Before that I was in the Italian Army.

I speak and understand English. I was taken by my parents to America when I was a baby and returned to Sicily on September 10th 1922. I went to school in the States and was there taught English.

On Tuesday 2nd May I was on duty at the Railway Station from 7 am until about 7 pm in the evening. At no time either on the second of May or any other day did I go to Via Archirafi or any other street and speak to a man, offering to sell him flour on behalf of an American Officer. I am quite sure of that. I do not know SORCI Francesco. So far as I know I have never seen him.

On 3rd May 1944 I went by train (Deisel) to Agrigento with an American Lieutenant and three Sergeants. On the train there were also a number of civilians.

I do not know the name of the Lieutenant but the Sergeants were Brightwell; Mills; and Clerry.

They are in the A.T.S.S. Office. We got back at

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I have been cautioned by Major Bye that I need not say anything regarding the events prior to and at the time of my arrest on 4th May 1944 but that anything I do say will be taken down in writing and may be given in evidence. I understand this caution and signify by signing my name hereunder.

I wish to make a voluntary statement.

(Signed) Guccione Salvatore

I am employed as a switchman by the State Railway at Palermo and have been so employed since the 6th October 1942. Before that I was in the Italian Army.

I speak and understand English. I was taken by my parents to America when I was a baby and returned to Sicily on September 10th 1922. I went to school in the States and was there taught English.

On Tuesday 2nd May I was on duty at the Railway Station from 7 am until about 7 pm in the evening. At no time either on the second of May or any other day did I go to Via Archirafi or any other street and speak to a man, offering to sell him flour on behalf of an American Officer. I am quite sure of that. I do not know SORRI Francesco. So far as I know I have never seen him.

On 3rd May 1944 I went by train (Deisel) to Agrigento with an American Lieutenant and three Sergeants. On the train there were also a number of civilians.

I do not know the name of the Lieutenant but the Sergeants were Brightwell; Mills; and Clerry.

They are in the A.T.O.s. Office. We got back at about 8.30 pm.

I am not employed as an Interpreter or otherwise by the Allied Forces or by the A.T.O.s. Staff.

On Thursday 4th May commenced duties at 7 am. I was employed at the Station until about 3 pm.

I would mention that at the present time I am employed as an Interpreter for the Railway.

At about 3 pm Lieutenant Curren, the Railway Transport Officer came to me at the Station and asked me to accompany him on the Deisel Train to Termini.

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There are several Interpreters employed as such by the F.T.O. and I do not know why he asked me to go with him yesterday. I have been with him before.

I asked the Station Master Signore Mantia, if I could go with the Lieutenant. He gave consent and we left about 3.15 pm.

The train consisted of one coach and there were no other passengers.

Shortly after the train started Lieutenant Curren told me to instruct the driver to stop at Ficarazzelli.

This I did and the train stopped there. This was the first stop. He did not tell me why he wished it to stop.

On arrival at Ficarazzelli we left the train and Lieutenant Curren said to me: "Ask the Station Master if he has two cars here". I did so and the Station Master replied: "Yes".

The Lieutenant then, through me asked the Station Master for the Loding bills of the Cars. The Station Master produced them and the Lieutenant then told him he intended to have the flowr on the cars unloaded.

This was the first time I knew there was flour on the cars. At this time we were in the Station Master's Office. We walked out and the Station Master called me back and requested to tell the Lieutenant that it would be necessary for him to sign a book before the cars could be unloaded. I called the Lieutenant, told him of the request, he returned to the Office and I saw him sign a book.

The Station Master pointed out to him where he had to sign. I did not see what he wrote.

The Station Master pointed out the cars to us and the Lieutenant then broke the seals on one car.

There were two empty trucks standing near the cars with 4 or 5 men.

On the Lieutenant's instructions I told the men to open the cars and commence loading the trucks.

All the men were strangers to me. I had never seen them before.

They commenced to unload the first car, then another small truck drove up. We then left on the train and went to Termini. We were at Ficorazzelli fifteen minutes.

We stopped once or twice before reaching Termini but only for a minute or so. On reaching Termini the Lieutenant went into the F.T.O. Office. I remained

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told me to instruct the driver to stop at Fiorenzelli.

This I did and the train stopped there. This was the first stop. He did not tell me why he wished it to stop.

On arrival at Fiorenzelli we left the train and Lieutenant Curren said to me: "Ask the Station Master if he has two cars here". I did so and the Station Master replied: "Yes".

The Lieutenant then, through me asked the Station Master for the Lading bills of the Cars. The Station Master produces them and the Lieutenant then told him he intended to have the flour on the cars unloaded.

This was the first time I knew there was flour on the cars. At this time we were in the Station Master's Office. We walked out and the Station Master called me back and requested to tell the Lieutenant that it would be necessary for him to sign a book before the cars could be unloaded. I called the Lieutenant, told him of the request, he returned to the Office and I saw him sign a book.

The Station Master pointed out to him where he had to sign. I did not see what he wrote.

The Station Master pointed out the cars to us and the Lieutenant then broke the seals on one car.

There were two empty trucks standing near the cars with 4 or 5 men.

On the Lieutenant's instructions I told the men to open the cars and commence loading the trucks.

All the men were strangers to me. I had never seen them before.

They commenced to unload the first car, then another small truck drove up. We then left on the train and went to Termini. We were at Fiorenzelli fifteen minutes.

We stopped once or twice before reaching Termini but only for a minute or so. On reaching Termini the Lieutenant went into the P.T.Os. Office. I remained outside. After a short time he called me in and gave me a glass of wine. I do not know what Lieut. Curren did at Termini but he did not leave the P.T.O.s. Office and after about twenty minutes we boarded the train and returned to Fiorenzelli.

When we arrived there we stopped opposite the Station Master's Office and he asked me how long we were staying. At the same time another man volunteered the information that the Carabinieri were stopping the men unloading the flour cars. I should mention there

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were no Carabinieri guarding the flour cars when we first arrived. On hearing that the unloading had been stopped the Lieutenant and I left the train.

As soon as the Marshall of Carabinieri saw me with the Lieutenant, he told me he was going to detain me. I explained to him I was the Lieutenant's Interpreter and told the Lieutenant I was being detained. He told the Marshall he required me to return to Palermo with him but the Marshall said no could not let me go. I the handed to Lieut.Curren a telegraph book which he had asked me to carry for him and he mentered the train with the Marshall for Palermo, while other Carabinieri brought me to the Caserma at Villabate.

I do not know where the flour was to be taken on the trucks, in fact I know nothing about the flour, where it came from or its destination.

This statement has been read over to me and is true.

(Signed) Guccione Salvatore

This statement was taken down by me in the presence of Lieut. W. Bullock at 2 pm. 5th May 1944.

E.J. Bye,
Major,
Provincial Public Safety Officer,
Palermo.

Declassified E.O. 12356 Section 3.3/NND No. 785016

a telegraph book which he had asked me to carry for him and he remounted the train with the Marshall for Palermo, while other Carabinieri brought me to the Caserma at Villabate.

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(Signed) Cuccione Salvatore

This statement was taken down by me in the presence of Lieut. W. Bullock at 1 pm. 5th May 1944.

E.J. Rye,
Major,
Provincial Public Safety Officer,
Palermo.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

14

14

ALLIED CONTRO COMMISSION
Palermo

5/5/44

Statement of :

GUCCIONE Salvatore, age 32, married,

No 14 Via Brancaccio, Palermo.

I have been cautioned by Major Bye that I need not say anything regarding the events prior to and at the time of my arrest on 4th.May 1944 bu that anything I do say will be taken down in writing and may be given in evidence. I understand this caution and signify my name hereunder.

I wish to make a voluntary statement.

(Signed) Guccione Salvatore.

I am employed as a switchman by the State Railway at Palermo and have been so employed since the 6th.October 1942. Before that I was in the Italian Army.

I speak and understand English. I was taken by my pa= rents to America when I was a baby and returned to Sicily on September 10th.1922. I went to school in the states and was there taught English.

On Tuesday 2nd May I was on duty at the railway Station from 7am until about 7 pm. in the evening. At no time either on the second of May or any other day did I go to Via Archimedi or any other street and speak to a man, offering to sell him flour on behalf of an American Officer. I am quite sure of that. I do not know Sorci Francesco. So far as I know I have never seen him.

On 3rd.May 1944 I went by train (Deisel) to Agrigento with an American Lieutenant and three Sergeants. On the train there were also a number of civilians.

I do not know the name of the Lieutenenat but the Sergeants

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On 3rd.May 1944 I went by train (Deisel) to Agrigento with an American Lieutenant and three Sergeants. On the train there were also a number of civilians.

I do not know the name of the Lieutenenat but the Sergeants were Brightwell; Mills; and Clerry.

There are in the R.T.O.s. Office. We got back at about 8.30 pm.

3831

I am not employed as an Interpreter or otherwise by the Allied Forces or by the R.T.O.s. Staff.

On Thursday 4th May commenced duties at 7 am. I was employed at the Station until about 3 pm.

I would mention that at the present time I am employed as an Interpreter for the Railway.

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At about 3 pm Lieutenant Curren, the Railway Transport Officer came to me at the Station and asked me to accompany him on the Deisel Train to Termini.

There are several Interpreters employed as such by the R.T.O. and I do not know why he asked me to go with him yesterday. I have been with him before.

I asked the Station Master Signoreb Mantia, if I could go with Lieutenant. He gave consent and we left about 3.15 pm.

The train consisted of one coach and there were no other passengers.

Shortly after the train started Lieutenant Curren told me to instruct the driver to stop at Ficarazzelli.

This I did and the train stopped there. This was the first stop. He did not tell me why he wished it to stop.

On arrival at Ficarazzelli we left the train and Lieutenant Curren said to me: "Ask the Station Master if he has two cars here". I did do and the Station Master replied "Yes".

The Lieutenant then through me asked the Station Master for the Lading Bills of the cars. The Station Master produced them and the Lieutenant then told him he intended to have the flour on the cars unloaded.

This was the first time I knew there was flour on the cars. At this time we were in the Station Master's office. We walked out and the Station Master called me back and requested to tell the Lieutenant that it would be necessary for him to sign a book before the cars could be unloaded. I called the Lieutenant, told him of the request, he returned to the office and I saw him sign a book.

The Station Master pointed out to him where he had to sign. I did not see what he wrote.

The Station Master pointed out the cars to us and the Lieutenant then broke the seals on one car.

There were two empty trucks standing near the cars with 4 or 5 men.

On the Lieutenant's instructions I told the men to open the cars and commence loading the trucks.

All the men were strangers to me. I had never seen them before.

They commenced to unload the first car, then another small truck drove up. We then left on the train and went to Termini. We were at Ficarazzelli fifteen minutes.

We stopped twice or twice before reaching Termini but only [illegible] or so. On reaching Termini the Lieutenant went into

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When we arrived there we stopped opposite the Station Master's Office and he asked me how long we were staying. At the same time another man volunteered the information that the Carabiniers were stopping the men unloading the flour cars. I should mention there were no Carabinieri guarding the flour cars when we

7830

Declassified E.O. 12356 Section 3.3/NND No. 785016

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I do not know where the flour was to be taken on the trucks, in fact I know nothing about the flour, where it came from or its destination.

This statement has been read over to me and is true.

(Signed) Guccione Salvatore

This statement was taken down by me in the presence of Lieut. W.Budlock at 1 pm.5th May 1944

E.J.Bye,
Major,
Provincial Public Safety Officer,
Palermo.

Declassified E.O. 12356 Section 3.3/NND No. 785046

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E.J.Bye,
Major,
Provincial Public Safety Officer,
Palermo.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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ALLIED CONTROL COMMISSION
Palermo

8. 5. 44

STATEMENT OF CAPT. CHARLES E.PERRY C.M.P.
assigned to Supply Division A.C.C., Palermo

I am the executive Officer of the Economics and Supply Division, Region 1, A.C.C.

One of my duties is the supervision of the movements of foodstuffs and other A.C.C. supplies from ships side and warehouse to Regional warehouses and to the various Provinces in Sicily.

During recent weeks our railhead points have been at the Central Station Palermo; (Rail C) Lolli Station (Rail L) and San Lorenzo Station.

For all practical purposes Lt.Cammarata,A.C.C. has general supervision of A.C.C. warehouses. His assistant is Sgt.Cappadonna, A.C.C. who has general supervision at Lolli and San Lorenzo Stns. Sgt. De Augustine has charge of the warehouse No.99 and loading at the Central Stn.

The general procedure in shipping foodstuffs,including flour from ships to freight cars or from one of the warehouses is as follows: -

The goods are loaded on trucks and checked by a checker at the ship or warehouse.

A dispatch ticket showing: 1 the number of the vehicle; 2 name of driver; 3 quantity and type of goods; 4 approximate weight; 5 time of dispatch; 6 destination, is prepared in triplicate.

Two copies are handed to the driver, the third remains with the checker at the warehouse or port.

At the railhead the goods are again checked off by a checker - the two copies of the dispatch ticket are signed by the checker, one retained by him and the other returned by the driver to the warehouse.

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A dispatch ticket showing: 1 the number of the vehicle; 2 name of driver; 3 quantity and type of goods; 4 approximate weight; 5 time of dispatch; 6 destination, is prepared in triplicate.

Two copies are handed to the driver, the third remains with the checker at the warehouse or port.

At the railhead the goods are again checked off by a checker - the two copies of the dispatch ticket are signed by the checker, one retained by him and the other returned by the driver to the warehouse.

Both copies are subsequently sent to Lt.Subin, A.C.C. Accountant for verification. On the backs of the tickets the numbers of the freight cars into which the goods are loaded, is shown. I would mention here that when goods are transferred from the ship to freight cars the checking into the trucks is done by Port personnel and the trucks are invariably military trucks with Italian Labour Battalion drivers.

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The policy has always been that the ship must be unloaded with the least possible delay regardless of accurate count, therefore in many cases the accuracy of the count leaves a good deal to be desired.

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After loading, the freight cars are sealed by Railway Officials and record of the sealing should be kept by them. Immediately a freight car is loaded the number and contents of the car is recorded and generally it is assigned a destination. At no time is a car loaded and the contents and number not recorded.

The contents of the car is rarely shown on the outside of the car.

Before a car is shipped to its destination a freight warrant is prepared in my Office in quadruplicate and signed by me.

This warran shows: - 1. The Railhead of departures; 2. Destination; 3.Serial number (progressive); 4. No.of freight car; 5.Contents; 6. Actual weight; 7.Number of sacks or cases; 8. Date; 9. Name of consignee.

These forms are taken by Mr. Rosolia,my assistant, to the railhead concerned where thay are stamped and signed by the Italian Official responsible for registering the dispatch of the cars. Mr. Rosolia leaves with the Official two copies left with the Railway Official, one is retained by him, the other is handed to the official in charge of the train who delivers it to the Station Master at the point of destination.

With regard to the two copies returned to me, one is sent by courrier to the consignee (the Provincial Supply Officer) the other is kept in my Office and on 15th and 30th of each month the forms are sent to Transportation Sub Commission A.C.C. where all the forms are later checked and any discrepancy ultimately noted.

Carabinieri Guards are provided without exception for A.C.C. goods on every train.

My records have been examined covering the period from the 1st. May to date and there is no record of freight cars Nos. 1015010 or F.114511. (1315010 114811) having been dispatched from any of our rail heads.

I am sure we have not at any time shipped flour or any other goods to Ficarazzelli.

This statement has been read over to me and is true.

Declassified E.O. 12356 Section 3.3/NND No. 785046

Before a car is shipped to its destination a freight warrant is prepared in my Office in quadruplicate and signed by me.

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I am sure we have not at any time shipped flour or any other goods to Ficarazzelli.

This statement has been read over to me and is true.

(Signed) Charles E.Perry
Capt.,C.MP.

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This statement was taken down by me and signed in my presence at 11.45 am 8th.May 1944.

E.J. Bye,
Major,
Provincial Public Safety Officer.

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ALLIED CONTROL COMMISSION
Palermo

9. 5. 44.

STATEMENT OF CAPT. CHARLES E. FLINT. C.M.P.
assigned to Supply Division A.C.C., Palermo.

With reference to my statement made on 6th May 1944:

I have made further search for records and this morning 9th May I found at the record office of the Central Railway Station three freight warrant Nos 137; 139; and 141, which concerned shipment of flour from Mail .C. on 29th April 1944.

Warrant No 137 shows eight freight cars, containing various quantities of flour were forwarded to Gela, Province of Caltanissetta on 29th April 1944.

Among the eight cars were those numbered 114311, and 1015010.

The first car contained 19.11 metric tons i.e. 420 sacks which is approximately seven truck loads.

The second car No 1015010 contained 18.20 metric tons in 400 sacks, again approximately seven truck loads.

The warrant showed the whole consigned to Lieut. Court, Civil Supply Officer, A.C.C., Calt tissetta.

As mentioned in my previous statement a copy of the freight warrant was forwarded to Lieut. Court on 29th April 1944.

I did not send this personally but it was done through my office staff in the usual way.

I presume the usual telephone message was sent to Lieut. Court by one of my female clerks, but I am not certain on this point. She is known to me as Lina but has since left A.C.C. employ. It is not always possible to contact Lieut. Court direct, and at times we have left the message with his Italian clerk or the telephone operator at Caltanissetta. In any case our chief object has been to let him know a consignment had been dispatched to him and as far as possible we gave the number of each freight car.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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With regard to this consignment sent on 29th April, no notification has been received from Caltanissetta or Gela, either from Lieut. Court or any one else that the complete consignment had not arrived. 3826

I would mention that in the past occasions have arisen where the complete consignment has not arrived at a particular destination. We have been notified of this, but further search has invariably found the

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missing freight cars and the matter has always been cleared up satisfactorily.

This statement has been read over to me and is true.

(Signed) Charles M. Perry
Supt., D.M.P.

This statement was taken down by me at 10.45 am. 9th May 1944.

E.J. Bye,
Major,
Provincial Public Safety
Officer.

Declassified E.O. 12356 Section 3.3/NND No. 785016

This statement was taken down by me at 10.45 am, 9th May 1944.

E.J. Bye,
Major,
Provincial Public Safety
Officer.

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Declassified E.O. 12356 Section 3.3/NND No. 785046

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ALLIED CONTROL COMMISSION
Palermo Province

May 17.1944

Statement of

Technical Sergeant Armando De Agustino
Serial No.32094269
No.2675 Regiment.

I am attached to A.C.C. Economic and Supply Division. Since Christmas 1943 until yesterday 16th.May 1944,I was in charge of Rail C; Central Station,Palermo. I work under and take orders from Capt.Perry.

My general duty was to supervise goods brought into and leaving the warehouse at Rail C. and loading of freight cars. At the start I had one British and one American soldier assisting me. Later the number was increased to five and about two months ago the number was reduced to four - 3 British and 1 American.

In addition we have two interpreters and seventy five to a hundred men (civilians) working at the warehouse each day, loading and unloading trucks and freight cars and tacking goods in the warehouse.

These men are usually split up into squads of twelve under the direction of a civilian and under the general control of myself and the military personnel.

When I first commenced duty at rail C. the warehouse was not used and we simply supervised the loading of wheat and flour on to the rail cars.

About the latter end of february on the beginning of March the warehouse at Rail C. was taken into use. At first we filled it with flour. It would hold, I should say about three thousand tons.

At the same time that we stocked the warehouse we also loaded rail cars with wheat and flour. For a short time the flour in the warehouse was held as Reserve stock,then at about the latter end of March we commenced loading Rail cars from the warehouse.

