

1205

Declassified E.O. 12356 Section 3.3/MND No.

785016

ACC

10000/143/824

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10000/143/824

ITALIAN SHIPPING & COGENA
(OCT. 1936); NOV. 1944 - MAR. 1945

MINUTE 4.V.P. OA Sec.

As you are already aware, because of the anxiety which has been felt concerning the administration of the GOCENNA and its enterprises, in December last I invited Major G. Richardson to investigate this matter so that an appreciation of the existing situation could be put before the Chief Commissioner. The excellent report now produced by him is the result.

The terms of reference upon which this report has been prepared, which I gave him previously, were to produce nothing more than a survey of what was going on, and to indicate the extent to which both the Italian Administration and Allied Officers might be involved, so that higher authority could decide whether a thorough investigation was to be made either to bring the responsible persons to justice or to clear up the scandalous state of affairs which had been alleged.

In December last, before the present enquiry was initiated, the whole matter was extremely vague, and no one that I have met, either in the Commission or elsewhere, had come to grips with the situation or could present a coherent story of what was supposed to be wrong. It is all the more credit to Major Richardson that he has produced in his report a definite indication of what must be expected if a thorough enquiry is to be instituted.

There is no doubt that his report reveals a very serious state of affairs connected not only with the GOCENNA but with the whole of the Italian schooner transport system, which may indeed go very much further. It would appear that the main responsibility will have to be borne by those Italian individuals who, for their own selfish ends, have been sacrificing the interests of the

was to be made clear up the scandalous state of affairs which had been alleged.

In December last, before the present enquiry was initiated, the whole matter was extremely vague, and no one that I have met, either in the Commission or elsewhere, had come to grips with the situation or could present a coherent story of what was supposed to be wrong. It is all the more credit to Major Richardson that he has produced in his report a definite indication of what must be expected if a thorough enquiry is to be instituted.

There is no doubt that his report reveals a very serious state of affairs connected not only with the **COGEMA** but with the whole of the Italian schooner transport system, which may indeed go very much further. It would appear that the main responsibility will have to be borne by those Italian individuals who, for their own selfish ends, have been sacrificing the interests of the Italian community. Nevertheless the effect of this position is one which materially prejudices the Allied war effort and, according to the Transportation Sub-Commission, the result of the corruption is to reduce the efficiency and therefore the carrying capacity of the schooner traffic by at least 50%.

From the aspect of Allied administration one must remember that very serious allegations have been made against Allied Officers, which should be properly investigated. Those already mentioned are: Lt. Col. Snook, Major Dring, Captain Aldrige and Captain Taylor. Information about their supposed misdoings has come not only to the ears of this Sub-Commission but also to the American C.I.D. who are on the point of pursuing investigations into the affairs of Lt. Col. Snook.

Allyng.

10th February, 1945

*John W. Chapman, Colonel
Director, Public Safety*

A.E. YOUNG, Colonel,
Deputy Director,
Public Safety Sub-Commission.

Two Safety Sp.

Please see file 100-4-45-100.

24/3/45.

*Swep.
CNS.*

530

Minute 1.

TO: Chief of Staff.

CHIEF OF STAFF

Inasmuch as Major A.E. Heath, PCIO Lazio-Umbria Region, secured the information on which to initiate this investigation, is familiar with many of the details and locations concerned and is a capable investigator, it was thought advisable that Major Heath proceed with this investigation and has been so-ordered.

All information received with above reference letter has been forwarded to him.

29/11/44
Room 8 5th Floor
Ext 686

John W. Chapman
Colonel
D.P.S.

Noted JWH
Office of C.I.

To V.P.

The investigation into this case, which are somewhat complicated, have been conducted by Major Heath. I agree this is a matter with which this HQ should now be concerned, but this is the role of one which is diffused is hand over to another investigating officer, since a personal knowledge of its history and ramifications is so essential. I suggest therefore that we follow the normal police practice of retaining the same officer in this case by temporarily transferring him to the Dept. Letter is R.C. Lazio Umbria.

H.G.
30 Nov 44. *Plbg.*

The investigations into this case, which are somewhat complicated, have been conducted by Major Beards.

I agree this is a matter with which this HQ should now be concerned, but this is the sort of case which is diffused as had been the matter investigating officer, since a personal knowledge of its history and ramifications is so essential.

I suggest therefore that we follow the normal police practice of retaining the same officer in this case by temporarily transferring him to the

H.Q.

Draper letter to R.C. Legio London.