About six weeks ago we cleared the warehouse of flour by loading it on to rail cars with the exception of three stacks com-

Declassified E.O. 12356 Section 3.3/NND No. 785046

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At the same time that we stocked the warehouse we also loaded rail cars with wheat and flour. For a short time the flour in the warehouse was held as Reserve stock,then at about the latter end of March we commenced loading Rail cars from the warehouse.

About six weeks ago we cleared the warehouse of flour by loading it on to rail cars with the exception of three stacks comprising of about 2,300 sacks. No flour has been removed from the warehouse since.

After the flour was cleared we took in other commodities i.e. rations.

3324

All the wheat and flour which we have taken into the warehouse and loaded on rail cars has been brought from the Port in trucks. Some of the rations were brought from other warehouses.

Ever since I commenced duty at Rail C. the method employed in unloading trucks and loading freight cars has been as follows:-

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When the trucks arrive from the port they were unloaded by a squad of civilians into the Rail car or warehouse.

Each truck load was checked by a civilian,supervised by a soldier, attached to Rail 5.

The driver of the truck carried duplicate trip tickets, one blue and one white. The usual truck load was sixty sacks of wheat or flour. After each truck was unloaded the duplicate tickets were signed by either the soldier in charge or one of the Interpreters and any deficiencies or additions noted on the ticket. The blue ticket was kept by us and the white was returned to the driver.

We forwarded the blue ticket to Lt. Rubino, at Region 1 A.C.C.

During a busy time we loaded throughout the twenty four hours and averaged 25 cars a day.

When a rail car was loaded it was immediately sealed by the railway authorities, the loaded cars were continuously guarded, and the soldier who had supervised the loading, reported to me the number of the car and the number of sacks on it. I prepared a railyard loading report and took it to Capt.Perry. I usually took these reports twice daily.

I kept a copy of the report in my office.

I would mention that this system of reporting has only been in operation about a month. Further,I have kept duplicates of reports sent to Capt.Perry only since 3rd.May. I did this to ensure that the same car was not shown as being loaded twice, as in the past we have found that a car has been shown to have been loaded twice within a short period. I have found the number of a car shown twice on our reports within a short time on I should say, three or four occasions.

As it was obvious to me the number had been duplicated and that it was impossible for the car to reach its destination and return to Palermo in such a short time, on the occasions I did find the number of a car repeated I simply crossed it out and no further check was made on that car.

Prior to the present system of reporting being put into operation, I used to make a duplicate report with a flimsy copy for Lt.Rubino. On this report I showed:-date; numbers of railcars; origin; destination;location; contact :- i.e. the Civil Supply Officer to whom the car was addressed and by whom sent. Both forms were signed by Capt.Perry or Major Chayton. The weight or number

Declassified E.O. 12356 Section 3.3/NND No. 785046

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One copy of the form was kept by Major Chayton or Capt.Perry, the other I delivered to the R.T.O.,either the Italian or American R.T.O. I did not keep a copy myself but I kept a book in which I showed the numbers of the cars, weight number of sacks in each car, the date and destination.

That book is now at the office of Capt.Perry.

The present system of reporting shows the weight and number of sacks on each car. The previous system did not and although I recorded these items in my book for my office purposes, those particulars I also sent to Capt.Perry separately from the report form.

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The numbers of the cars and number of sacks in each was shown on the trip ticket when the truck was unloaded and those tickets were sent to Lt. Rubino.

With regard to the unloading of flour from trucks into the warehouse.

The same system operated,namely, the sacks were checked in by a civilian checker, the soldier in charge brought the trip tickets to me and reported deficiencies or additions which we had already entered on the ticket and signed it. I sent these tickets to Lt.Rubino. I did not keep a separate record of the amount of flour coming into the warehouse and therefore could not say at any given time the amount of flour in the warehouse.

When we loaded rail cars from the warehouse, the flour was loaded direct into the car. We usually loaded not more than five cars at a time.

The flour was checked into the cars by a civilian checker usually 400 sacks were put on each car. The soldier in charge reported to me when each car was filled and I prepared the report forms and entered the particulars in my book,giving a copy to Capt.Perry as I have already described. I would mention that the old system of reporting was in operation throughout whilst flour was loaded on cars from the warehouse.

The cars were sealed at once and as a general rule they remained only a few hours before being sent to their destination. There have been cases where cars have remained two or three days before being sent on,but these cases have been exceptional.

I would mention that Carabinieri and Civilian Police are on duty round the warehouse continuously. The warehouse is always locked and bolted unless we are loading or unloading. So far as I am aware the warehouse has never been broken into.

At times the seal of a car has been found to be broken before leaving. In such cases, the contents of the car is checked before re-sealing and the result reported to Capt.Perry.

This statement has been read over to me and is true.

DG ARCHER
T/Sgt No 32094269

Declassified E.O. 12356 Section 3.3/NND No. 785016

warehouse.

The same system operated,namely, the sacks were checked in by a civilian checker, the soldier in charge brought the trip tickets to me and reported deficiencies or additions which we had already entered on the ticket and signed it. I sent these tickets to Lt.Rubino. I did not keep a separate record of the amount of flour coming into the warehouse and therefore could not say at any given time the amount of flour in the warehouse.

When we loaded rail cars from the warehouse, the flour was loaded direct into the car. We usually loaded not more than five cars at a time.

The flour was checked into the cars by a civilian checker usually 400 sacks were put on each car. The soldier in charge reported to me when each car was filled and I prepared the report forms and entered the particulars in my book,giving a copy to Capt.Perry as I have already described. I would mention that the old system of reporting was in operation throughout whilst flour was loaded on cars from the warehouse.

The cars were sealed at once and as a general rule they remained only a few hours before being sent to their destination. There have been cases where cars have remained two or three days before being sent on,but those cases have been exceptional.

I would mention that Carabinieri and Civilian Police are on duty round the warehouse continuously. The warehouse is always locked and bolted unless we are loading or unloading. So far as I am aware the warehouse has never been broken into.

At times the seal of a car has been found to be broken before leaving. In such cases, the contents of the car is checked before re-sealing and the result reported to Capt.Perry.

This statement has been read over to me and is true.

DE AUGUSTINE
T/Sgt No 32094259

This statement was taken down by me in the presense of agent Keene at 12 noon 17th May1944

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A.A.G.BY Major P.S.30

Declassified E.O. 12356 Section 3.3/NND No. 785016

The year 1944 on the 9th day of May, at the h.Prefettura, Palermo, before us, the undersigned Commissioner of P.S. present BASILE Carmelo di Giuseppe and of Monticciolo Vincenza born at Palermo on the 15 March 1911, there domiciled at Vicolo Madonna alle Case Nuove,32, who being questioned replies:-

I ama labourer, employed at the FF.SS. Central Station of Palermo and am in charge of the sealing of the freight cars. When freight cars have been loaded by the A.T.O., they imediately send for me to have the seals affixed and they either send the interpreter or someone in charge of the unloading. I do not remember if on the 28th when, as is shown in the register CR 86, commenced on March 13th last, I sealed the freight cars 114511 and 1015010, I was called by one of the two interpreters in the service of the ATO, or by some other person in charge of the unloading in order to affix the seals to the freight cars.
At this moment I do not remember the contents of the said freight cars but remember that about that time the Allied Command had loaded many freight cars with flour.

Read, confirmed and undersigned.

(Signed) BASILE Carmelo di Giuseppe
Dr.Matteo Renato ARENDOLEA P.S. Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Palermo and am in charge of the sealing of the freight cars. When freight cars have been loaded by the I.T.O., they immediately send for me to have the seals affixed and they either send the interpreter or someone in charge of the unloading. I do not remember if on the 28th when, as is shown in the Register CM 86, commenced on March 13th last, I sealed the freight cars 114511 and 1015010, I was called by one of the two interpreters in the service of the MTO, or by some other person in charge of the unloading in order to affix the seals to the freight cars.
At this moment I do not remember the contents of the said freight cars but remember that about that time the Allied Command had loaded many freight cars with flour.

Read, confirmed and undersigned.

(Signed) BASILE Carmelo fi Giuseppe
Dr. Matteo Renato AMENDOLEA P.S. Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

17

17

ALLIED CONTROL COMMISSION
Palermo

9. 5. 44.

STATEMENT OF SIGNORINA POJERO LINA
No. 54, XX Settembre, Palermo.

From January this year until the 30th April I was employed in the Supply Division A.C.C. as a Clerk.

Among my duties were telephoning the various Provinces giving information respecting consignment of goods being forwarded to them. I also, at times, forwarded the freight warrant to the Province concerned.

I remember telephoning Caltenissetta a day or so before I left my employment, that would be about the 28th or 29 April, to inform the Province that goods were being forwarded to them. I do not remember the nature of the goods but I believe it was rations.

Major Petter, the Provincial Commissioner answered the phone, I explained the reason I had phoned and he called an Italian to take the message.

I gave the usual message.

In these messages I always gave the number of each freight car; the type of goods; and in the case of flour the number of sacks on each car. I also gave the date of dispatch from Palermo.

I did not keep a record of the messages sent.

On the same day I sent telephone messages to other provinces respecting the dispatch of goods.

I also remember typing the envelopes and enclosing the freight warrent to be sent to these Provinces. After completing them I put them in the out section of the dispatch box.

This statement has been read over to me and is true.

(Signed) Lina Pojero

This statement was taken down by me at 11.35 am.

Declassified E.O. 12356 Section 3.3/NND No. 785016

I was employed in the Supply Division A.C.C. as a Clerk.

Among my duties were telephoning the various Provinces giving information respecting consignment of goods being forwarded to them. I also, at times, forwarded the freight warrant to the Province concerned.

I remember telephoning Caltanissetta a day or so before I left my employment, that would be about the 28th or 29 April, to inform the Province that goods were being forwarded to them. I do not remember the nature of the goods but I believe it was rations.

Major Petter, the Provincial Commissioner answered the phone, I explained the reason I had phoned and he called an Italian to take the message.

I gave the usual message.

In these messages I always gave the number of each freight car; the type of goods; and in the case of flour the number of sacks on each car. I also gave the date of dispatch from Palermo.

I did not keep a record of the messages sent.

On the same day I sent telephone messages to other provinces respecting the dispatch of goods.

I also remember typing the envelopes and enclosing the freight warrant to be sent to these Provinces. After completing them I put them in the out section of the dispatch box.

This statement has been read over to me and is true.

(Signed) Lina Pojero

This statement was taken down by me at 11.35 am. 9th May 1944, in the presence of Agent Manfredi (CID).

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E.J. Hyde,
Major,
Provincial Public Safety Officer.

Declassified E.O. 12356 Section 3.3/NND No. 785016

ALLIED CONTROL COMMISSIONER

Palermo 12.5.1944

STATEMENT OF:

Lieut. GILBERT W.C. COUNT
Provincial Supply Officer
Caltanisetta

I am the Provincial Supply Officer Caltanisetta and have held this position since September 1943.

I first received shipments of flour wheat and sugar in February this year. At the commencement of the shipments there was no regular method of prior information of the arrival of shipments by rail as at that time communications were bad.

Sometimes I did receive a telephone call from Palermo that a shipment was on way to me, at other times the R.T.O. at Caltanisetta, Lieut. Cummings notified me that freight cars had arrived at the Station.

In early March the Supply Office in Palermo commenced to send a telephone message including commodity; waggon number and number of sacks, to me stating the goods were dispatched, or were about to be dispatched.

Later on Freight warrants giving similar information were sent.

My system has been that when a telephone message is received it is recorded either by me or by my Secretary Signora Manzone and filed.

The Consorzio Officials are then notified that a shipment is due to arrive and I include in the information the numbers of the freight cars, but not the amount each should contain.

I have given the Consorzio Officials authority to have the cars opened and unloaded.

They later report to me in writing the freight car number, date of arrival, commodity, and actual amount and condition of the contents of each car also number of sacks, full, partly full, empty or damaged.

I then check them with those received from Palermo on the freight warrant.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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Sometimes I did receive a telephone call from Palermo that a shipment was on way to me, as other times the R.T.O. at Caltanisetta, Lieut. Cummings notified me that freight cars had arrived at the Station.

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I have given the Consorzio Officials authority to have the cars opened and unloaded.

They later report to me in writing the freight car number, date of arrival, commodity, and actual amount and condition of the contents of each car also number of sacks, full, partly full, empty or damaged.

I then check them with those received from Palermo on the freight warrant.

The freight warrant usually arrives after the train has been unloaded, but in any case, I do not check each consignment at time of delivery at the Station as it would be impossible on account of shortage of staff. I am bound to rely on the Italian Officials and so far I have always found them strictly honest.

I do at times have spot checks and not less than once a week.

Almost invariably the amounts received are less than those shown on the freight warrants, sometimes the discrepancies are large, other times only, one or two sacks.

Often the contents are damaged by water or bags cut and at times I have been requested to attend the Station by the Consorzio Officials and examine the consignment on the spot, I have done so

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and at times found rubbish and empty tins, stones etc.in the sacks.

With regard to the consignment of flour dispatched from Palermo to Gela on 29th.April.

On 28th.April my Secretary received a telephone message from Palermo to the effect that the following flour cars were being dispatched to Gela.

Nos. 220947; 136971; 169437; 114511; 175560; 49611; 61921; 1015010 together with the number of sacks on each car.

The car numbers were transmitted to the Consorzio.

I later received the Freight warrant No.197 from Palermo, referring to this shipment. The information on it was identical so far as numbers of cars and sacks were concerned as that received by phone.

On about the 5th.May 1944 I received from the Consorzio the numbers of the cars received together with the number of sacks and weight of flour on each car. On examination I found that cars numbers 114511 and 1015010 were not included and had apparently not been received.

The Consorzio return showed the flour was received at Gela on 1st.May. The delay in the receipt of the return by me was due to the fact that after unloading at Gela, the Consorzio there, forwarded the return by post to the Consorzio at Caltanisetta who in turn forwarded it to me. There is no other means of communication Between Gela and Caltanisetta.

On 11th.May I instructed my Secretary to make enquiry at the railroad station at Caltanisetta to ascertain the reason for the non delivery of the two trucks.

Coupled with this, she made enquiry with respect to other cars which were shown on the freight warrants for the past 14 days as having been dispatched, but not report as being received by the Consorzio.

Her enquiries showed that all the cars had been received with the exception of cars Nos. 114511 and 1015010.

The Consorzio respecting the shipment of flour to Gela on the 29th.April showed that 2306 sacks were on the cars, whereas the freight warrant showed 2350 were dispatched in these cars, a deficiency of 44 sacks.

A deficiency of this amount is not unusual, in fact receiving report N.5 dated 15th.March 1944, referring to transfer voucher N.277 shows a deficiency of 191 sacks.

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together with the number of sacks on each car.

The car numbers were transmitted to the Consorzio.

I later received the Freight warrant No.137 from Palermo, referring to this shipment. The information on it was identical as far as numbers of cars and sacks were concerned as that received by phone.

On about the 6th.May 1944 I received from the Consorzio the numbers of the cars received together with the number of sacks and weight of flour on each car. On examination I found that cars numbers 114511 and 1015010 were not included and had apparently not been received.

The Consorzio return showed the flour was received at Gela on 1st.May. The delay in the receipt of the return by me was due to the fact that after unloading at Gela, the Consorzio there,forwarded the return by post to the Consorzio at Caltanisetta who in turn forwarded it to me. There is no other means of communication Between Gela and Caltanisetta.

On 11th.May I instructed my Secretary to make enquiry at the railroad station at Caltanisetta to ascertain the reason for the non delivery of the two trucks.

Coupled with this, she made enquiry with respect to other cars which were shown on the freight warrants for the past 14 days as having been dispatched, but not report as being received by the Consorzio.

Her enquiries showed that all the cars had been received with the exception of cars No.s 114511 and 1015010.

The Consorzio respecting the shipment of flour to Gela on the 29th.April showed that 2306 sacks were on the cars,whereas the freight warrant showed 2350 were dispatched in these cars, a deficiency of 44 sacks.

A deficiency of this amount is not unusual,in fact receiving report N.5 dated 13th.March 1944,referring to transfer voucher N.277 shows a deficiency of 191 sacks.

Furthermore transfer voucher 279 dated 20th.March shows car 3918 N.10800 as having been dispatched containing flour. This car was never received and in consequence the total shortage on this shipment was 431 sacks. Receiving report N.7 of the 17th.April,1944 refers.

These reports have all been forwarded to the Supply Division,Palermo. As far as I can recollect the Consorzio Officials have never reported to me that the seals of the cars have been broken on arrival, with the regard to the Consorzio officials request to me to examine the consignments on trains,an instance in question is that of cars No.s 550626 and 1016397 shown on freight warrant No.126 and received here on the 2nd.May 1944.

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Both cars contained sacks which had been made up:- sugar, wheat and flour sacks and they were hand sewn. The reported to contain contain flour, but on examination were found to contain a mixture of dirt, stones, sticks, empty food tins, grain, sugar and flour. The total number of such sacks was 853. The whole was unfit for human consumption. This consignment is still held at the Consorzio premises. The facts were reported by 'phone to the Supply Division and a full report will be submitted in due course.

In the event of discrepancies with regard to the numbers of or arrival freight cars, I invariably go to the R.T.O. at Caltanisetta and check with his records all arrivals and departures of cars. In this way the movements of the cars are traced.

The non-arrival of cars No.s 114511 and 1015010 was discovered in my office on the morning of the 10th.May,1944 and enquiries were in progress at the station when Major Bye arrived and took over the enquiry.

I have handed to Major Bye certified copies of the Consorzio return relative to the arrival of the freight cars at Gela on 1st. May,1944, which were dispatched from Palermo on 29th.April 1944.

I would mention that I have no Allied personnel assistance in my department. The entire handling of supplies is therefore done by the Consorzio Officials, under my general supervision.

This statement has been read over to me and is true.

Signed: Gilbert W.E.Coult, Lt.
Provincial Supply Officer,
Caltanisetta.

This statement was taken by me in the presence of Special Agent Manfredi at 12-30pm. 12th.May,1944

E.J. Bye, Major
Provincial Public Safety Office:
Palermo.

Declassified E.O. 12356 Section 3.3/NND No. 78506

mises. The facts were reported by 'phone to the Supply Division and a full report will be submitted in due course.

In the event of discrepancies with regard to the numbers of or arrival freight cars, I invariably go to the R.T.O. at Caltanisetta and check with his records all arrivals and departures of cars. In this way the movements of the cars are traced.

The non-arrival of cars Nos 114511 and 1015010 was discovered in my office on the morning of the 10th.May,1944 and enquiries were in progress at the station when Major Bye arrived and took over the enquiry.

I have handed to Major Bye certified copies of the Consorzio return relative to the arrival of the freight cars at Gela on 1st. May,1944,which were dispatched from Palermo on 29th.April 1944.

I would mention that I have no Allied personnel assistance in my department. The entire handling of supplies is therefore done by the Consorzio Officials,under my general supervision.

This statement has been read over to me and is true.

Signed: Gilbert W.N.Coult,Lt.
Provincial Supply Officer,
Caltanisetta.

This statement was taken by me in the presence of Special Agent Manfredi at 12-30pm. 12th.May,1944

E.J. Bye, Major
Provincial Public Safety Office:
Palermo.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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ALLIED CONTROL COMMISSION
Teramo Province

19

On May 11.1944 in the Caltanisetta's railroad station, before us undersigned P.S. Commissario,is present here Maggiore Nichols of Rosario and of Gango Ernesto,born in Caltanisetta on May 17.1906, there living by the railroad station, who questioned, has answered: I'm a day-labourer of the railroad and on April 30.1944 I wrote up the enclosed list of cars of the G.I. train N.14 which left Caltanisetta's station at 6'30 P.M. on april 30.1944.
I do not remember the way bill of the two cars N°114511 and 1015010 there registered but the "military" sign means that it was a military transportation,consequently the way bill which have followed the cars must belong to the Allied Command.
Read,confirmed and undersigned,

Maggiore Nichols
Dr.Matteo Renato Mendolia,P.S.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785046

undersigned P.M., Commissario, is present here Bargiore Michele of Rosario and of Cange Francesco, born in Gela Sicilia on May 17.1900, there living by the railroad station, who questioned, has answered:
I'm a day-laborer of the railroad and on April 30.1944 I wrote up the enclosed list of cars of the G.I. train N.14 which left Caltanissetta's station at 6'30 P.M. on april 30.1944.
I do not remember the way bill of the two cars N°114511 and 1015010 there registered but the "Military" sign means that it was a military transportation, consequently the way bill which have followed the cars must belong to the Allied Command.
Read, confirmed and undersigned.

Bargiore Michele
Dr. Matteo Rendo Amendolea, P.M. Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785046

20

ALLIED CONTROL COMMISSION
Palermo Province

The year 1944 on May 11th.in the Caltanisetta railroad station, before us undersigned, P.C.Commissario is present here Colesi Nicolò ex former Carmelo and of former Sammarco Caterina, born in Termini Imerese on March 15.1895,living in Caltanisetta on Palmintelli St.,who spontaneously makes the following statement:
I'm the head of Caltanisetta's railway-traffic department and I have noticed that transportations of flour and other foodstuffs,made the r.c.from Palermo to Caltanisetta,Canicattì and Agrigento Central station in behalf of the A.M.G. they are arriving,some times,with a noticeable number of packages less than the number stated on reserved telegrams on hand. The cars are regularly sealed and escorted, therefore it is not possible that packages are taken away during the trip, but it is to think that the number of packages sent are less in number of those stated. In regard to that, I have already sent a report to the commercial section of Palermo's traffic department.
Read,confirmed and undersigned,

Nicolò Colesi
Dr.Matteo Renato Mandalà, P.S.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785019

I'm the head of Caltanisetta's railway-traffic department and I have noticed that transportations of flour and other foodstuffs, made the r.c.from Palermo to Caltanisetta,Canicattì and Agrigento Central Station in behalf of the A.C.C. they are arriving,some times,with a noticeable number of packages less than the number stated on reserved telegrams on hand. The cars are regularly sealed and escorted, therefore it is not possible that packages are taken away during the trip, but it is to think that the number of packages sent are less in number of those stated. In regard to that, I have already sent a report to the commercial section of Palermo's traffic department.
Read,confirmed and undersigned,

Nicolò Colosi
Dr.Matteo Renato Ammendola, P.S.Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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21

ALLIED COMMISSION CONTROL
Palermo Province

On May 11th.1944 in the Caltanisetta's railroad station,before us undersigned Commissary of P.S. is present here Edoardo Vancheri of former Salvatore and of former Enrichetta Lombardo,born in Caltanisetta on June 12.1885,there living on 16 Regina Margherita, who questioned has answered:
I'm the head department of the railroad traffic of Caltanisetta and I receive orders from the It.of the A.T.O. of Caltanisetta relative to the railroad cars that are travelling in behalf of the Allied Government. The two cars N°114511 and 1019016 were held at Caltanisetta instead of proceeding for Gela,after order given by myself as it appears in the traffic-book. Same were given by me, as it appears from the enclosed copy for orders received through the interpreter Salerno,of the local A.T.O. Office.
I do not remember if the order was given to me orally or written in a piece of paper as I don't keep any record of such notes.Since the two cars leaving for Palermo are appearing in the shipping book,it is sure that I gave an orally order,as it doesn't appear that I have given it by a written note. Yet it can not be excluded that the A.T.O. office,directly informed by some merchandise watchmen of the two cars had been held in this station,could have given him the order to put the two cars on leave for Palermo,consigning to the head manager the relative documents.
According to what I remember this is the first time that railroad cars loaded with flour or of any other merchandise are returning back to the place from where they come from but instead it has happened,other times, the change the place of destination of railroad cars loaded with the merchandise,of course I cannot say how. often it has happened as I don't remember such detail.
Read,confirmed and undersigned

Edoardo Vancheri
Dr.Matteo Renato Amendolea, P.S.Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 780016

22

ALLIED CONTROL COMMISSION
Palermo Province

22

On May 11.1944, in the Caltanisetta railroad station, vefore us, P.M.Commissary is present here Mirabella Girolamo of Salvatore and of former Indelicato Maria, born in Catania on Nov.6.1898, living in Caltanisetta on 61 Meresi St., who question=ed has answered:
I am the head manager of the united merchandise railroad office of Caltanisetta and I take care of the forwarding and delivery of goods either of full cars as of different loaded merchandise. Any time there are arriving railroad cars addressed to the Allied Command I send the merchandise watchman to inform the A.M.G. Of=ficer, who gives instructions for the consignment or the proceed=ing of the cars. The traffic watchman takes care of the cars on transit that are going further on this station.
Therefore the cars #114511 and 105010 that should have gone to Gela were kept in this station without my knowing anything about it, as the watchman of the traffic office interested himself of that. Those two cars only concerned me when they were sent from Caltanisetta to Palermo, as order given me by the head department of the traffic who, for what concerns the cars of the Allied Com=mand, receives instructions from the A.M.G. Officer.
Read, confirmed and undersigned,

Mirabella Girolamo
Dr. Matteo Renato Mendolea, P.M.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 783016

of Salvatore and of former Indirizzo Anna, [illegible]
Nov.6.1898, living in Caltanisetta on 61 Marsai St., who question=
ed has answered:
I am the head manager of the united merchandise railroad office
of Caltanisetta and I take care of the forwarding and delivery
of goods either of full cars as of different loaded merchandise.
Any time there are arriving railroad cars adressed to the Allied
Command I send the merchandise watchman to inform the R.T.O. Of=
ficer, who gives instructions for the c nsignment or the proceed=
ing of the cars. The traffic watchmen takes care of the cars on
transit that are going further on this station.
Therefore the cars N°114511 and 105010 that should have gone to
Gela were kept in this station without my knowing anything about
it, as the watchman of the traffic office interested himself of
that. These two cars only concerned me when they were sent from
Caltanisetta to Palermo, as order given me by the head department
of the traffic who, for what concerns the cars of the Allied Com=
mand, receives instructions from the R.T.O. Officer.
Read, confirmed and undersigned,

Mirabella Girolamo
Dr. Matteo Renato Mandolca, P.S.Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785046

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ALLIED CONTROL COMMISSION
Palermo Province

The year 1944 of the 11th. of May, in the Caltanisetta railroad Station, before us undersigned, P.S.Commissario, is present here, Spena Angelo of late Giuseppe and of late Limuti Lucia, born in Caltanisetta on the 16th. of July 1886, there residing, on Via Varesio 47 who, being questioned has answered:
I am the helper of the transit-office of the local station FF.SS. I hand in the documents concerning the two cars N°114511 and 1015010 which were supposed to go to Gela but were kept here as you can see from the enclosed documents. Some were given me by the labourer of the transit-office and nothing do I know if there were other English written papers, unless some documents have been withdrawn by somebody who had then given them to the R.T.O. Read, confirmed and undersigned,

Angelo Spena
Dr. Matteo Renato Amendolea, P.S.Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 780016

24

24

The year 1944, on May 11, at the Railway Station of Caltanissetta, before me, the undersigned Commissioner of P.S., is present GIANNONE Ignazio of Salvatore and of Maria Concetta, born in Caltanissetta on 13/12/1921, there living, 27, Via S.Cataldo, who, on being questioned replies :

" I am a labourer at the Railway Station of Caltanissetta.
I do not remember if together with the documents that you produce to me, concerning the cars 114511 and 105010, and which I received in consignment from the labourer Santuzzo, there were other papers written in English. In the morning I consigned said documents to Sig. SPINA Angelo, and I can say that, like is shown in the form C.126 issued by Palermo Central Station, and attached to said documents, the request made by the Allied Command at Palermo, bore the number 137, and of course, being an unique request for all the cars, this request must have continued with the six cars that went to Gela.

Read, confirmed and undersigned.

(Signed) Labourer Giannone Ignazio

Dr. Matteo Renato Amendolea, Comm. of P.S.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

Commissioner of P.S., is present, assisted by [illegible]

of Salvatore and of Nelfa Concetta, born in Caltanis-

setta on 13/12/1881, there living, 27, Via S.Cataldo,

who, on being questioned replies :

" I am a labourer at the Railway Station of Caltanissetta.
I do not remember if together with the documents that you produce to me, concerning the cars 114611 and 105010, and which I received in consignment from the labourer Gentuzzo, there were other papers written in English. In the morning I consigned said documents to Sig. SPINA Angelo, and I can say that, like is shown in the form C.126 issued by Palermo Central Station, and attached to said documents, the request made by the Allied Command at Palermo, bore the number 137, and of course, being an unique request for all the cars, this request must have continued with the six cars that went to Delia.

Read, confirmed and undersigned.

(Signed) Labourer Giammone Ignazio

Dr. Marino Renato Amendolea, Comm. of P.S.

3811

Declassified E.O. 12356 Section 3.3/NND No. 785016

25

~~25~~

The year 1944, on May 11, in the Railway Station of Caltanissetta, before me, the undersigned Commissioner of P.S., is present MANTUZZO Giovanni of the late Giuseppe and of the late Sulone Maria Teresa, born at Comitini, on 24/7/903, living in Caltanissetta 11, Via Venezia, who, on being questioned, replies :

" I am a labourer at the Transit Office. Towards 2100 hours on April 29th last, a train arrived from which two freight cars containing I do not know what, were to be detached. The Station Master on duty, ordered to me, in following an order that he received from the Head of the Movement Department, to inform the Switch Office to have said two cars, which resulted bound to Cell, detached.
As the Carabinieri escorting the train, gave no permission to detach the cars, the Station Master on duty, Sig. CASALI, showed them the order he got from the movement Office.
The documents of escort of said cars consisted of two strips of white paper written in English.
I am not able to say if there were any stamps on them because I do not remember. I took them and on the following morning at 6'o' clock, as I stopped working, I consigned them to the labourer who came next on duty who on his turn consigned them to the Transit Office; I do not remember who he was.
I informed no one about the arrival of the two cars.

Read, confirmed and undersigned.

(Signed) MANTUZZO Giovanni
Amendolea Matteo Renato,
Commissioner of P.S.

3810

Declassified E.O. 12356 Section 3.3/NND No. 785046

Teresa, born at Comitini, on 24/7/33, living in
Delt.niassetta 11, Via Venezia, who, on being questioned,

replies :

" I am a labourer at the Transit Office. Towards
2100 hours on April 29th last, a train arrived from
which two freight cars containing I do not know what,
were to be detached. The Station Master on duty,
ordered to me, in following an order that he received
from the Head of the Movement Department, to inform
the Switch Office to have said two cars, which resul-
ted bound to Gela, detached.
As the Carabinieri escorting the train, gave no
permission to detach the cars, the Station Master on
duty, Sig. CASALI, showed them the order he got from
the movement Office.
The documents of escort of said cars consisted of
two scrips of white paper written in English.
I am not able to say if there were any stamps on them
because I do not remember. I took them and on the
following morning at 6'o' clock, as I stopped working,
I consigned them to the labourer who came next on duty
who on his turn consigned them to the Transit Office;
I do not remember who he was.
I informed no one about the arrival of the two cars.

Read, confirmed and undersigned.

(signed) FANTUZZO Giovanni
Agendolen Matteo Renato.
Commissioner of P.S.

3810

Declassified E.O. 12356 Section 3.3/NND No. 785046

26

26

CRIMINAL INVESTIGATION DIVISION
Provost Marshal Section
Island Base Section
A.P.O. 550 U.S.Army

I Wilmer R.Cummings, rank 1st Lt.Serial No. 0-493464 of the Transportation Corps, having been warned of my rights under the 24th Art of War by Agents Keane and Manfredi C.I.D. do declare the following:

On the 30th April 1944 a series of eight freight cars destined for Gela, Sicily arriving at Caltanissetta about 0250 hrs of the same date.

Among the eight freight cars were two bearing Nos 114511 and 101510. Before the trains arrived I received a telephone call from I think the A.C.C. but I am not sure in Palermo. I don't remember who spoke to me on the telephone, but I was given orders to have the freight cars bearing the above mentioned numbers rerouted back to Palermo. I did not keep any record of this telephone call.

Right after receiving the above mentioned telephone call, I gave a verbal order to my interpreter Salvatore Salerno.

The order stated that the two freight cars bearing the above mentioned Nos. should be sent back to Palermo at the first available opportunity.

Salerno gave this message to Dr. Edward Vanchieri, Ispettore Principale, Stazione Caltanissetta, Sicily. The above mentioned freight cars departed at 1850 hrs 30 April 1944, for Palermo, Sicily. The two above mentioned freight cars were detained temporarily at Kirbi, Sicily which is a point where freight trains are assembled to be later made up into units. When a unit is made up, it is then destined for its terminating stops.

Of recent date I haven't been making out the usual duplicate on the way bill.

However I made out an original but I'm not quite sure if I sent it to A.C.C. Regional Office 1, Palermo, but the only proper authority to receive these freight cars would be A.C.C.

From time to time Lefrenant Could Supply

Declassified E.O. 12356 Section 3.3/NND No. 783016

warned of my rights under the 24th Art of War by Agents Keane and Manfredi C.I.C. do declare the following:

On the 30th April 1944 a series of eight freight cars destined for Gela, Sicily arriving at Caltanissetta about 0250 hrs of the same date.

Among the eight freight cars were two bearing Nos 114511 and 101510. Before the trains arrived I received a telephone call from I think the H.T.O. but I am not sure in Palermo. I don't remember who spoke to me on the telephone, but I was given orders to have the freight cars bearing the above mentioned numbers rerouted back to Palermo. I did not keep any record of this telephone call.

Right after receiving the above mentioned telephone call, I gave a verbal order to my interpreter Salvatore Salerno.

The order stated that the two freight cars bearing the above mentioned N s. should be sent back to Palermo at the first available opportunity.

Sal rno gave this message to Dr. Edward Vanchieri, Ispettore Principale, Stazione Caltanissetta, Sicily. The above mentioned freight cars departed at 1950 hrs 30 April 1944, for Palermo, Sicily. The two above mentioned freight cars were detained temporarily at Xirbi, Sicily which is a point where freight trains are assembled to be later made up into units. When a unit is made up, it is then destined for its terminating stops.

Of recent date I haven't been making out the usual duplicate on the way bill.

However I made out an original but I'm not quite sure if I sent it to A.C.C. Regional Office 1, Palermo, but the only proper authority to receive these freight cars would be A.C.C.

From time to time Lieutenant Coult Supply Officer A.C.C., Caltanissetta comes in personally to check the record of A.C.C. Freight trains received.

Almost invariably we (this Office) phone the A.C.C., Caltanissetta when the freight car trains arrive. I didn't notify Left tenent Coult that the above mentioned freight tr ins left for Palermo.

2905

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Neither did I notify Left tenent Gault or the aaaaa other six freight cars having arrived, but this was because it is not usual to notify him of cars, whose destination is other than Coltsniessetts.

I have read the above statement of three pages and everything is of the truth, and initialling same.

(Signed) Wilmer E.Cummings
1st Lieut.T.C. O- 493464

Witnessed

(Signed) Henry L. Manfredi. C.I.D.
Francis A. Keene. C.I.D.

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1st Lieut.T.C. O- 493464

Witnessed

(Signed) Henry L. Manfredi. C.I.D.
Francis A. Keene. C.I.D.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

27

27

ALLIED CONTROL COMMISSION
Palermo

11-5-44

Statement of
Salvatore SALEINO, age 34
married, Interpreter,
No 24 Via Venezia, Caltanissetta.

I am an Interpreter and have been employed as such in the Railway Transport Office since September 1943. I have been working with Lieut. Cummings since about the end of October. In addition to ordinary interpreting I carry messages and transmit orders for Lieut. Cummings to the Italian Station Authorities.
On, I believe the 29th April 1944 after lunch about 3 pm. I was in Lieut. Cummings Office when he answered the phone. After speaking on the phone, he turned to me and said: "Palermo telephoned me and told me to stop two cars which are coming on a train from Palermo". He then either wrote the numbers on a piece of paper, or I did, I cannot remember whic.
I particularly remember this incident because so far as I know, we have never stopped cars before neither has it been done since. I do not now remember the numoer of the cars.
I went at once into the next office and gave Dr.Vancheri the piece of paper with the numbers on it and told him to stop the cars on their arrival at Caltanissetta.
That was what Lieut Cummings had directed me to do.
I did not see the train arrive, but on the following morning at about 8.30 to 9 o' clock, Dr. Vancheri came into Lieut. Cummings' Office and asked me what he was to do with the two cars.
Lieut. Cummings told him through me that they were to be returned to Palermo. The cars were sent that morning to Palermo. I did not see the way bill prepared or have anything to do with it.
I know nothing else about the cars, in fact I never saw them. I never take messages on the phone for Lieut.Cummings. When Lieut. Cummings is not in the Office Sergeant Faught is in charge.
I have not been to Palermo since the occupation.
I now remember that on one occasion a car loaded with gasoline was stopped. I do not know the reason.

3798

This statemet has been read over to me and is true.

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I am an Interpreter and have been employed as such in the Railway Transport Office since September 1943. I have been working with Lieut. Cummings since about the end of October. In addition to ordinary interpreting I carry messages and transmit orders for Lieut. Cummings to the Italian Station Authorities.

On, I believe the 29th April 1944 after lunch about 3 pm. I was in Lieut. Cummings Office when he answered the phone. After speaking on the phone, he turned to me and said: "Palermo telephoned me and told me to stop two cars which are coming on a train from Palermo". He then either wrote the numbers on a piece of paper, or I did, I cannot remember whic.

I particularly remember this incidant because so far as I know, we have never stopped cars before neither has it been done since. I do not now remember the number of the cars. I went at once into the next office and gave Dr.Vancheri the piece of paper with the numbers on it and told him to stop the cars on their arrival at Caltanissetta.

That was what Lieut Cummings had directed me to do.

I did not see the train arrive, but on the following morning at about 8.30 to 9 o' clock, Dr. Vancheri came into Lieut. Cummings' Office and asked me what he was to do with the two cars.

Lieut. Cummings told him through me that they were to be returned to Palermo. The cars were sent that morning to Palermo. I did not see the way bill prepared or have anything to do with it.

I know nothing else about the cars, in fact I never saw them. I never take messages on the phone for Lieut.Cummings. When Lieut. Cummings is not in the Office Sergeant Faught is in charge.

I have not been to Palermo since the occupation.

I now remember that on one occasion a car loaded with gasoline was stopped. I do not know the reason.

3798

This statemet has been read over to me and is true.

(Signed) Salermo Salvatore

This statement was taken down by me at 6.30 pm. 11th May 1944 in the presence of Special Agents Keane and Manfredi C.I.D., Palermo.

E.J. Bye, Major,
Provincial Public Safety
Officer.