30 Nov 44. P.B.

B

5312

In view of the complications which have arisen in this case, it has been decided that the initial enquiry shall be undertaken by Major Beards R.P.S.G. Southern Region, who will be submitting a report. R.C. Southern Region 'en fait' with this action.

20 Dec 44.

Alleging.

~~SECRET~~

184

HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION

AC/14134/PS

23 March 1945

SUBJECT: COMNA

TO: Regional Commissioner, Southern Region.
(Attention Major Richardson, R.F.S.O.)

1. The Chief Commissioner has received a reply on the above subject from the Chief of Staff, AFHQ, who, after reading your report, has instructed the Special Investigation Branch, AFHQ, to undertake an investigation, acting upon the advice of the Deputy Judge Advocate General.
2. The Chief of Staff also states that the Special Investigation Branch will require your close cooperation; together with a further copy of your report, relevant statements, documents and other available information.
3. Will you please, therefore, render all possible assistance to the Special Investigation Branch in connection with this matter.

BY ORDER OF THE CHIEF COMMISSIONER:

G. L. UNJOHN
G. L. UNJOHN, Brig.
VP CA SECTION.

Copies to: AFHQ (2)
Chief Commissioner
File AC/14134/PS

TO	INIT	DATE
DIRECTOR		4/13
DEPUTY DIRECTOR		
EXEC. DIR.		
PLANNING		
INT. & REL.		
PRISONERS		
ADM. OFFICE		
SECURITY		
CIVILIAN		

5351

PERSONAL AND CONFIDENTIALHEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION

Tel. Ext. 525

Ref: AC/14134/PS

20 Feb 45.

SUBJECT: COGENA

TO: Executive Commissioner.

- 1 Herewith at 13 A a Report by Major Richardson (R.P.S.O., Southern Region) on the working of COGENA.
- 2 It should be emphasised that this report is not the result of a "police investigation" but a review of available facts and includes a number of statements and inferences which are not in any sense proved. This has been quite properly done so that those in authority may see the likely scope and ambit of any inquiry that may be ordered. At the same time it follows that some of the statements (especially in Section 1) must be read with reserve.
- 3 The report is divided into six sections -
 - (a) Section 1 - General Background.
 - (b) " 2 - A hypothetical case showing the bidding procedure.
 - (c) " 3 - A statement showing 15 ways of turning the system outlined in Section 2 to illegal ends.
 - (d) " 4 - A discussion of 10 (out of 39) individual complaints that have been made.
 - (e) " 5 - A short summary of one particular case.
 - (f) " 6 - Conclusions.
- 4 Basically I am of opinion that Sections 2 and 3 are the most useful. They indicate (Section 2) that an unnecessarily complicated system of procedure has been set up with a number of unsatisfactory features (particularly the system of charging on a basis "per ton per day" or its successor "per ton per mile") and (in Section 3) that the system is one easily worked for dishonest ends.
- 5 Section 4 deals with specific complaints. Example 1 (the GAETA case) was not a normal Cogena operation but a special one undertaken by Cogena as the agent of Madho in relation to a large ship of 8,720 tons which is outside the schooner class. Brig. CARR has already made a report on this incident (see 4030/CDS folio 14) and for the purposes of deciding on the future of Cogena this example should, I suggest, be disregarded. The remaining complaints go a long way to prove that the working of Cogena is made into an instrument of fraud.

- 2 -

- 6 Section 5 also proves that fraud in connection with Cogens is on a national scale.
- 7 Section 6 - conclusions - recommends that a drastic and thorough investigation be carried out. Col. Young, in Minute 4, is also of the same opinion.
- 8 It is my opinion that an investigation of the type suggested should if possible be avoided; not because AC wishes to hush up lax or even dishonest conduct on the part of its officers but because as Major Richardson points out (para 7) it "would be a colossal task fraught with many difficulties and involving many months of intensive policy activities"; in the meantime, of course, the frauds continue, probably on a smaller scale, and the much needed reconstruction of Cogens be postponed.
- 9 It is my view (and in this Col. Young, after discussion, concurs) that the following steps would be quicker and lead to a more satisfactory result.
- (a) Cogens should be abolished and a new organisation set up in its place.
 - (b) None of the leading employees of Cogens should be employed in the new organisation.
 - (c) The new employees should be much more carefully hand-picked by the Italian Government. I do not merely recommend that the employees of Cogens should be epurated under the Sanctions against Fascism decree for dishonesty is not confined to the fascists.
 - (d) A new and simplified operating procedure should be set up with greater safeguards against fraud. (See on this some suggestions by Major Heath, folio 12 A, para 6.)
 - (e) The remaining question is as to how to deal with Medbo in view of the somewhat sinister inferences as to the conduct of some of its members which may reasonably be drawn from Major Richardson's report.
- Unfortunately it does not seem reasonable to exclude a representative of Medbo from the deliberations of the Mediterranean Shipping Board, Italian Schooner Control (see para 35 (2)), but is there any reason why Transportation Sub-Commission should not take over all the activities of the Schooner Control Committee (see para 38)? If AFHQ would agree to this I think that the present situation might largely be solved.
- 10 The views of Brig. CARR and Brig. DUNLOP on the position are set out at 1/A.