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ALLIED CONTROL COMMISSION
Palermo Province

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Statement of LA PAGLIA Giuseppe

The year 1944, on May 12th, in the R.Prefettura of Caltanissetta before me, the undersigned Commissioner of P.S. is present the Book Keeper LA PAGLIA Giuseppe fu Giuseppe and fu Porcelli Teresa born in Termini Imerese on Dec.4th, 1899, living at Caltanissetta 71, Via Terranova, who, on being questioned answers :

" I am the Director of the local Consorzio Agrario Provinciale and in this capacity Lieut.Coult issued to me an authorisation to personally direct using my employees the delivery, unloading and storing of foodstuffs and other commodities with the exception of medicines. Firstly I have been authorized verbally and then such authorizations were confirmed by a written note, as far as last February. At the beginning when freight cars arrived, I asked the assistance of Allied Personnel/ which I got for a few days. Later on as the freight cars in coming, become more numerous, Lieut. Coult said that he could not send me any more Allied Personnel, to this purpose, and encouraged me to submit a report to him, about the unloading of each freight car. The delivery and unloading of the freight cars, come on my Chief Warehouse Keeper GINEVRA Angelo who as soon as he gets informed from the Railway Office about the arrival performs these duties. He signs on the delivery Record but does not withdraw any documents as they do not give any to him. For each freight car, Ginevra writes a report to me on the basis of which I drew up another report that I submit to Lt. Coult. It occurred sometimes that some freight cars bound to Caltanissetta have been despatched again to other Communes. This is one of my duties in as much I must refurnish said Communes. I give order to my warehouse keeper to despaton the freight car but I do not mention anything about this on the report I submit to Lt.Coult. I only mention the cars that really reach Caltanissetta, therefore also the ones that we despaton again. But I send my own personel/ to make the delivery and the unloading in the interested communes. To this end on the 1st inst. I despatched to Villalunga the two cars n.167211 and 1027939 which were opened in this station where they had arrived from Palermo and were despatched again after that 90 sacks of Pasta were loaded on the first car and 87 on the second one. We added such pasta as this was the May ration and was to be sent to that Commune. As the quantity of bales was to be specified, in despatching them it was necessary to put the same number appearing from the expedition

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Book Keeper LA PAGLIA Giuseppe fu Giuseppe and fu Forcelli Teresa born in Terzini Imerese on Dec.4th, 1899, living at Caltanissetta 71, Via Terranova, who, on being questioned answers :

" I am the Director of the local Consorzio Agrario Provinciale and in this capacity Lieut.Coult issued to me an authorization to personally direct using my employees the delivery, unloading and storing of foodstuffs and other commodities with the exception of medicines. Firstly I have been authorized verbally and then such authorizations were confirmed by a written note, as far as last February. At the beginning when freight cars arrived, I asked the assistance of Allied Personnel/ which I got for a few days. Later on as the freight cars in coming, bec me more numerous, Lieut. Coult said that he could not send me any more Allied Personnel, to this purpose, and encharged me to submit a report to him, about the unloading of each freight car. The delivery and unloading of the freight cars, come on my Chief Warehousen Keeper GINEVIA Angelo who as soon as he gets informed from the Railway Office about the arrival performs these duties. He signs on the delivery Record but does not withdraw any documents as they do not give any to him. For each freight car, Ginevra writes a report to me on the basis of which I draw up another report that I submit to Lt. Coult. It occurred sometimes that some freight cars bound to Caltanissetta have been despatched again to other Communes. This is one of my duties in as much I must refurnish said Communes. I give order to my warehouse keeper to despatch the freight car but I do not mention anything about this on the report I submit to Lt.Coult. I only mention the cars that really reach Caltanissetta, there fore also the ones that we despatch again. But I send my own personel/ to make the delivery and the unloading in the interested communes. To this end on the 1st inst. I despatched to Vallelunga the two cars n.167211 and 1027939 which were opened in this station where they had arrived from Palermo and were despatched again after that 90 sacks of Pasta were loaded on the first car and 67 on the second one. We added such paste as this was the 2nd May ration and was to be sent to that Commune. As the quantity of bales was to be specified, in despatching them it was necessary to put the same number appearing from the expedition from Palermo, but as we could not check, we do not exclude that at the arrival in Vallelunga the personnel found a different number of bales like in almost all the freight cars.
I have never been informed that any freight cars with broken seals have arrived here in Caltanissetta. This instance happened to a car loaded with flour on arrival at Acquaviva. Of course I do not know if the number of bales was right or not because they do not give any information about it. If I told you before that almost in all the freight cars the quantity of bales was different I did so having known it from Lt.Coult.
Read, confirmed and undersigned.

(Signed) Lay Paglia Giuseppe
Dr.Matteo Renato Ancescio
Comm.of P.S.

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ALLIED CONTROL COMMISSION
Palermo Province

The year 1944 on the 12th.May at the S.Prefettura of Caltanisetta, before me the undersigned Commissario of the Public Safety, there being present Cinel Vita Angelo of late Salvatore and of late Lamia Angela, born at Caltanisetta on the 28 February 1887 and living there at Via Magenta, 10 whom on being questioned, replied:
From the month of February 1944, there arrived at the Caltanisetta station Centrale, freight cars containing various food-stuffs, for example, wheat, flour, sugar, tinned goods, peas, beans etc. also freight cars loaded with nitrate addressed firstly to A. .C.O.F., and then to A.C.C. I am the chief warehouseman for the Consrzio Agrario Provinciale of Caltanisetta and according to orders received from my director, Rag. Giuseppe La Barbera, I attend to the clearing of the said freight cars, at the same time, signing the register in which records of same are kept, to their unloading, and to the warehousing of the contents. As soon as the freight cars arrive, the Capo Gestione of the local railroad station send a notice to my office in order to inform me that freight cars have arrived, some times, the orders are given to me by word of mouth, on these occasions I go to him in order to take the numbers from the register of the freight cars arrived. Some times he sends, written on a piece of paper, the number of same arrived but not always the contents; as will be seen from the attached. When theyare good many freight cars, and it is not possible for me to unload them all in one day then I leave the rest until the following day. I am saying this because the unloading is carried out in the presence of and with the help of the railway employees. Some times there have been present also members of the Supply Office that is, the lieutenant and British soldier and the interpreter Catalde. After unloading the freight cars I take what I have found there in to the Consorzio. Therefore I do not know if the quantity and the number of goods withdrawn is effectively that which is shown on the delivery note as this not concern me. But I can say that from the first I have noticed sacks of flour or wheat half-empty, empty and damp. For about 20 days I have noticed on the arrival of freight cars and almost up to to-day: 1) Sacks containing flour completely mouldy; 2) Sacks containing warehouse sweepings, that is, residue of flour, stones, orange skins, used "preservativi" etc.; 3) sacks containing a mixture of flour, pasta, sugar and wheat. On an average the number of sacks filled as with foreign substances has been generally about 4 to 5, but in the freight cars 3596 and 1016397 un-

goods

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station Centrale, freight cars containing various foodstuffs, for example, wheat, flour, sugar, tinned goods, peas, beans etc. also freight cars loaded with nitrate addressed firstly to A.M.G.O.T., and then to R.C.A. I am the chief warehouseman for the Consorzio Agrario Provinciale di Caltanisetta and according to orders received from my director, Rag. Giuseppe La Barbera, I attend to the clearing of the said freight cars, at the same time, signing the register in which records of same are kept, to their unloading, and to the warehousing of the contents. As soon as the freight cars arrive, the Cago Gestione of the local railroad station send a notice to my office in order to inform me that freight cars have arrived, some times, the orders are given to me by word of mouth, on these occasions I go to him in order to take the numbers from the register of the freight cars arrived. Some times he sends, written on a piece of paper, the number of same arrived but not always the contents; as will be seen from the attached. When theyare good many freight cars, and it is not possible for me to unload them all in one day then I leave the rest until the following day. I am saying this because the unloading is carried out in the presence of and with the help of the railway employees. Some times there have been present also members of the Supply office that is, the lieutenant and British soldier and the interpreter Cataldo. After unloading the freight cars I take what I have found there in to the Consorzio. Therefore I do not know if the quantity and the number of goods withdrawn is effectively that which is shown on the delivery note as this does not concern me. But I can say that from the first I have noticed sacks of flour or wheat half-empty, empty and damp. For about 20 days I have noticed on the arrival of freight cars and almost up to to-day: 1) Sacks containing flour completely mouldy; 2) Sacks containing warehouse sweepings, that is, residue of flour, stones, orange skins, used "preservativi" etc.; 3) sacks containing a mixture of flour, pasta, sugar and wheat. On the average the number of sacks filled in with foreign substances has been generally about 4 to 5, but in the freight cars 3506 and 1016987 unloaded on the first of May 1944 in the first 350 sacks there was a deficiency of flour and the sacks had been sewn by hand-that is-it had been interfered with. In the second No.473 sacks of the same type. But in these sacks instead of flour, they were nearly all full of foreign substances described above. So I called my directore who advised Lieutenant Coult, and together they ascertained the contents of the cars deciding to have them unloaded and the contents put on one side. In every freight car unloaded I keep an account for my director in which I specify the quantity, quality and the condition of goods, which I take delivery and charge of. I have at my disposition about 40 persons who help me in the carrying out of my work.

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at the same time for what concerns the unloading of the freight cars and the warehousing of the goods,I always keep a strict watch I have never noticed if the freight cars arrived with the seal broken but the employee who cuts the strings will be able to know more about it than I do.

Read,confirmed and undersigned,

Cinone Angelo
Dr.Matteo Renato Amendolea,P.U.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785016

30 30

ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 9th.of May, in the R.Prefettura of Palermo, before us undersigned, P.S.Commissario, is present Ferro Agostino of late Ciro, born in Palermo on the 3/4/1900, here resident on Via Antonio Marinuzzi 153, who being questioned has answered:
I am train -master at the Palermo Station and on the 1st.inst. I removed the train 8619/8337 that was to leave at 3'35 P.M.from Caltanissetta Xirbi for Palermo.
The two freights N°1015010 and 114511 were consigned to me with the train which had been formed in Caltanisetta as results from the vehycle-sheet of said train. I assured myself through my bre=ke-men that the freights attached to the train were those indicat=ed on the vehycle-sheet and I undertook my journey.
Arrived at Palermo I consigned the freights and its ~~xxxxxxx~~ escort-documents written in English.
Read, confirmed and undersigned,

Ferro Agostino
Dr.Matteo Renato Amendolea P.S.Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785046

31 31

ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 9th.of May in the R.Prefettura of Palermo, before us undersigned P.S.Commissario, is present Pattavino Vincenzo of Rosario and of Mariano Marianna,born in S.Cristina Gela on the 17/4/1907,residing in Palermo on Via D'Ondes Reggio 25,who being questioned has answered:
On the 1st.inst. at the arrival of the train 8337 I withdrew the vehycle-sheet and the escort-documents of the freights.
Among these there was a document written in English language concerning the two freights. As usual,I went to the R.T.O. to ask about those two freights and to register all the other coming in.
There I talked with the interpreter Guccione who, after he had talked with an American military - I don't know who he was - he told me to leave the freights in the railroad-yard, and to give disposition to the manouvre-personnel to be fixed on whatever railroad-line waiting to be destined.
As I was to go home I consigned the vehycle-sheet and the documents to my companion Randazzo telling him to check out the freights on the vehycle-sheet in accordance with documents. I forgot to tell him that the document concerning the two freights I had consigned it to the R.T.O. For this reason,not finding said documents among those which I had given him, instead to check the number of the freights with a sign he wrote three interrogative points on it.
Read,confirmed and undersigned,

Pattavino Vincenzo
Dr.Matteo Renato Amendolea P.S. Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 783046

32

ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 9th.of May, in the R.Prefettura of Palermo, before us, P.S.Commissario, is present Barraco Gaspare of Salvatore and of Lombardo Angeline, born in Palermo on the 5/5/1914, here residing on Via Aurelio Gostanzo 4 or 5, who being questioned, has answered;

I am the labourer who seal with lead the freights at the Central Station of Palermo.

On the 3rd.inst., about hours 15 the American Corporal Petrillo called me to seal a freight. When we arrived on the spot we found near the freight the rail-road Police. Petrillo opened the freight and I could see, from one point to another, that there were sacks full of flour all placed together, and in the center were full sacks but put in disorder.

As I could verify, a phonogram had been by the railroad Police, N°16 of the 3/5/44 to the sealing-office in which was said that the ~~Fxx~~ freight N°101910 has the lead-string (of the mountain-side) broken, and tied up again and a verification was asked together with a new sealing.

As I repeat, I sealed the freight at Caporal Petrillo's orders, as I had not yet seen the phonogram.

Read, confirmed and undersigned,

Barraco Gaspare.

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33

ALLIED COMMISSION CONTROL
Palermo Province

33

The year 1944,of the 6th.of May, in the R.Prefetture of Palermo, before the undersigned,P.S.Commissario, is present here Giaquinta Salvatore of late Carmelo and of late De Benedetto Maria, born in Monterosso Aluna (Ragusa) on the 9th.of april 1898,residing in Palermo,on Via Pietro Calcara N°5 who, being questioned,has answered:

I am the switch-man of the railroad station and, in such nature,I have the charge to arrange the train that is to leave,that is,to put together all the freights that will compose the train. Same freights are being normally indicated by the station-master Mr.Taschetta. Another station-master who also has the pressing necessity to compose train, is Mr.Mantia, as he receives orders from the Allied Command to join freights to the train.
Usually, he sends over the order to Mr.Taschetta but, in case of any urgency,he could also send over the order directly to me.
Thursday morning, 4th.inst., about 9 A.M., Mr.Taschetta gave me a list in which were written the numbers of the fraight that should have composed the train that was to leave for Caltanisetta, starting from here at 1 P.M. I put togetherx said freights and, about noon-time,train was ready when, from the station-master office Mantia telephoned to Cabin A informing that to the up-mentioned train were to be added other two freights.
Who received the telephone call was the deviator Saglibene Pietro,and he told me that Mr.Mantia had ordered to add two freights to the train, which numbers I don't remember.
So I advised the chief-squad Macaluso and that of the 3rd.reserved squad to put together said freights and, when I was sure that work had been done, I didn't pay any more attention to it.
Rail_road car's documents are controlled by the transit-office where I don't have anything to do with it.
On that very day were on service in the transit-office,Mr.Pettavini and other two employees of whom I don't remember their names.
Read,confirmed, and undersigned,

Giaquinta Salvatore
Dr.Matteo Renato Amendolea P.S.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

34

The year 1944 of the 7th. of May, in the R.Prefettura of Palermo, before us undersigned P.S.Comissario, is present here Mr.Mantia Giovanni of Late Salvatore and of late Piazza Palotto Giuseppa, born in Corleone on the 24/11/1899, residing in Palermo, on Via Paolo Emiliano Giudice N°24 who, questioned, has answered:
I am the principal Station-master by the Central Station of Palermo. On the 4th.inst., about hours 11'30, I was present there when the interpreter Guccione Salvatore said that the Allied Command had given orders that two freights were to be added to the train that was to leave for Caltanisetta at hours 13'05 with destination to Termini. Guccione is switch-man by the railroad-station from about six months ago. He is interpreter there and was used to stay in my Office but, little by little he preferred to stay in the R.T.O.Office for the most part of the day where there was Ten. Curran. About two times a week he sets off on a locomotive-train for various destinations, together with Allied Officers and every time he leaves, he informs us. He is not supposed to ask permission as we know he leaves for the Allied Command's benefit, and we'll let him go. So, on the 4th.inst., while I was coming back in my Office about hours 15'10, Guccione told me that he was leaving with the locomotive train. I asked where was the locomotive train going to, as I left for lunch at 13'30, until that time no summons had come in regard to it. He answered that he was going to Termini. Who can know anything about the request concerning the locomotive train is the Station-master Conti, who was there on service.
Read, confirmed and undersigned,

Mantia Giovanni
Dr.Matteo Renato Amendolea P.S.Comissario

Declassified E.O. 12356 Section 3.3/NND No. 785016

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ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 6th.of May, in the R.Prefettura of Palermo, in the Office of Major Rye, before me undersigned P.S.Commissario, is present here Mentia Emanuele of late Salvatore and of late Piazza Pallotto Giuseppe, born on 18/2/1894 in Villabate, residing in Palermo on Via Cadorna N°5 who, being questioned, has answered:

I am station-master,coadjutor by the Central Station of Palermo and, in such nature, I receive from the Allied Authority,communications on freight that must be aided to trains on leave. Such communications are usually verbally transmitted, or written on piece of papers by means of interpreters Guccione,Gerbasi,Crivello,Macaluso and others.Thursday 4th.inst.,about 11 A.M.,presented himself to me the interpreter Guccione and, giving me a piece of paper on which were written two numbers,which I don't remember, said that the Allied Command, whose office is near mine, wished that the freights checked with the two numbers written on the piece of paper should leave with the train N°8342 at hours 13'5 for Termini. I telephoned to Cabin A and transmitted the order to the switch-man and, for information, to the Station-master Piazzale Mr.Pasohetta.
I casually know then,from Mr.Pattavino of the transit-office that the documents consigned to his office as escort to the two above mentioned freights had, as their destination, Fiorazzelli and not Termini. The control of the numbers checked on documents with those on attached freights is performed by a merchandise-guardian of the transit-office.

Emanuele Mentia
Dr.Matteo Renato Anendolea P.S.Comm.

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ALLIED COMMISSION SONFR
Palermo Province

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On May 9th,1944 in the Palermo R.Prefettura,before us undersigned, U.S.Commissario id present here DAVI'Andrea of Antonino and of Grossedonio Francesco,born in Palermo on June 5.1925,and here living on 105 Chiappara St.,al Carmine,who questioned,answers:
On May 4th,inst.,I was on service as watch-man in the transit office by the local railroad station. At about 12'30 o'clock A.M.the co-ordinator station-master ZANCA sent to the transit office a small piece of paper on which were written the numbers of two railroad cars to be attached at the train 6342 leaving at 1'05 o'clock,destined to Termini. Our office needed it in order to draw up the vehycle-sheet,then I I brought myself by Mr.ZANCA to find out what the two cars contained as I was going to write it on the vehycle-sheet.
The interpreter GUCCIONE was there with him who answered that they contained different material,I said then that I would have written "merchendise" considering the weight of 25 tons,along side the number, and Termini's destination. GUCCIONE replied that I was not going to write "Termini" because the exact destination had not yet been established. I went then by my colleague SCORDI and told him to draw up the vehycle-sheet living in blank the destination. At about 12'30 o'clock I told to SCORDI to ascertain himself if the two above said cars and a tank-car had been attached to the train 6342.At about 1o o'clock came to me the interpreter GUCCIONE and told me that the destination of the two cars was Piedimonte and gave me the escorting documents written in English but I can affirm that on it there wasn't any word written that would have meant flour. As Scordi had gone to control the joining of the cars I wrote the destination and I consigned the sheet to an agent of the train escorting staff.
I affirm that when I went to find the co-ordinator station-master where I met the interpreter GUCCIONE he had already in his hand the escorting document and as I asked for it he replied to me: I will give it to you later around when the destination will be known. Before I got on board the train I said to SCORDI: "please do not forget to have the cars that are leaving,registered by the Americans". As it is a habit of the Allied Command of the Station to register all the cars in arrival and those that are leaving. While I was saying these words GUCCIONE was there present who added: "It is not necessary because I will take the numbers and have them registered myself".
Read, confirmed and undersigned,

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Davì Andrea

Declassified E.O. 12356 Section 3.3/NND No. 785016

by the local railroad station. At about 12'30 o'clock A.M. the co-ordinator station-master SARTIA sent to the transit office a small piece of paper on which were written the numbers of two railroad cars to be attached at the train 6342 leaving at 1'05 o'clock, destined to Termini. Our office needed it in order to draw up the vehycle-sheet, then I I brought myself by Mr. SARTIA to find out what the two cars contained as I was going to write it on the vehycle-sheet.
The interpreter SUCCIONE was there with him who answered that they contained different material, I said then that I would have written "merchandise" considering the weight of 25 tons, along side the number, and Termini's destination. SUCCIONE replied that I was not going to write "Termini" because the exact destination had not yet been established. I went then by my colleague SCORSI and told him to draw up the vehycle-sheet living in blank the destination. At about 12'50 o'clock I told to SCORSI to ascertain himself if the two above said cars and a tank-car had been attached to the train 6342. At about 13 o'clock came to me the interpreter SUCCIONE and told me that the destination of the two cars was Piemazzelli and gave me the escorting documents written in English but I can affirm that on it there wasn't any word written that would have meant flour. As Scorsi had gone to control the joining of the cars I wrote the destination and I consigned the sheet to an agent of the train escorting staff.
I affirm that when I went to find the co-ordinator station-master where I met the interpreter SUCCIONE he had already in his hand the escorting document and as I asked for it he replied to me: I will give it to you later around when the destination will be known. Before I got on board the train I said to SCORSI: "please do not forget to have the cars that are leaving, registered by the Americans". As it is a habit of the Allied Command of the station to register all the cars in arrival and those that are leaving. While I was saying these words SUCCIONE was there present who added: "It is not necessary because I will take the numbers and have them registered myself".
Read, confirmed and undersigned,

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Dori Andrea
Dr. Matteo Renato Imondi Lgt. R.S.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785046

Declassified E.O. 12356 Section 3.3/NND No. 785016

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ALLIED MILITARY GOVERNMENT
Palermo Province

The year 1944 of the 7th. of May, in the habitation checked with N° 62 of Via Antonio Marinuzzi, Mr. Scordi Alfonso of late Antonio and of Gismuna Rosalia, born in Palermo on the 21st. of July 1900, here resident, declares to us, undersigned P.S. Commissario, as follows:
I am merchandise watch-man by the transit-office of the Station. The 4th. inst., about hours 11 A.M., I wrote the movement-sheet of the train on leave at hours 13'05 for Caltanisetta. The documents of all the freights that should have been indexed in the movement-sheet were on the Office's ~~desk~~ desk. I know that, as usual, the documents concerning Allied Command's freight are handed in by the interpreter Guccione or by the other interpreter that I don't remember ~~to~~ his name. Guccione was on service in that very day, but I can say to have found documents on desk. I controlled that the attached freight by the switch-division were exactly those with the numbers checked on documents, and so I left the sheet and documents on the desk from where were removed by the train-master. It's the train-master's duty to check out, with the help of some brake-man, every freight so as to assure himself that everything is in order. I don't knowx if the train-master has done, in this occasion, anything of the kind.
I remember that only two freights contained material, and just those two freight that were leaving for Ficarazzelli in behalf of the Allied Government. On documents was written that same contained "Material". Documents reach the destination point.
Read, confirmed and undersigned,

Scordi Alfonso
Dr. Matteo Renato Mandolesa P.S. Comm.

3787

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ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 9th. of May, in the R.Prefettura of Palermo, before us undersigned P.S.Commissari, is present Scordi Alfonso of late Antonio and of Gigmusa Rosalia, born in Palermo on the 21/7/1900, here resident on Via Antonio Marinuzzi N°63 who, questioned, has answered:
The vehycle-sheet of the freight 8342 of the 4th. of May was written by me. The numbers 1315010 and 114811 I copied from the escort document of said freights written in English language and brought in by the interpreter Guccione. I controlled then said numbers with those checked on freights attached to the xxx train but, evidently my control was not exactly made as I did not see that instead of the freights checked with the above mentioned numbers, were attached to the train those with the numbers 1015010 and 114511. This often happens when in haste is easily to mix up numbers which have equal ciphers. I only wrote on the vehycle-sheet the number of freights without writing the destination as evidently appears written in other hand-writing, as the destination was not yet written on the escort-sheet and space was left empty maybe to be written at the last moment.
Read, confirmed and undersigned

Scordi Alfonso
Dr.Matteo Renato Amendolea P.S. Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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ALLIED COMMISSION CONTROL
Palermo Province

On May 9th.1944,in the R. Prefettura of Palermo, before us under=
signed P.S. Commissario, is present here Zangaloro Alessandro of
former Demetrio and of Abbia Angela, born in Palermo on Jan.1.1893,
there living on 12 Albergheria St. who, questioned, answers:
I am train master at the local railroad station and on May 4th.
inst.,I was going to escort the train 8342 leaving at 1'05 o'clock
P.M. but, few minutes before the train started,the brakeman Orland
informed me that the documents of the first two railroad cars had
not been brought yet, as destination had not yet been decided.The
documents were brought when the train was about to start and the
two cars were destined to Ficarazzelli. I noticed that the vehycles
sheet numbers were the same of those on the escorting document,but
I could not controll if they were the same of those printed on the
cars as it was time to leave. At Ficarazzelli's station I consign=
ed the foresaid cars and the vehycle sheet to that station master
and I continued in my service.
Read, confirmed and undersigned

Zangaloro Alessandro
Amendolea Matteo Renato P.S. Comm.

3785

Declassified E.O. 12356 Section 3.3/NND No. 785019

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ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 8th.of may, in the R.Prefettura of Palermo, before us,undersigned P.S.Comissario, is present Conti Giuseppe of late Ottrado and of late David Paola, born in Palermo, on the 15/7/1897, here resident, on Via Salafino 19, who being questioned has answered:

Thursday 4th.inst. at hours 14'55 the interpreter Cuccione said to me that the train (Littorina) was needed to go to Termini, but he said that the order was not sure. In that moment the American Officer in charge of the R.T.O. Office of the Station came,confirming the order and saying that the Littorina was soon wanted.

Read,confirmed and undersigned:

Conti Giuseppe
Amendolea Matteo Renato P.S.Com.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

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ALLIED COMMISSION CONTROL
Palermo Province

Service telegram coming from Fiorazzelli - N° 176 - May 6.1944

Traffic Manager (Capo Compartimento -)
Traffic Section - Palermo

With the train 8342 of May 4th.inst. arrived in this station, from Palermo two railroad freights containing material as indicated on the vehicles sheet directed here on account of the Allied S.114511 and 1015010 escorted by a note written in English. Successively at 5'30 o'clock P.M. arrived here from Palermo, on board of a railroad motor car and American Officer who had an interpreter with him, who took delivery of the two cars which contained flour that was turned over to some private individuals by the above said Officer.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

The year 1944 on May 5th in Villabate, in the office of the C.C.R.R. Station.
Before me, PIRAINO Dario, Major of CC.RR., Commander of the provincial Group of Palermo and SCIUTO Luigi, Marescialle Maggiore Commander of the Carabinieri station, is present Pizzin Eugenio of Nicolò and of D'Elia Rosa, born on 4/3/25 at L. Dalla Libertà, Piemonte, "alunno alla gestione" s.110 (employée) at the M.C.M. (railway).

"A.B." (questioned as replies)

Yesterday 4th inst., at about 3 P.M. an American officer together with a civilian who acted as interpreter, reported to the office of the railway station, Villabate, where I was on duty. Then the interpreter be asked to me if two cars loaded with flour had arrived from Palermo, showing to me a small piece of paper on which were written the numbers of the cars he was asking of.
I answered yes: the wagons had regularly arrived and showed to him the document that the chief-guard who left the cars, delivered to me. Then the same interpreter, the officer requested me to accompany him to the cars, but I pointed out to him that before doing so it was necessary to deliver regularly the flour and that I could comply with his request only afterwards.
A.B. In fact the officer delivered both cars by putting his sign here on the proper record. Then I accompanied him to the two cars and partly in break the seals of one car and opened it. Almost as soon as we arrived to the two cars, two trucks supervised with some persons on them who briefly began unloading the American flour.
B.B. Whilst the officer and his interpreter were going to get away from the station, I asked back the delivery sheet of both loads of flour, but the officer told the same interpreter replied that he would have left them to me on his return from Termini, they were going on by means of the same motor-vehicle by which they had arrived from Palermo. About three hours elapsed when the officer and the Interpreter came back from Termini. I asked again the document the document re - both cars of flour and always them the interpreter, the officer replied that he had forgotten it at Termini. In the same time, evidently, as knew that the unloading of the flour had been stopped by the CC.RR. and therefore together with the Interpreter he went towards the two cars, but did not interfere at all in the action the Carabinieri and Carabinieri were taking in regard to the unloading and loading of the flour.

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Declassified E.O. 12356 Section 3.3/NND No. 785046

to the Office of the Railway Station, Villabate, where I was on duty. Thru the Interpreter he asked to me if two cars loaded with flour had arrived from Palermo, showing to me a small piece of paper on which were written the numbers of the cars he was asking of.
I answered yes: the waggons had regularly arrived and showed to him the document that the chief-guard who left the cars, delivered to me. Thru the same Interpreter, the Officer requested me to accompany him to the cars, but I pointed out to him that before doing so in was necessary to deliver regularly the flour and that I could comply with his request only afterwards.

D.R. In fact the Officer delivered both cars by putting his signature on the proper record. Then I accompanied him to the two cars and curtly he broke the seals of one car and opened it. Almost as soon as we arrived to the two cars, two trucks supervened with some persons on them who briefly began unloading the American flour.

D.R. Whilst the Officer and his Interpreter were going to get away from the Station, I asked back the delivery sheet of both loads of flour, but the Officer thru the same interpreter replied that he would have left them to me on his return from Termini, they were going to by means of the same motor-vehicle by which they had arrived from Palermo. About three hours elapsed when the officer and the Interpreter came back from Termini. I asked again the document the document re - both cars of flour and always thru the interpreter, the Officer replied that he had forgotten it at Termini. In the same time, evidently, he knew that the unloading of the flour had been stopped by the CC.RR. and therefore together with his Interpreter he went towards the two cars, but did not interfere at all in the action the Maresciallo and Carabinieri were taking in regard to the civilians they found unloading the flour.

D.R. Both cars of flour came from Palermo by the train No.8343 which arrived at Ficarazzelli at 1341 hours but without any expedition sheets and therefore either sender and addressee were unknown, however in considering that the American usually expedite various materials like this, I put not mind on it. I thought that the expedition was a regular one having been made by Allied Military Commands. I want moreover make clear that on the vehicle sheet respecting the two cars left at Ficarazzelli Station, that the chief-guard consigned to me, there was the generic indication of "MATERIALS" and not the specific one of "FLOUR".

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D.R. I do not know the name of the Officer who delivered the flour neither I do know to what Command he belongs. He was rather short, regular complexion, apparently 35 of age, rather lean, fresh color, fair, whilst the Interpreter was of average height, dark color, and for the whole of his particulars I think he is a Sicilian.

D.R. Present to the fact there were the railway employés COLLURA and the labourer Vincenzo MUSCARELLA, who however did not partecipate to the discussion.

D.R. It is true that this morning towards 9 o' clock an American Military reported to the Under Station Master GIARRIZZO Antonino, asking for the delivery record where the same Officer had signed to withdrew the two cars of flour.

D.R. The American Military whom I saw this morning is the one taller, aside the civilian, to begin from right to left in the picture that you show to me.

D.R. I have nothing else to say.
Made, read, confirmed and undersigned under the date and in the place as above said.

(Signed) RIPPA Gaspare
SCINTU Luigi
MINALDI Ennio

Declassified E.O. 12356 Section 3.3/NND No. 785016

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CRIMINAL INVESTIGATION DIVISION
A.P.O. 550 U. S. ARMY

UNIT 42

Palermo, 13 May 1944.

I the undersigned (Cribello, Giovanni di Ignazio and fu Greco Anna), residing at Via Filippo Garofalo, No. 60, without threats or promises and of my own free will in the presence of Criminal Investigation Agents, state the following:

On the morning of the 5 May 1944, that is the day after the incident and at about 0730 hours, I went upon orders of Lt. Curran (R.T.O. Central Station, Palermo), to the Carabiniere Station of Villa Bate, to find out why they had detained a Cuccione, Salvatore employed by the Italian state railroads, in the capacity of laborer but who sometimes assist in the interproting at the R.T.O., who drove the jeep. I saw the Marshall of the Carabiniere and I asked him the reason they had arrested Cuccione. He answered that he was suspected in an affair involving freight cars containing flour, I refered the matter to Lt. Curran, but I received no answer.

On the same morning and about 0900 hours, by order of Sgt. Brightwell, who works at the same office, who was at the disposition of the above mentioned officer, went to the station of Ficarazzi with a jeep. During the journey the Sgt. told me, we were goint to this station to see the register regarding the receiving of freight. Arriving at the station, I asked for an employee for the said register. He answered me, that he could not show me the said register because the Marshall of the Carabiniere, had taken it with him the previous day.

I referred this to Sgt. Brightwell, and we returned to our R.T.O. office at Palermo. I do not know what the Sgt. said to the Lt.

I am an interpreter for the R.T.O. command of Palermo.

The above stated is the pure tmuth.

/s/ Cribello, Giovanni

WITNESS:

s/ Henry Manfredi
Agent, C.I.D.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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CRIMINAL INVESTIGATIVE DIVISION
Provost Marshal Section
Island Base Section
APO 756 U.S. Army

13 May 1944

I, W. G. BRIGHTWELL, AGN 6950267, Rank: T/Sgt., Organization: Railway Section, I.B.S. (Trans. Corp) having been warned of my rights under the 24th A. W., by Agents Teane and Penfrelli, and without threats or promises, duress or coercion, and knowing that anything that I may say may be used against me, do hereby make the following statement:

On the 5 May 1944, about 0930 hours, while in the office of the R. T. O., Central Station, Palermo. Lt. Curran my immediate superior officer, came to me and said, "Sgt. I signed something on a book at the Station Ficarazzi, Sicily, yesterday afternoon, and I would like to know just what I signed on the book over at the Ficarazzi Station Office." When he said this, there was no one else present at the R.T.O. Office in Palermo. After receiving the above instructions, I took John Cutrelli who acts as an interpreter in the above mentioned office to Ficarazzi. John and I drove to Ficarazzi, alighted from the jeep and walked over to the Station master's office. I instructed John to ask the Station Master to let me see the book, which an American Officer had signed yesterday. The Station Master replied according to John that "The Carabinere" had taken the book the afternoon before. I then returned to the R.T.O. Palermo, and told Lt. Curran that the Carabinere had taken the book which he thinks that he had signed his name in. I waited for the Lt. to say something but when he didn't, I returned to my duties.

W. G. Brightwell

W. G. BRIGHTWELL, AGN 6950267
T/Sgt., Trans. Section, IBS

Subscribed and sworn to before me this
13th day of May, 1944, at CID Office, IBS.

Robert J. Wilson

ROBERT J. WILSON
Major, C.M.P.
Investigative Division
P.M.G.O.

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44

ALLIED COMMISSION CONTROL
Palermo Province

44

The yera 1944 of the 5th. of may in Villabate, in the RR.Carabinieri station office.

Before us, Rinaldi Ennio, CC.RR. Major Commander of the external Group of Palermo and Sciuti Luigi, warrant Officer, comeanding above mentioned station, is present Giarrizzo Antonino of Giuseppe and of Rifici Concetta, born in 1/9/1912 at Caronia (Messina) here living at Ficarazzi by the railway station, under-chief.

D.R.
To-day, at about 9 o'clock, while I was in service by the railway station of Villabate-Ficarazzelli an American military, accompanied by a civilian, presented himself to me, asking for the book in which the American Officer had written his name yesterday.
As. I ignored the case, because I was not in service yesterday in the afternoon, the station-master, Mr. Megna Antonino who was present, intervened saying that the book could be found at the Carabinieri station of Villabate, after which the American officer and the civilian, who act as interpreter, went away.
D.R. The civilian interpreter explained that said Officer was a Marshall of the Allied Force, but I could not see on his uniform any badge of rank.
D.R. The Officer was quite tall, stout and of fair complexion, while the civilian was less tall and thin; he dressed almost in American military uniform, without hat, neither did he have any badges which are usually worn by real American military.
D.R. Both the American military as the interpreter, didn't show any personnel documents, even because they were not asked for them.
D.R. Present to the case, besides the station-master, Mr. Megna afore mentioned, were there Ribera Gaspare and Alessandro Antonino.
D.R. I have nothing else to say.
Made, read, confirmed and undersigned in date and place above said.

Giarrizzo Antonino
Sciuti Luigi
Rinaldi Ennio, Major.

Declassified E.O. 12356 Section 3.3/NND No. 78 0146

Group of Palermo and Scintu Luigi, warrant Officer, commanding above mentioned station, is present Giarrizzo Antonino of Giuseppe and of Rifici Concetta, born in 1/9/1912 at Saronia (Messina) here living at Ficarazzi by the railway station, under-chief.

D.R.

To-day, at about 9 o'clock, while I was in service by the railway station of Villabate-Ficarazzelli an American military, accompanied by a civilian, presented himself to me, asking for the book in which the American Officer had written his name yesterday.
As I ignored the case, because I was not in service yesterday in the afternoon, the station-master, Mr. Megna Antonino who was present, intervened saying that the book could be found at the Carabinieri station of Villabate, after which the American officer and the civilian, who act as interpreter, went away.
D.R. The civilian interpreter explained that said officer was a Marshall of the Allied Force, but I could not see on his uniform any badge of rank.
D.R. The Officer was quite tall, stout and of fair complexion, while the civilian was less tall and thin; he dressed almost in American military uniform, without hat, neither did he have any badges which are usually worn by real American military.
D.R. Both the American military as the interpreter, didn't show any personnel documents, even because they were not asked for them.
D.R. Present to the case, besides the station-master, Mr. Megna afore mentioned, were there Ribera Gaspare and Alessandro Antonino.
D.R. I have nothing else to say.
Made, read, confirmed and undersigned in date and place above said.

Giarrizzo Antonino
Scintu Luigi
Rinaldi Ennio, Major.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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The year 1944, on May 14th., in the R.Prefettura pf Palermo, before me, the undersigned Commissioner of P.S. is present: FAMA Antonio fu Baldassare e di Attardi Carmela, born in Caccatti, on Dec.11.1901, living at Caltanisetta, 31 Via Sallemi who, on being questioned replies:

" I am conductor, qualified Chief-guard in the state Railway.
I remember that on the 29th.April last, I was on duty on the train 8342/8614 from Trabia to Caltanisetta Xirbi.
I remember that some freight cars, containing flour, destined to Gela, were attached to said train. There were CC.RR. on them as escort, but I am not able to say with precision how many they were.
It seems to me that there was an only document of escort for said freight car, that is a strip of white paper written in English.
I do not remember if there were any stamps or special signs.
As soon as I arrived to Caltanisetta, I consigned the train to the merchandise guard of the station together with the freight warrant and the documents of escort of the cars.

Read, confirmed and undersigned,

(Signed) FAMA Antonio

Dr.Matteo Renato AMENDOLEA
Commissioner of P.S.

Declassified E.O. 12356 Section 3.3/NND No. 783016

I remember that on the 29th.April last, I was on duty on the train 8342/8614 from Trabia to Caltanisetta Xirbi.
I remember that some freightx cars,containing flour,destin=ed to Gela, were attached to said train. There were CC.RR. on them as escort, but I am not able to say with precision how many they were.
It seems to me that there was an only document of escort for said freight car, that is a strip of white paper written in English.
I do not remember if there were any stamps or special signs.
As soon as I arrived to Caltanisetta, I consigned the train to the merchandise guard of the station together with the freight warrant and the documents of escort of the cars.