530

11 To sum up, the reorganisation of Cogens and the question of investigating the past is one primarily for the Chief Commissioner, yourself and Economic Section and the above recommendations are made purely by way of assistance in considering this difficult problem. The Civil Affairs Section, through its Legal and Public Safety Sub-Commissions, will of course give all such further assistance in its power as may be required and it is suggested that if a conference is held to discuss the problem that representatives of those Sub-Commissions should be asked to attend.

Griffin
G.A. UPSON, Brig.,
VF CA Section.

P.S. Since writing the above I have had a further letter from Brig. DUNLOP (folio 15).

I think the views of Regional Commissioners, Sicily and Southern Regions should be obtained in greater detail than at 1/A and I suggest that a meeting might be convened when everyone is assembled for the Regional Commissioners' Conference on 8 Mar 45, such meeting to consist of yourself, Economic Section, Civil Affairs Section (Legal and Public Safety Sub-Commissions), and Regional Commissioners, Sicilia and Southern Regions.

Griffin

Executive Commissioner:

I have read through the report on COGENA at USA carefully.

Start Brig. UPJONES recommends the abolition of COGENA and a fresh start with new people and procedure; that is very right in my view, but Brig. DUNBAR makes two very good suggestions in his letter of 24 February, namely to have an audit, and if Maj. RICHARDSON's allegations look like being substantiated turn the audit into an official investigation.

The abolition and audit can, I suggest, both be done.

22 February 45.

E
C.S.O.

Maj's Dring is earmarked for 5341.

COPY

SECRET AND CONFIDENTIAL

ALLIED COMMISSION
STILL BEING INVESTIGATED
ADD 301

WIP: RC/911.5

20 Jan 45.

My dear Lush,

1. I am enclosing a copy of a report which has been obtained by me from an organization on this Island about the activities of which I can find out little or nothing. I was not included in the original distribution of this report but got to know that some report of this nature was in circulation and I asked the originator of the report to come and see me. Previously I had seen him once in my office during my time here. The writer of the report agreed to send me a copy which is enclosed. I informed him that I felt that, in a case of this nature in which grave insinuations were made against members of my staff and possibly against myself, I should have been included in the distribution of the report.

I have good reasons for believing that the enclosed copy is an exaggerated edition and that there is another edition in circulation which mentions the names of specific Allied officers on the staff of this Headquarters.

During my time here I have devoted considerable attention to this matter of eliminating racketeering. Recently, during the time I should imagine the enclosed report was being compiled, owing to a recrudescence of rumors I had renewed my activities in this respect and I had had discussions with my Economics and Supply Division as to whether certain steps we had taken soon after my arrival here had had any effect. As a result I had, before receipt of the enclosed report, issued fresh instructions that on no account was business to be transacted through any female agents connected with trading firms on this Island and that unless they were personnel making an initial visit they were not to be admitted to this Headquarters.

There is further the complication caused by the presence of local civilian staff in our offices. I have no doubt that they are suitably approached at times with a view to getting letters, etc., placed in the right quarter.

As regards the enclosed report I am confident that there has been no irregularity on the part of the officers on my staff. I consider that

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There is further the complication caused by the presence of local civilian staff in our offices. I have no doubt that they are suitably approached at times with a view to getting letters, etc., placed in the right quarter.

As regards the enclosed report I am confident that there has been no irregularity on the part of the officers on my staff. I consider that there may have been indiscretion in that they have had as personal friends females who are connected with firms doing business through the Allied Commission. This, however, I feel sure is not a situation which may have existed only in this Region. As I have stated above I have taken steps to prevent any further business transactions through female agents. Whether the firms mentioned in the enclosed report with which the female agents are connected are less or are more crooked than similar firms in this Island it is impossible to say.