Read,confirmed and undersigned,

(Signed) FAMA Antonio

Dr.Matteo Renato AMENDOLEA
Commissioner of P.S.

377.

Declassified E.O. 12356 Section 3.3/NND No. 785046

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ALLIED COMMISSION CONTROL
Palermo Province

The year 1944 of the 9th.of May, in the R.Prefettura of Palermo, before us undersigned, P.S. Commissario is present Cane Angelo of late Giuseppe and of late Trore Grazia, born in Palermo on the 1/1/1887,here resident on Via Maggiore Perni N°5 who, being ~~examined~~ questioned, has answered:
On the 29th.of April 44,as I was on escort-service as train-master, on the freight 8342 leaving from Palermo at hours 15'55,I received the vehycle-sheet and escort-documents by the local transit-office. I had my personnel control the train and, as every were regularly found, a started. At Trabia I consigned the train to the train-master Lama and I returned back.
As you show me, on the vehycle-sheet appear two freights with the numbers 114511 and 1015010 which contained flour destined to Gela together with other 6 freights also containing flour. I don't know what to say in regard to these freights as they were all in order as the others. I don't remember which escort-documents could they have.
Read,confirmed and undersigned,

Cane Angelo
Dr.Matteo Renato Amendolea, P.S.Comm.

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[illegible]/1/1887, here resident on Via Maggiore Perni N°7 who, being [illegible] questioned, has answered:
On the 29th.of April 44, as I was on escort-service as train-master, on the freight 8342 leaving from Palermo at hours 13'55, I received the vehycle-sheet and escort-documents by the local transit-Office. I had my personnel control the train and, as every were regularly found, a started. At Trabia I consigned the train to the train-master Lama and I returned back.
As you show me, on the vehycle-sheet appear two freights with the numbers 114511 and 1015010 which contained flour destined to Gela together with other 6 freights also containing flour. I don't know what to say in regard to these freights as they were all in order as the others. I don't remember which escort-documents could they have.
Read, confirmed and undersigned,

Cane Angelo
Dr.Matteo Renato Amendolea, P.S.Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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CRIMINAL INVESTIGATION DIVISION
APO 550 U. S. ARMY

16 May 1944

SUBJECT : Report of Contents of Freight Cars No. 114511 and 105010.

On 10 May, 1944, at about 0850 hours, Major BYE, Chief Provincial Safety Officer (A.C.C.) and the undersigned together with 2nd Lt. FRANCIS D. O' Keefe, (Reg I A.C.C.) and a party of Italian workmen consisting of 28 men, proceeded to the Railroad Station at villabate-Ricarasselli, Sicily, in order to establish the accurate amount of flour in two freight cars at the above mentioned station. These two freight cars in question were being detained for investigation.

Upon arriving at said station, the aforementioned found two freight cars at the siding bearing No.114511 and 1015010. The seal on car No. 114511 was found to be broken, having been previously opened by an American Lt. A check of Car no. 114511 revealed, that there was 234 bags of Allied flour each containing 100.6 lbs. In the course of this investigation, the local Carabinieri had seized 92 sacks which had been illegally unloaded from this car (114511). Arrangements were made by Major BYE to have 91 sacks of flour held by the Carabinieri loaded back to the freight train brinming the total to 375 sacks. One sack of flour being held at the Carabinieri Station (Velabate) for evidence.

A check of the original way bill showed that the freight ~~car~~ train bearing No.114511 possessed 420 sacks of flour each containing 100.6 lbs., the property of the Allied forces. A check of the flour sacks recovered and the amount in the way bill showed up to this time that 44 flour sacks are still unaccounted for.

The seal of car No. 1015010 was broken by Major BYE, in the presence of the undersigned and 2nd Lt. FRANCIS D. O'KEEFE and a check of it's contents revealed 400 sacks of flour each containing 100,6 lbs. This figure corresponded with the amount in the original way bill for this car. After the flour was thoroughly checked it was loaded back on the two freight cars and a receipt was obtained from 2nd Lt. F.D. O'KEEFE, Reg.I A.C.C., for 775 sacks, who was present and supervised the counting, unloading, and reloading from the two freight cars.

The cars 101.010 and 114511 were counted and reloaded

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ther with 2nd Lt. FRANCIS D. O'Keefe, (Reg I A.C.C.) and a party of Italian workmen consisting of 28 men, proceeded to the Railroad Station at Villabate-Ficarazzelli, Sicily, in order to establish the accurate amount of flour in two freight cars at the above mentioned station. These two freight cars in question were being detained for investigation.

Upon arriving at said station, the aforementioned found two freight cars at the siding bearing No.114511 and 101c010. The seal on car No. 114511 was found to be broken, having been previously opened by an American Lt. A check of car No. 114511 revealed, that there was 284 bags of Allied flour each containing 100.6 lbs. In the course of this investigation, the local Carabinieri had seized 92 sacks which had been illegally unloaded from this car (114511). Arrangements were made by Major BYE to have 91 sacks of flour held by the Carabinieri loaded back to the freight train bringing the total to 375 sacks. One sack of flour being held at the Carabinieri Station (Velabate) for evidence.

A check of the original way bill showed that the freight ~~car~~ train bearing No.114511 possessed 420 sacks of flour each containing 100.6 lbs., the property of the Allied forces. A check of the flour sacks recovered and the amount in the way bill showed up to this time that 44 flour sacks are still unaccounted for.

The seal of car No. 101c010 was broken by Major BYE, in the presence of the undersigned and 2nd Lt. FRANCIS D. O'KEEFE and a check of it's contents revealed 400 sacks of flour each containing 100.6 lbs. This figure corresponded with the amount in the original way bill for this car. After the flour was thoroughly checked it was loaded back on the two freight cars and a receipt was obtained from 2nd Lt. F.D. O'KEEFE, Reg.I A.C.C., for 475 sacks, who was present and supervised the counting, unloading, and reloading from the two freight cars.

After cars 101c010 and 114511 were counted and reloaded they were resealed by MICHAEL ANGELO TOIA, sealer at the Velabate-Ficarazelli Station in the presence of the undersigned 2nd Lt. FRANCIS O'KEEFE, and Antonio Megna Capo Stazione, at the above mentioned Station, car no.101c010, after being sealed bore official seal No.371 thru 76. Car No.114511 which was also resealed bore official seal No. 77 thru 82.

FRANCIS A. KEANE
Agent, CID, IBS.

HENRY L. MANFREDI 3775
Agent, CID, IBS.

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TERRITORIAL LEGION OF CARABINIERI ROYAL OF PALERMO

VILLABATE STATION

Verbal N° 85

VERBAL PROCESS of arrest of: SIVERINO Giuseppe of late Francesco - SCALIA Gregorio of Domenico - SORCI Francesco of Antonino - SPARAMINO Salvatore of late Michele - SCALIA Salvatore of Domenico GUCCIONE Salvatore of Giuseppe - SPEDALE Compare of Giuseppe Vincenzo - SPINGOLA Giuseppe of Nicolò - PITARRESI Gaetano of Vito Sorci Antonino of late Francesco - SPECIALE Salvatore of Vincenzo - FRISONE Giuseppe of late Cosimo at disposition of the Chief of the Allied Military Government Police, responsible for subtracting from the normal consumption 400 quintles of American flour, contrary to the disposition of law.

The year 1944 of the 8th.of May,in Villabate, in the RR.Carabinieri station office.

The undersigned,RINALDI Ennio,major of the CC.RR.,Commander of the external group of Palermo, GIGLIO Vito,Captain of the CC.RR.,Commander of the external Company of Palermo,MILILLO Ignazio,second lieutenant of the CC.RR.,Commander of the Lieutenancy of Misilmeri,SCINTU Luigi,warrant officer,commander of the above mentioned station and depending Viecbrigadier GUIOTTA Francesco Paolo,non-commissioned officer MARINO Angelo, Carabinieri VECCA Antonio, FANCELLO Antonio,RIFUGIO Bartolomeo,MASSONE Marsilio,LEONARDI Carlo,CAMPANELLI Bruno,PIZZOLLA Giuseppe, report to whom it may concern,what follows:

On the 4th.of May 1944,about hours 17,the warrant officer SCINTU Luigi, Commanding Villabate station and depending viecbrigadier GUIOTTA Francesco Paolo,non-commissioned officer MARINO Angelo and Carabinieri RIFUGIO Bartolomeo,FANCELLO Antonio, while coming back in their barrack from a performed service in the country,were walking through Corso Vittorio Emanuele when, at the height of the small street that from the above mentioned Corso brings to the railroad station, they met the civilian motor-lorry, tag N°11272 P.A. coming from Piesaccilli loaded with sacks of American flour from unlawful origin. On board the motor-lorry were two individuals identified for SIVERINO Giuseppe of late Francesco and of late Carollo Carmela,born in 19/12/1888 in Palermo, there residing on Via Cuba N°69, who drove the lorry and the other for SCALIA Gregorio of Domenico and of Russo Rosa,born in 22/3/1915 in Palermo,residing on Borgo dei Vigli N°33,shoe-maker,who qualified himself as the brother

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Campaxe of Giuseppe Vincenzo - SPINOLA Giuseppe of Nicolò - PITTORINI Gaetano of Vito Nerei Antonino of late Francesco - SPECIALE Salvatore of Vincenzo - PRIGANO Giuseppe of late Cosimo at disposition of the Chief of the Allied Military Government Police, responsible for subtracting from the normal consumption 400 quintlas of American flour, contrary to the disposition of law.

The year 1944 of the 5th.of May,in Villabate, in the RR.Carabinieri station office.

The undersigned,RINALDI Annio,major of the CC.RR.,Commander of the external group of Palermo, GIGLIO Vito,Captain of the CC.RR.,Commander of the external Company of Palermo,MIGLIO Ignazio,second lieutenant of the CC.RR.,Commander of the Lieutenancy of Misilmeri,SCINTU Luigi,warrant officer,commander of the above mentioned station and depending Vicebrigadier GULOTTA Francesco Paolo,non-commissioned officer MARINO Angelo, Carabinieri VECA Antonio, FANCELLU Antonio,RIFUGIO Bartolomeo,MAZZOTTA Marcillio,LEONARDI Carlo,CANEPARELLI Bruno,PIZZONIA Giuseppe, report to whom it may concern,what follows:

On the 4th.of May 1944,about hours 17,the warrant officer SCINTU Luigi, Commanding Villabate station and depending vicebrigadier GULOTTA Francesco Paolo,non-commissioned officer MARINO Angelo and Carabinieri RIFUGIO Bartolomeo,FANCELLO Antonio, while coming back in their barrack from a performed service in the country,were walking through Corso Vittorio Emanuele when, at the height of the small street that from the above mentioned Corso brings to the railroad station, they met the civilian motor-lorry, tag N°11272 P.A. coming from Ficarazzelli loaded with sacks of American flour from unlawful origin. On board the motor-lorry were two individuals identified for SEVERINO Giuseppe of late Francesco and of late Carollo Carmela,born in 19/12/1888 in Palermo, there residing on Via Cuba N°69, who drove the lorry and the other for SCALIA Gregorio of Domenico and of Russo Rosa,born in 22/3/1915 in Palermo,residing on Corso dei Mille N°339,shoe-maker,who qualified himself as the brother of the motor-lorry owner called SCALIA Salvatore.

Documents have been required to them justifying the possession and transportation of flour and both SEVERINO and SCALIA declared to be unfurnished of them,saying that they had loaded merchandise at the railroad station of Ficarazzelli and were transporting it to Villabate where they should have consign it to an individual that was supposed to wait at the corner of the small street but of whom they didn't know the name and address.

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motor-lorry was stopped and brought with its load in the Carabinieri barracks where SAVERINO was subject to a new inquiry made by Marshall SCINTU and depending Vicebrigadier GULOTTA. He referred in regard that on the 4th.inst.the owner of the motor-lorry had ordered him to go,in the afternoon of that day,to the railroad station of Ficarazzelli where he would have loaded some merchandise which the owner did not specify to him; in fact, about hours 14'30 he left from Palermo running rapidly through the high road in company with SCALIA Gregorio, who had took advantage of his brother's lorry to bring himself to Ficarazzi with the purpose to buy a Streptomil pastilles for one of his sick people at home.
Arriving in the locality "ROMANICOLO" the man SAVERINO and his fellow-traveller met,stopped on the road,the motor lorry of a certain PITARRESI Gaetano from Villabate,loaded of flour and unable to continue the journey for the rupture of the semi-axles. PITARRESI stopped them begginh them to load on their motor-lorry the flour - about 20 quintals - to transport it to his own pasta-factory of Villabate,which thing they did receiving a recompense of L.500.00
Short afterwards they unloaded PITARRESI flour they continued their journey to reach the railroad station of Ficarazzelli where they found waiting for them the owner of the motor-lorry SCALIA Salvatore on a loaded freight of American flour and an American Officer together with a civilian.
On the motor-lorry drove by SAVERINO were loaded N°47 sacks of flour withdrawn from the freight on which was found the man SCALIA Salvatore, while his brother, was meanwhile going at the near country of Ficarazzi for the purchase of the desired medicinal which was not found.
After they had loaded the lorry, Scalia Salvatore ordered the driver SAVERINO to bring it to Villabate where he was expected,at the corner of the small street, by the individual to whom he should have consigned the flour. SAVERINO left at once together with the same SCALIA Gregorio who had already returned from Ficarazzi, but reaching soon after on the place they found,with much surprise, the Carabinieri who stopped them, instead of the man to whom flour was to be given.
Being questioned, the man SAVERINO referred that besides the addressee he didn't not even know the origin of the flour which he had transported to Villabate (See enclosed N.1).
SCALIA Gregorio entirely approves every particulars of the case,time and place referred by the driver SAVERINO, replying that his presence on the motor-lorry was only a mere case and that he didn't know anything about the flour which his brother had loaded at Ficarazzelli.
(See enclosed N.2).
Inquired to this way the unlawful origin of the flour,found in possess-

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was the purpose to buy a stratetic provision for the [illegible] people at home.
Arriving in the locality "PRIMOSOLO" the man SAVERINO and his fellow-travellar met,stopped on the road, the motor lorry of a certain PITARRESI Gaetano from Villabate,loaded of flour and unable to continue the journey for the rupture of the semi-axles. PITARRESI stopped them begging them to load on their motor-lorry the flour - about 20 quintals - to transport it to his own pasta-factory of Villabate,which thing they did receiving a recompense of L.300.00
Short afterwards they unloaded PITARRESI flour they continued their journey to reach the railroad station of Ficarazzelli where they found waiting for them the owner of the motor-lorry SCALIA Salvatore on a loaded freight of American flour and an American officer together with a civilian.
On the motor-lorry drove by SAVERINO were loaded 1947 sacks of flour withdrawn from the freight on which was found the man SCALIA Salvatore, while his brother, was meanwhile going at the near country of Firazzanì for the purchase of the desired medicinal which was not found.
After they had loaded the lorry, Scalia Salvatore ordered the driver SAVERINO to bring it to Villabate where he was expected,at the corner of the small street, by the individual to whom he should have consigned the flour. SAVERINO left at once together with the same SCALIA Gregorio who had already returned from Ficarazzi, but reaching soon after on the place they found,with much surprise, the Carabinieri who stopped them, instead of the man to whom flour was to be given.
Being questioned, the man SAVERINO referred that besides the address he didn't not even know the origin of the flour which he had transported to Villabate (See enclosed N.1).
SCALIA Gregorio entirely approves every particulars of the case,time and place referred by the driver SAVERINO, replying that his presence on the motor-lorry was only a mere case and that he didn't know anything about the flour which his brother had loaded at Ficarazzelli.
(See enclosed N.2).
Approved in this way the unlawful origin of the flour,found in possession of SAVERINO and by SCALIA Gregorio, who meanwhile were kept in the barracks,Marshall SCINTU went at once with few of his depending, to the railroad-yard of Ficarazzelli where he surprised an individual identified for SCALIA Salvatore of Domenico and of Russo Rosa, born in 4/11/1912 in Palermo,residing on Via Francesco Nº279,transporter of flour who,without any shirt,was sitting on a sack of flour inside an open freight which was yet loaded of flour.

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The man SCALIA, unexpectedly surprised, of the unlooked and undesirable arrival of the Carabinieri, took up an uncertain and preoccupied attitude from which was well understood that something wrong was going on.
Either on the railroad freight car on the ground, there were evident, and unequivocal traces of recent operations of unloading of flour.
After about 10 minutes, a motor-lorry, type O.M. tag 6283 P.A. came on which were found four individuals who, together with SCALIA Salvatore, were also stopped and identified as:
1) SCHIFI Francesco of Antonino and of Bartolone Rosaria, born in 18/1/1908 in Bagheria, residing on Via S.Agata N°22, trader;
2) SPARACINO Salvatore of late Michele and of Lentini Teresa, born in 18/4/1915 in Bagheria,, residing in Via S.Agata N°30, trader;
3) SPINNOLA Giuseppe of Nicolò and of Gargano Maddalena, born in 2/1/1924 in Bagheria, residing on Piazza Cirrincione N°9, student;owner of
4) SPERDALI Gaspare of Vincenzo and of Di Fiore (the lorry;
Rosa, born on the 27/1/1904 in Palermo, residing in Bagheria on Via Viral 12, who drove the lorry;
About the same time in which the above mentioned were stopped, coming from Termini Imerese arrived at the station a railroad motor-car from which descended an American officer who, accompanied by a civilian they went near the freight of flour but, as the presence there of Carabinieri and arrested people was soon noticed, he took up an attitude rather uncertain and apparently preoccupied.
One of the stopped men, SCHIFI Francesco, indicated him as the officer who, a little while before, had sold him the flour.
Marshall SCIRTU who soon understood to be in touch with a great smuggling business of American flour, proceeded also at the arrest of the civilian who accompanied the officer, identified as CUCCIARE Salvatore of Giuseppe and of Fitti Felicia, born in Belmonte Mezzagno on the 7/3/1912, residing in Palermo on Via Brancaccio N°14, who has qualified himself as interpreter at the dependence of the FF.SS.Palermo Central Station.
The Officer tempted to persuade, by means of the same interpreter, the Marshall SCIRTU to release CUCCIARE, but the warrent Officer didn't give him up and so the American officer re-mounted on his Litterina and went away towards Palermo.
At such evident result, while Marshall SCIRTU provided to send in the barrack the stopped people and to put a policeman on guard to the railroad freight, loaded of flour, he brought himself in Palermo to inform of the case the Commander of the external group of the RR.Carabinieri, Major Rinaldi Gov.Ennio, and the Commander of the external Company, Cap/ GIGLIO Mr.Vito, who both intervened at once on the place, taking the direction of the further investigations which continued to [illegible]

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1900 in Bagheria, residing on Via S. Agata N°22, trader;
2) SPARACINO Salvatore of late Michele and of Lentini Teresa, born in 18/4/1915 in Bagheria, residing in Via S. Anna N°30, trader;
3) SPINGOLA Giuseppe of Nicolò and of Gargano Maddalena, born in 2/1/1924 in Bagheria, residing on Piazza Cirrincione N°9, student; owner of
4) SPINALI Gaspare of Vincenzo and of Di Fiore (the lorry;
Rosa, born on the 27/1/1904 in Palermo, residing in Bagheria on Via Virzì 12, who drove the lorry;
About the same time in which the above mentioned were stopped, coming from Termini Imerese arrived at the station a railroad motor-car from which descended an American Officer who, accompanied by a civilian they went near the freight of flour but, as the presence there of Carabinieri and arrested people was soon noticed, he took up an attitude rather uncertain and apparently preoccupied.
One of the stopped men, BONCI Francesco, indicated him as the Officer who, a little while before, had sold him the flour.
Marshall SCINTU who soon understood to be in touch with a great smuggling business of American flour, proceeded also at the arrest of the civilian who accompanied the Officer, identified as CUCCIONI Salvatore of Giuseppe and of Pitti Felicia, born in Belmonte Mezzagno on the 7/3/1912, residing in Palermo on Via Francesco N°14, who has qualified himself as interpreter at the dependence of the FF.SS. Palermo Central Station.
The Officer tempted to persuade, by means of the same interpreter, the Marshall SCINTU to release CUCCIONI, but the warrent Officer didn't give him up and so the American Officer re-mounted on his Littorina and went away towards Palermo.
At such evident result, while Marshall SCINTU provided to send in the barrack the stopped people and to put a policeman on guard to the railroad freight, loaded of flour, he brought himself in Palermo to inform of the case the Commander of the external group of the RR. Carabinieri, Major Rinaldi Cav. Ennio, and the Commander of the external Company, Cap. GIGLIO Mr. Vito, who both intervened at once on the place, taking the direction of the further investigations which continued to be unfolded by Marshall SCINTU and depending carabinieri.
The morning of the successive day 5th., accordingly informed of the case by the above mentioned Officers, the Chief Police of the Allied Military Government, ~~Lieutenant~~ Major Bye, intervened, giving the opportune orders to unfold the further inquiries.
During the successive inquiries which were always performed by Marshal SCINTU and the depending military, under the personnal direction of Major Rinaldi and Captain Giglio, appeared precise elements of guiltness towards the stopped people and other individuals.
Resulted in fact that at hours 13'45 of the 4th. inst., with the trade-

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train N° 6342 arrived at the railroad yard of Ficarazzelli two freights sent from Palermo in behalf of the Allied Military Command, with the expedition-sheet which the train-master consigned at the station, as he arrived in Ficarazzelli.
At hours 13'30 of the same day 4th., coming from Palermo, arrived also at the Ficarazzelli station a railroad motor-car from which descended the above mentioned ~~officer~~ American officer and the interpreter CUCCIONE Salvatore, who entered in the office of the station-master asking if the two freights, in behalf of the Allied Military Government had arrived yet. Mr. Ribera Gaspare of Nicolò and of D'Alba Rosa, born on the 4/4/1925 at Ficarazzi, there residing on Via Corso Umberto 1° N°310 who in that moment was on service there answered affirmingly and showed meanwhile the expedition-sheet which was given to him, upon the arrival there of the train-master.
The American Officer, through the interpreter Cuccione, ordered the functionary to accompany him at the two freights sought for, and as RIBERA made him observe that the necessary delivery was to be done first, he adhered at once at the request, apposing his name on the apposite book. He was thus going together with CUCCIONE and RIBERA towards the two freights and, when on the place, he personally unlead one freight which resulted full of flour and, always through the interpreter, ordered to some civilians who were there on the spot waiting for him, to lead two trucks which had come just at that moment.
The Officer and the interpreter were present there at the first unloading operation of the flour but then they went away and, mounting on the railroad motor-car they went towards Terrasini Imerese.
Before leaving the man RIBERA asked the Officer the expedition-sheet of the two freights which he had kept during the delivery of the flour but he always answered, through the interpreter, that he would have consigned it to him at his return from Termini Imerese, which thing he never did saying to have it forgotten there.
RIBERA referred also that the above remembered expedition-sheet of the two freights, contained the generical indication of "MATERIALS" instead of the mark specific positive container of "FLOUR" (See enclosed N°3).

Thes stopped people, interrogated one after another, not being able to

deny the facts they all took up a reticence attitude, cynic and false

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born on the 4/4/1925 at Piersanti,there residing on Via Lazio Undesio 1° N°110 who in that moment was on service there answered affirmingly and showed meanwhile the expedition-sheet which was given to him,upon the arrival there of the train-master.
The American Officer,through the interpreter Guccione,ordered the functionery to accompany him at the two freights sought for,and as RIBERA made him observe that the necessary delivery was to be done first,he adhered at once at the request, apposing his name on the opposite book. He was thus going together with GUCCIONE and RIBERA towards the two freights and,when on the place, he personally unload one freight which resulted full of flour and,always through the interpreter,ordered to some civilians who were there on the spot waiting for him, to load two trucks which had come just at that moment.
The Officer and the interpreter were present there at the first unloading operation of the flour but then they went away and,mounting on the railroad motor-car they went towards Termini Imerese.
Before leaving the man RIBERA asked the Officer the expedition-sheet of the two freights which he had kept during the delivery of the flour but he always answered,through the interpreter, that he would have consigned it to him at his return from Termini Imerese, which thing he never did saying to have it forgotten there.
RIBERA referred also that the above remembered expedition-sheet of the two freights,contained the generical indication of "MATERIALS" instead of the exact specific positive contained of "FLOUR" (See enclosed N°3).

They stopped people,interrogated one after another,not being able to

deny the facts they all took up a reticence attitude,cynic and false evidently tempting,if not to hid,but to attenuate their own responsebility.
SORCI Francesco,first of all,assumed that in the afternoon of the 3rd of May 1944,about hours 14,while he was in Palermo,on Via Nicolò Palmeri,near by the warehouse of the Consorzio Agrario,where he was loading flour the motor-lorry of Bagheria's Commune,with which he returned home, a person had approached him,recognised then as GUCCIONE Salvatore who, had asked him if he wished to buy American flour at a convenient price and less than L.50 kilo. The man SORCI who in a first time had not accepted his offer, decided to accept and agreed that at hours 14 of the successive day 4th.,they would have meet at the railroad station of Piersantilli,where he would have consigned the flour. SORCI replied that,while the bargain of flour was been treated by him and the man GUCCIONE, a little distant,on the same street, there was standing an American Officer with whom the man Guccione had gone with

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As they had settled, in the afternoon of the day 4th., about hours 15, the man Sorci, accompanied by his brother in-law SPARACINO Salvatore, went to the railr-road-yard of Ficarazzelli with the motor-lorry drivved by SPEDALE Gaspare, which had been hired for the transportation of the flour.
At the railroad-yard the man SORCI was waited by GUCCIONE and by the American Officer who he had seen on the 2nd.inst.on Via Nicolò Palmeri, at Palermo.
At his presence, the Officer opened one of the two freights which were on the railroad-sidings in proximity of the merchandise warehouse, breaking up the lead and meantime ordered-throught the interpreter-to Sorci and to the other civilians there present, to start their loading, which thing was soon done.
The Officer and the man GUCCIONE, as the same RIBERA referred (Encl.N.3) kept themselves at the railroad-yard, watching over the first unloading operation of flour, after which he mounted on the railroad motor-car, directing himself towards Termini Imerese from where he returned whilst the man SORCI and the others were effectuating the second loading and were stopped by the Carabinieri.
SORCI states alsothat besides the motor-lorry hired by him, other two ~~motorlorry~~ heavier motor-lorry had been loaded of flour but he didn't know its destination and the addressee.
With such affirmation, the man SORCI has evidently shown his bad-faith for it's unlikely and absurd that he should not know the other acquires of flour.
The man SORCI Francesco precised that on his motor-lorry had been loaded n.25 sacks of flour which his brother in-law SPARACINO had accompanied at Bagheria. SORCI states that to load the flour were other persons, that is, SCALIA Salvatore who, placed on the freight, he directed and controlled the consignment of the sacks of flour.
Before the motor-lorry left with the first loading of flour, the man SORCI and SPARACINO asked to GUCCIONE to pay the import sum of the flour, but that the interpreter answered that everything could be ~~xxx~~ settled when returning from Termini Imerese, which settlement could not made for the intervention of the Carabinieri.
The man SORCI has insisted to affirm that who consigned him and the others the flour, was the American Officer, through the man GUCCIONE.
Put in comparison, more than once, with this last one, he still hold up the same version, insisting in his saying to have treated with him the unlawful trade of flour, on Via Nicolò Palmeri. (See Encl.N° 4).
The man SPARACINO Salvatore has, altogether, confirmed the circumstances of the facts stated by his brother in-law SORCI Francesco, precising, though, to have had taken part only on the transportation of the flour

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breaking up the lead and meantime ordered-throughh the interpreter-to Sorci and to the other civilians there present,to start their loading, which thing was soon done.
The Officer and the man GUCCIONE,as the same RIBERA referred (Encl.N.3) kept themselves at the railroad-yard,watching over the first unloading operation of flour,after which he mounted on the railroad motor-car, directing himself towards Termini Imerese from where he returned whilst the man SORCI and the others were effectuating the second loading and were stopped by the Carabinieri.
SORCI states alsothat besides the motor-lorry hired by him, other two ~~motor-lorry~~ heavier motor-lorry had been loaded of flour but he didn't know its destination and the addressee.
With such affirmation,the man SORCI has evidently shown his bad-faith for it's unlikely and absurd that he should not know the other acquiree of flour.
The man SORCI Francesco precised that on his motor-lorry had been loaded n.25 sacks of flour which his brother in-law SPARACINO had accompanied at Bagheria. SORCI states that to load ~~the~~ flour were other persons,that is, SCALIA Salvatore who,placed on the freight,he directed and controlled the consignment of the sacks of flour.
Before the motor-lorry left with the first loading of flour,the man SORCI and SPARACINO asked to GUCCIONE to pay the import sum of the flour,but that the interpreter answered that everything could be ~~xx~~ settled when returning from Termini Imerese,which settlement could not made for the intervention of the Carabinieri.
The man SORCI has insisted to affirm that who consigned him and the others the flour, was the American Officer,through the man GUCCIONE. Put in comparison,more than once, with this last one,he still hold up the same version,insisting in his saying to have treated with him the unlawful trade of flour,on Via Nicolò Palmeri. (See Encl.N° 4).
The man SPARACINO Salvatore has,altogether,confirmed the circumstances of the facts stated by his brother in-law SORCI Francesco, precising, though, to have had taken part only on the transportation of the flour from the railroad-yard of Ficarazzelli to Bagheria where he deposited it to his own warehouse, giving orders to another brother in-law of his, SORCI Antonino of 17 years old,to consigne it,later, to the pasta factory managed by certain SPECIALE Salvatore on which circumstances he had advised. (See Encl.N° 5).
The man SCALIA Salvatore also admitting to have taken part on the loading of flour has given to the case a version not perfectly in accordance of the others.
He denied,in fact, to be the interested part in the purchase of the flour stating that about hours 13 of the 4th.of May 1944,while he was at ~~home~~ his mother's home,residing on Corso dei Mille N° 369,an unknown had presented himself to him asking if he would accept a trasnporta-

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tion of flour from the railroad-yard of Ficarazzelli to the Consorzi of Bagheria and Villabate, agreeing the price of L.3000.00.
This particular is to be believed an invention of the same man SCALIA whose main purpose is to hid the truth because as he is a transporter of flour and has always worked among offices and Consorzio's warehouses, knows very well that neither in Bagheria nor in Villabate there were have been any RETI of the kind, and knows that the flour for whatever destination and use, is withdrawn only through the Alimentation Provincial Section, with regular documents which accompany always the merchandise.
Being asked, the man SCALIA decided to declare to know the man who had hired him, for the unloading and transportation of the flour, only by sight; that he is from Palermo, but that he doesn't know his name and address.
The man SCALIA Salvatore undoubtkedly is one of the many acquires of flour, probably in partenership with another brother of his, whom he evidently wants to spare in any case, keeping in silence kkxxxxx the name of the self-styled unknown, for which its surely identified the presaid relation of his.
Same has entirely confirmed all the other circumstances of facts referred by the man SORCI and by SPARACINO, either as what concerns the loading-trasportation of the flour, as the action unfolded by the American Officer and the interpreter GUCCIONE.
Being asked, the man SCALIA Salvatore referred that the flour deducted from the freight until the moment in which intervened the Carabinieri were precisely N°125 sacks, that is 90 sacks each for the heavier motor-lorry and N°35 sacks for the motor-lorry belonging to SORCI and his brother in-law.
In the same manner and with the same omission with which he shrewdly omitted to indicate the person who had hired him for the transportation of the flour, the man SCALIA Salvatore didn't not want to say the name of him to whom was directed the flour found on his motor-lorry by the Carabinieri at Villabate, denying also any responsibility on PITARRESI Gaetano of which is token in the statements of the driver SAVERINO Giuseppe and by SCALIA Gregorio, excluding in an absolute manner that he could have been found on the railroad-yard of Ficarazzelli, and to have had the least charge in the question of the flour. (See Encl.N°6).
The interpreter GUCCIONE Salvatore, not less shrewd than the others, has skillfully avoided to state any minimous particular from which could appear his guiltness, and he has not missed to exculpate or attenuate the American Officer responsibility, even on other eventual accomplice with whom he has surely worked in perfect agreement with

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Salvatore Provincial Section, with regular documents which accompany always the merchandise.
Being asked, the man SCALIA decided to declare to know the man who had hired him, for the unloading and transportation of the flour, only by sight; that he is from Palermo, but that he doesn't know his name and address.
The man SCALIA Salvatore undoubtedly is one of the many acquirers of flour, probably in partenership with another brother of his, whom he evidently wants to spare in any case, keeping in silence ~~xxxxxx~~ the name of the self-styled unknown, for which its surely identified the pressaid relation of his.
Same has entirely confirmed all the other circumstances of facts referred by the man SORCI and by SPARACINO, either as what concerns the loading-transportation of the flour, as for the action unfolded by the American Officer and the interpreter GUCCIONE.
Being asked, the man SCALIA Salvatore referred that the flour deducted from the freight until the moment in which intervened the Carabinieri were precisely N°125 sacks, that is 50 sacks each for the heavier motor-lorry and N°25 sacks for the motor-lorry belonging to SORCI and his brother in-law.
In the same manner and with the same omission with which he shrewdly omitted to indicate the person who had hired him for the transportation of the flour, the man SCALIA Salvatore didn't not want to say the name of him to whom was directed the flour found on his motor-lorry by the Carabinieri at Villabate, denying also any responsibility on PITARRESI Gaetano of which is token in the statements of the driver SAVERINO Giuseppe and by SCALIA Gregorio, excluding in an absolute manner that he could have been found on the railroad-yard of Ficarazzelli, and to have had the least charge in the question of the flour. (See Encl.N°6).
The interpreter GUCCIONE Salvatore, not less shrewd than the others, has skilfully avoided to state any minimous particular from which could appear his guiltness, and he has not missed to exculpate or attenuate the American Officer responsibility, even on other eventual accomplice with whom he has surely worked in perfect agreement with the same purpose to realise an easy and ~~suspicious~~ gain.
In fact the man GUCCIONE denied the explicit accuse made him, and energeticelly substained in his presence by SORCI Francesco ~~xxxxx~~ 3748 concerns the approache made for the unlawful trade of the flour which took place in Palermo on Via Nicolò Palmeri, on the 2nd. of May last, assuming that only on the afternoon of the successive day 4th., upon an invite received of an Officer of the military command station ~~xxxxx~~ whom he indicated as the American Tenant GURREN, he had gone on the railroad-motor-car to the railroad station of Ficarazzelli, where the above said Officer had taken delivery of the two freights

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and at the opening of one of them, loaded with sacks of flour, consigning the merchandise to civilians: BORGI - BURLIA - SPARACINO and others whom he doesn't know.
As the above mentioned railroad-freight was opened, the man GUCCIONE and Tenant CURRIN assisted at the loading of two motor-lorry that were on the place, leaving then for Termini Imerese from where they returned at Ficarazzelli at about hours 18.
The man GUCCIONE has admitted, although partially modified, the circumstance referred by RIBERA as what concerns the missing consignment, by the Officer, of the expediction documents of the two freights containing flour.
GUCCIONE has also denied to have had any personnel interest in the sale of the flour made by the Tenant CURRIN or to have been promised any whatsoever reward, but his self appearances clearly revealed his deep sense of preoccupation and fear for himself and the others. (See Encl.Nº 7).
There have been some moments during his questioning in which GUCCIONE, sometime with tears on his eyes, was to reveal what he surely knows, but was always kept by the fear of worse troubles and by the decision taken by him that, as in the case were implicated one or more American Officers, the competent authority would silence the case to save the most responsibles.
SPEDALE Gaspare confirms every known circumstances concerning the transportation of flour, made by him, precising at his excuse, to have been only the driver, denying, that is, any least interest personnel interest in the case of the flour.
Has also stated that the presence aboard of SPINGOLA Giuseppe on the motor-lorry was really a mere case and that he didn't know anything of what was happening in the railroad yard of Ficarazzelli. (See Encl. Nº 8).
SPINGOLA Giuseppe's position appears really clear, in the sense that, he had nothing to do in the sale of the flour, neither in the transportation operations. Same effectively is a student University student of the 1st. year law-faculty and, in accordance to the declaration made by the "stopped men" and particularly by his driver SPEDALE Gaspare and SPARACINO Salvatore, his presence on the motor-lorry is to be believed justified by some reasons which have nothing to do with the other individuals. (See Encl.Nº 9).
The man PITARRESI Gaetano of Vito and of Palazzotto Rosa, born in 15/4/1915 at Villabate, there resident on Via Corso Vittorio Emanuele Nº 202, industrial, that the night of the same day of May 4th. was stop-

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by the Officer, of the expedition documents of the two freights containing flour.
GUCCIONE has also denied to have had any personnel interest in the sale of the flour made by the Tenant CURRERI or to have been promised any whatsoever reward, but his self appearances clearly revealed his deep sense of preoccupation and fear for himself and the others. (See Encl.Nº 7).
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The man PITARRESI Gaetano of Vito and of Palazzotto Rosa, born in 15/4/1915 at Villabate, there resident on Via Corso Vittorio Emanuele Nº 202, industrial, that the night of the same day of May 4th. was stopped for further ascertainments ~~for~~ his own account, as he was believed to be acquirer of the flour found in possession of SAVERINO Giuseppe and SCALIA Gregorio, has denied any blame, confirming the circumstances of facts that result on his own charge from the statements made by the pre-said individuals. (Encl.1 and 2 upmentioned).
When the other stopped one have unanimously excluded his share in the unlawful trade of the flour and to have not seen him in the ~~railroad~~ railroad-yard of Ficarazzelli in the afternoon of the 4th.inst.
Has resulted also that on the 4th.inst. he withdrew from the Consorzio warehouse of Palermo, 20 quintals of american flour, regularly assigned to him for the making of paste for the month of May, quantity of flour which regularly results sent to the paste-factory where the

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Vicebrigadier GULOTTA Francesco Paolo and the non-commissioned officer MARINO Angelo had made a search, but nevertheless he was kept in custody to sink out a better appraisement of the case by the competent Allied authority and, eventually from the Judicial one.
The 5th. of May 1944, following investigation, the Marshall SCINFU Luigi, the non-commissioned officer Marino Angelo and the Carabiniere Fandella Antonio, bringing themselves to Bagheria proceeded at the arrest of Sorci Antonino of late Francesco and of Castronovo Caterina, born on the 23/5/1851 in Bagheria, there residing, on Via S.Agata N°22, father to Sorci Francesco and father in-law of Sparacino Salvatore, in whose pasta-factory were found and sequestrated N°20 sacks of american flour of unlawful origin, as they were unfurnished of those documents that could have justified the possession, and therefore furnished by the above said relations in violation to the disposition of law.
The successive day 6th., same carabinieri proceeded at the arrest of SPECIALE Salvatore of Vincenzo and of late Paladino Domenica, born in 8/4/1894 in Bagheria, there residing, on Via Collegio N.4, pasta-maker, and of FRIGNO Giuseppe of late Cosimo and of late Buttitta Vincenza, born in 18/5/1886 in Bagheria, there residing, on Via Cerà N.26, pasta-maker in the pasta-factory in which were found and sequestrated respectively quintals 20 and quintals 5 of american flour, furnished to them by Sparacino Salvatore in the afternoon of the 4th.inst. The two shares form therefore the first load accomplished by the motor-lorry drived by Spedale Gaspare.
No one of the three up-mentioned individuals has been able to prove with documents the legal possession of the flour, stating that it concerned the assignment of flour kept in dock, which thing is not true because from ascertainments made by at the distribution and rationing office of Bagheria and at every single pasta-factory, there existent, has resulted that every one of them had had their entire assegnation of the month of May while, in the pasta-factory of Sorci Antonino, after he had made bread for the 5th.of may, he should have had a remaining common flour - and not american - of Kg.479.800 while there were found Kg.498 with a difference of Kg.19, besides Kg.103 that was to be baked for the carabinieri of the place. (See Encl.11-12 and 13).
If any doubts could rise on the responsibility of the stopped people SPINGOLA and FIAMENGI, there shouldn't be any doubt in regard to the others; it seems that, as it has resulted through the information taken on the place, of elements capable to dedicate themselves to smuggleng on rationed foodstuff. Sorci Francesco was found in possession of the sum of L.150.000 and his brother in-law Sparacino of the sum of lire 100.000, which thing proves that it was have been two of the componants

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ther of Sorci Francesco and father in-law of Sparacino Salvatore, in whose pasta-factory were found and sequestrated N°20 sacks of american flour of unlawful origin, as they were unfurnished of those documents that could have justified the possession, and therefore furnished by the above said relations in violation to the disposition of law.
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No one of the three up-mentioned individuals has been able to prove with documents the legal possession of the flour, stating that it concerned the assignment of flour kept in dock, which thing is not true because from ascertainments made ~~by~~ at the distribution and rationing office of Bagheria and at every single pasta-factory, there existent, has resulted that every one of them had had their entire assegnation of the month of May while, in the pasta-factory of Sorci Antonino, after he had made bread for the 5th.of may, he should have had a remaining common flour - and not american - of Kg.479.800 while there were found Kg.498 with a difference of Kg.19, besides Kg.103 that was to be baked for the carabinieri of the place. (See Encl.11-12 and 13).
If any doubts could rise on the responsibility of the stopped people SPINGOLA and PITARRESI, there shouldn't be any doubt in regard to the others; it seems that, as it has resulted through the information taken on the place, of elements capable to dedicate themselves to smuggling on rationed foodstuff. Sorci Francesco was found in possession of the sum of L.150.000 and his brother in-law Sparacino of the sum of lire 100.000, which thing proves that same have been two of the esponents of the unlawful trade of flour.
The illegal bargain of the american flour, subject of the present verbal, appears evident as one of those series of that drew interfaced and noted in those last times by the ~~xxxxxxx~~ sicilian trade elements, particularly of the Palermitan of which the interpreter GUGGIONE must surely know the personage and that, for the reasons above mentioned, he has not and still doesn't want to unveil. On the other hand the completeness of the investigation and the particular ~~xxx~~ characteristic of some protagonist of the case in examine, put Carabinieri in the impossibility to go further with their inquiries.
This hypothesis is strenghtned by the interest ~~xxxxxxx~~ of some esponents of the Allied Force, particularly of ~~the xxxxxxxxxx~~ Lieuten

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and
CUSUMANO of the interpreter GUCCIONE as results from the statement given by under station Mr.Ciarrizzo Antonino of Giuseppe and of Rifici Concetta, born in 1/3/1912 at Caronia (Messina) residing in Pizzarazzi's station (See Encl.N°14).
This is reported to whom it may concern so that he may have a better realization of the facts in the case of each and every one of the accused. This is reported for all future legal purposes. It is pointed out that the loot has been almost entirely recovered, and that the search for other accomplices will be diligently continued, and the competent authorities will be informed of the results. It is reported in fine that both the open car,which still contains a considerable numbers of sacks,and the car that is regularly closed and sealed, are guarded by military of the Villabate station,awaiting orders from the chief of the Allied Police and that the two trucks which were used for the transportation of flour have been seized and are still at this Headquarter.
All the arrested persons as of to-day have been turned over to the Palermo jail and are being held for the aforesaid Allied Authorities, to whom is sent a copy of this report,which has been written in quadruplicate.
Signed,read and confirmed in the date and place above.

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accused. This is reported for all future legal purposes. It is pointed out that the loot has been almost entirely recovered, and that the search for other accomplices will be diligently continued, and the competent authorities will be informed of the results. It is reported in fine that both the open car, which still contains a considerable numbers of sacks, and the car that is regularly closed and sealed, are guarded by military of the Villabate station, awaiting orders from the chief of the Allied Police and that the two trucks which were used for the transportation of flour have been seized and are still at this Headquarter.

All the arrested persons as of to-day have been turned over to the Palermo jail and are being held for the aforesaid Allied Authorities, to whom is sent a copy of this report, which has been written in quadruplicate.

Signed, read and confirmed in the date and place above.

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The year 1944 on the 8th day of June, at the R.Prefettura of Palermo, before me, Commissioner of the P.S. present il Sig.CASTELLANA Salvatore of the late Carmelo and Castellana Margherita, born at Aragona, on the 28th of January 1883, living at Palermo in Via Tommaso Natale, 105, who being questioned, replied :-

I am Chief Inspector of the traffic Section at the local Railway Company therefore I am in a position to affirm with the many documents which I produce, and which are listed as follows, that the freight cars Nos 1015010 and 114511 have undergone the following:-

1. The freight car No.1015010 was sealed for the first time at 5 P.M. on April 28th inst.,and again sealed at 10 A.M. on the 29th, from information received it appears that the second affixing of seals was carried out because the load was complete. This can be verified from an entry in the register Mod.CR 36, which commencing from the 13th March shows that the said freight car, together with the one numbered 114511 were sealed by the merchandise guard BASILE Oreste. The last one was sealed at 4 o' clock on the 28th April 1944. The loading of the freight car was carried out by an emba employee of the A.J.G. and it was only after this had been done that the Railway Staff intervened in order to affix the seals.

2. The freight car No.1015010 and 114511 left with the train 8342 at ten minutes to two on the 29th April 1944 from the Central Station,Palermo for Gela, in charge of the ch ef guard SANE Angelo, and arrived at Caltanissetta Xirbi at 12 minutes past eleven P.M. on the same day. From trabia onwards the conductor FAUNA Antonino became Chief guard who belongs to the Depot of Caltanissetta (see sheet vehicles train 8342 and journey sheet of the same train).

3. Together with the said freight car which contained flour, also 6 others left for Gela, but whilst these 6 continued from Caltanissetta for Gela, where they arrived with the train 8356 on the 30th April (see vehicle sheet of said train other than vehicle sheet of the train 8342), the other two, that is the freight cars 1015010 and 114511 re-started from the Central Station of Caltanissetta for Palermo escorted by the chief guard Fauna, leaving at ten to seven on the 30th April 1944 and arriving at Palermo on the 1.5.44 with the train 8337 at thirteen minutes past twelve (see journey sheet and vehicle sheet of the train 8337).

4. As soon as these freight cars arrived they were placed on one of the express train lines, it does not appear that they have been interfered with (see entry of the sealing

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have undergone the following:-

1. The freight car No.1015010 was sealed for the first time at 6 P.M. on April 28th inst.,and again sealed at 10 A.M. on the 29th, from information received it appears that the second affixing of seals was carried out because the load was complete. This can be verified from an entry in the register Mod.26 85, which commencing from the 13th March shows that the said freight car, together with the one numbered 114511 were sealed by the merchandise guard BASILE Orazio. The last one was sealed at 6 o' clock on the 28th April 1944. The loading of the freight car was carried out by an employee of the A.C.C. and it was only after this had been done that the railway staff intervened in order to affix the seals.

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4. As soon as these freight cars arrived they were placed on one of the express train lines, it does not appear that they have been interfered with (see entry of the sealing in register), on the contrary, one of the said freight cars and precisely the one numbered 1015010 was resealed at 3 o' clock P.M. on the 3rd inst.

5. The freight cars No.1015010 and 114511 are not shown on the vehicle sheet of the train No.8342, of the 4th May 44, departing from the Central Station,Palermo at 5 minutes past one P.M. but instead two numbers resembling them, that is 1315010 and 114811. The responsibility for these numbers marked on the vehicle sheet and their not agreeing with the numbers of the freight cars which really left, is upon the Merchandise Guard at the goods office.

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6. The freight cars No.1315010 and 114511, are shown loaded with material whilst those No.1015010 and 114511 are shown loaded wit flour, on the contrary, on the vehicle sheet from the run between the Central Station Caltanissetta to Caltanissetta Kirbi it is specified as flour for the military.

7. In regard to the fact that the numbers of the cars do not correspond with those figuring on vehicle sheet of the train No.8542 on the 4th.inst., perhaps the merchandise Guard of the good office had made out the sheet concerning the departure and arrival of train making note of the numbers and the contents only from the documents concerning the transportation by the two freight cars made out by the M.T.O. and which I cannot produce because they were withdrawn at Ficarazzelli Station, by an official of the M.T.O.

8. On the vehicle sheet of the train 8337 in arrival at Palermo from Caltanissetta on the 1st inst., it appears that all the freight cars arrived with the exception of the ones numbered 114511 and 101510, these instead of having "Palermo" and the time of arrival stamped upon it, there are two notes of interrogation. Explanation on this point could be given by the merchandise guard who attends to the in-coming trains.

Read, confirmed and undersigned.

(Signed) Salvatore CASTELLANA

Dr.Matteo Renato AMENDOLIA P.S. Coma.

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CRIMINAL INVESTIGATION DIVISION
A.P.O. 550 U. S. ARMY

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16 May 1944

REPORT OF INTERVIEW WITH LT. CURRAN, R.T.O., IBS.

Lt. Curran, R.T.O. officer, IBS, Central Railroad Station, Palermo, when interrogated by the undersigned and Major Rye, Chief Provincial Safety Officer, Sicily, regarding irregularities in transit and illegal unloading of freight cars No. 114511 and No. 1015010 was informed of his rights under the 24th A.W. by the undersigned. He stated that he had already made a statement to Lt. Col. Love, Transportation Section, IBS and did not wish to make another but when asked several questions, volunteered the following:

Lt. Curran further stated that on 4 May 1944, he ordered his interpreter, (Salvatore Guccione, to order the diesel car to be prepared to go to Termini Imerese for the purpose of discharging two civilian employees. This order was given to Lt. Curran by his immediate superior officer. Lt. Curran remembered taking a few drinks of some type of liquor before boarding the diesel car and became quite ill, the effect of which left him in a dazed condition and not remembering any thing happening in the next hour or so. He did remember that the diesel car stopped at the Villabate-Ficarazelli station and he does not remember ordering the car stopped. He remembers wandering around the aforementioned station while the diesel car was stopped and he remembers some Italian civilians coming up to him and through his interpreter requesting him to sign a book releasing and permitting the unloading of two freight cars, Nos. 114511 and 1015010. Lt. Curran stated that he complied with this request, signing the name J.T. Bech, thereby releasing the two freight cars to be unloaded. He further added that he did not break the seals on the freight cars in question or did the station master give him the Way Bills for the two cars and in fact he did not know the contents of said cars. He then stated that he (Curren) and the interpreter climbed back on the diesel car and proceeded to Termini Imerese to conduct the aforementioned business. After conducting his business at Termini and while there he remembered having another drink and also giving a drink to his interpreter, he does not remember what type of liquor he was drinking but thought it to be some type of wine. Also while at Termini, he had a feeling that he had done something at Villabate-Ficarazelli that he shouldn't have done. On his return trip to Palermo, he stopped at the aforementioned station and noticed a detail of Carabinieri around the freight cars. He stated after stopping the diesel at this station, that he and his interpreter went over to the freight train to investigate what was taking place. He then added that the Carabinieri questioned Salvatore Guiccone (interpreter) after which placing him (inter. under arrest. Lt Curren stated that Salvatore Guiccone before being with the Carabinieri, turned over to him two pads and a newspaper wrapped ding that none of the items were of the official nature.

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Lt. Curran also added that he sent his official interpreter to the Carabinieri Station at Villabate-Ficarazelli, on the morning of 5 May 1944, in an effort to learn as to what extent or under what charge his interpreter, Salvatore Guccione, was being held. Also on the same morning he spoke to T/Sgt. Brightwell, stating that he thinks he signed his name to something at the Villabate-Ficarazelli Station. He does not remember sending the Sgt. down to the station to check, although the Sgt. did go down and make the necessary inquiries.

Lt. Curran, when questioned concerning the files in his office, stated that his office has a record of all cars arriving at the Palermo station, but this file is kept by his interpreter as all information regarding cars is in Italian.

When Lt. Curran was questioned about the two freight cars in question, concerning their arrival and departure from Palermo, he stated that he did not phone Captain Cummings, P.T.O., Caltanisetta, on 29 April 1944, requesting that these two cars be returned to Palermo; and that his office had no knowledge of the two cars returning; and that he did not know that these two cars were on the 0305 hour train to Termini on 4 May 1944; and that he knew nothing about them being switched to the Villabate-Ficarazelli Station at the last minute. He did not make a Way Bill out for the two cars on 4 May 1944.

Francis A. Keane
FRANCIS A. KEANE
Agent, CID, IBS.

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TERRITORIAL LEGION OF CARABINIERI REALI - PALERMO

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Prot. N.575/1 Palermo, May 12.1944

Subject. Charges against the Auxiliar Carabinieri
Cirillo Giuseppe and Santalucia Vincenzo

TO : The Chief of the Allied Civil Police

Palermo

After the attachment of about 400 quintali of american flour made by the carabinieri of Villabate station on May 5 inst, of which part of it was already unloaded and placed on the open space of Villabate-Ficarazzelli's railroad station and the rest of it was still on two railroad cars that were stationary at the railroad station, it was disposed by the Carabinieri Command, a proper vigilance service, in order to avoid any eventual stealing attempt.
On May 7 inst. from 6 o'clock P.M. to 12 o'clock P.M. the auxiliar Carabinieri Cirillo Giuseppe of Luigi (matricola 10362-80-1920) and Santalucia Vincenzo of Michele (matricola N.number 38-1922), from Villabate station were there on the place because regularly ordered to fulfil the foresaid service.
At about 11,40 o'clock of the same day the effectives Carabinieri Rifugio Bartolomeo and Canterello Bruno, both from Villabate's station, while they were going at the foresaid railroad station to replace the Carabinieri who were on service there, as they arrived in the "La Rosa" locality, they met themselves with five unknown individuals three of whom, just as soon as they noticed the Carabinieri coming, ran away. The other two were promptly stopped and recognized for Tesauro Salvatore of Paolo and of Venice Rosalia, born in Villabate 6,1911, there living on 19 Diodoro street, worker and Grassadonia Giovanni of Giuseppe and of Di Chiara Giovanna, born in Villabate on May 30, 1912, there living on 12 Diodoro street, worker, each one of them had a sack of american flour while three other sacks, that had been abandoned by the fugitives, were found at a short distance from them.
Both were questioned stating to have taken the flour, if which is spoken about shortly before, from the Villabate Ficarazzelli railroad station, where they had succeeded, after

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At about 11,40 o'clock of the same day the effectives Carabinieri Rifugio Bartolomeo and Centarello Bruno,both from Villabate's station,while they were going at the foresaid railroad station to replace the Carabinieri who were on service there,as they arrived in the "La Rosa"locality,they met themselves with five unknown individuals three of whom, just as soon as they noticed the Carabinieri coming,ran away. The other two were promptly stopped and recognized for Tessuro Salvatore of Paolo and of Fenice Rosalia,born in Villabate 6,1911,there living on 19 Diodoro street,worker and Grassadonia Giovanni of Giuseppe and of Di Chiara Giovanna,born in Villabate on May 30, 1912,there living on 12 Diodoro street,worker,each one of them had a sack of american flour while three other sacks,that had been abandoned by the fugitives,were found at a short distance from them.
Both were questioned stating to have taken the flour,if which is spoken about shortly before,from the Villabate Ficarazzelli railroad station,where they had succeeded,after eager and repeated insistence,to obtain the consent from the Carabinieri on service there,who refusing themselves in a first time,at last they didn't oppose themselves to let the five individuals have each one a sack of flour of the weight of Kg.43 for the use of their own families.Brought to the Carabinieri station they confirmed such statement to the station Commander excluding in the most positive form to have however,given or promised any reward to the Carabinieri, who induced themselves in granding them their request,only because they had pity of their very poor conditions.

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Four sacks of the seized flour were taken to the Villabate's Carabinieri station,while the other sacks,that was abandoned near by the railroad station was taken and placed on the same car from where it had been taken.
On May 9 inst,one the fugitive surrendered himself to the foresaid carabinieri station who was identified for Tessuro Paolo of former Andrea and of former Falletta Francesca,born in Villabate on March 12,1912, there living on Puglia square,shoe-maker,who questioned the statement made by his fellow-mates arrested before.The auxiliary Carabinieri Cirille Giuseppe and Santalucia Vincenzo,who are responsible of what happened have stated that moved by pity for the pressing request made by the five individuals,of whom only two were known by them,induced themselves to authorize them to take each one a sack of flour in consideration of their needy state.
They have affirmed besides to have not received, neither to have had promised any reward.
The fugitives who are actvely searched have been identified to be.Tessuro Giacomo of Paolo and of Tessuro Margherita born in Villabate on Nov.5 1913 and Tessuro Andrea of Paolo and of former Tessuro Margherita,born in Villabate on Oct.27 1922,both living there on Diodoro street workers.
For what's above,the two military and the three civilians are kept in state of arrest by the Misilmeri lieutenancy awaiting for the settlement of the written verbals for their denunciation to the Military Court,as the first two are guilty of violation on received orders and for theft with aggravated circumstances and the second three civilians for complicity in the foresaid crimes.

The Maj.Commander

Annio Rinaldi

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on May 9 inst,one the fugitive surrendered himself to the foressid carabinieri station who was identified for Tesauro Paolo of former Andrea and of former Falletta Francesca,born in Villabate on March 12,1912, there living on Puglia square,shoe-maker,who questioned the statement made by his fellow-mates arrested before.The auxiliary Carabinieri Cirillo Giuseppe and Santalucia Vincenzo,who are responsible of what happened have stated that moved by pity for the pressing request made by the five individuals,of whom only two were known by them,induced themselves to authorize them to take each one a sack of flour in consideration of their needy state.
They have affirmed besides to have not received, neither to have had promised any reward.
The fugitives who are actvely searched have been identified to be.Tesauro Giacomo of Paolo and of Tesauro Margherita born in Villabate on Nov.5 1918 and Tesauro Andrea of Paolo and of former Tesauro Margherita,born in Villabate on Oct.271922,both living there on Diodoro street workers.
For what's above,the two military and the three civilians are kept in state of arrest by the Misilmeri lieutenancy awaiting for the settlement of the written verbals for their denunciation to the Military Court,as the first two are guilty of violation on received orders and for theft with aggravated circumstances and the second three civilians for complicity in the foressid crimes.

The Maj.Commander

Ennio Pinaldi

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