2. As regards this type of racketeering, may I very respectfully say that I do not feel that we have received the support of your Headquarters in dealing with it. I have raised the matter on my level and my Economics and Supply Division tell me that they are continually in touch with your Headquarters as regards the type of individual sent to this Island to do business and of the circumstances under which caravans have to be arranged.

- 2 -

In this connection may I refer to my letters RRS 829/12 of 27 Sep 44 and of 20 Oct 44. Despite these letters and our frequent protests a constant stream of individuals carrying with them Allied Commission credentials arrives in this Island. Most of these individuals we look upon with the gravest suspicion. In many cases they carry requests bearing Allied Commission authorisations to take away wine by schooner. Under this head a Countess came all the way from Florence for this purpose. We have pointed out constantly to all concerned that export of wine by schooner is prohibited.

The sub-selling of tonnage assignments is a most difficult thing to compete with. It will be appreciated that when tonnage is sold the goods are shipped in the name of the firm receiving the original assignment so that it is almost impossible to detect what is taking place.

As regards this matter generally, I have already put up to your Headquarters proposals for procedures under which the export of wine and that of citrus fruits from this Island should be carried out both with a view to eliminating racketeering which we are convinced is being effected by Roman firms and to giving more responsibility to the Italian authorities. I trust that your Headquarters will support these proposals. The High Commissioner has also taken up with his Government the same questions, particularly that of the selling of tonnage assignments.

Further, the circumstances under which vessels arrive here in connection with this export trade are most unsatisfactory. As regards the ship "Genta" mentioned in the enclosed report we received a cable direct from ASDA that she was coming here at short notice to collect a cargo which we could not intercept. The cargo was subsequently altered and hurried arrangements had to be made to deal with the situation. I am told that the conditions under which the ship is being unloaded at Torre Annunziata are most unsatisfactory but this is only long-distance rumour.

A ship called the "Onsel" of approximately 3,000 tons has also been sent here at very short notice and is now in port to load citrus fruits. Some people seem to imagine that one can have a large supply of fruit ready stocked on the docks for loading. This of course is impossible, moreover pecking materials, particularly nails, are in very short supply. We shall have to send away the "Onsel" only half loaded - bad weather has held up the picking of fruit and the fruit already loaded will perish if the ship does not sail.

The circumstances under which vessels are sent here for this trade seem to me to be little short of chaotic. The local Ministry of War Transport Representative from his angle agrees with this opinion. I do however appreciate that there are great difficulties in regulating these matters.

1 2 2 1

Further, the circumstances under which vessels arrive here in connection with this export trade are most unsatisfactory. As regards the ship "Gente" mentioned in the enclosed report we received a cable direct from APHO that she was coming here at short notice to collect a cargo which we could not interpret. The cargo was subsequently altered and hurried arrangements had to be made to deal with the situation. I am told that the conditions under which the ship is being unloaded at Torre Annunziata are most unsatisfactory but this is only long-distance rumour.

A ship called the "Ousel" of approximately 3,000 tons has also been sent here at very short notice and is now in port to load citrus fruits. Some people seem to imagine that one can have a large supply of fruit ready stocked on the docks for loading. This of course is impossible, moreover packing materials, particularly nails, are in very short supply. We shall have to send away the "Ousel" only half loaded - bad weather has held up the picking of fruit and the fruit already loaded will perish if the ship does not sail.

The circumstances under which vessels are sent here for this trade seem to me to be little short of chaotic. The local Ministry of War Transport representative from his angle agrees with this opinion. I do however appreciate that there are great difficulties in regulating these matters.

3. I presume that the enclosed report will in due course come to the attention of your Headquarters. It will be interesting to see which edition (if there are two) of the report you receive. In the meantime I suggest that I should watch the situation here very closely. I do not think that there is anything more I can do to keep matters on an even keel and I trust that your Headquarters will give early favorable consideration to our proposals made with a view to eliminating racketeering which we are certain is going on in connection with this trade.

I still have in mind recommending one or two further changes of personnel on the grounds that they have been long enough in this island. Actually practically the whole of my Economics and Supply staff is a fresh staff. In any case I do not feel like being driven into taking action by a report of the nature of the enclosed nor like being blackmailed into taking steps owing to the scandal talk of the rival factions in the Black Market ring.

The enclosed report on page 3 refers to honest exporters. I do not believe they exist here.

Yours sincerely,

(Sgt.) M. CARR,

Brigadier,
Regional Commissioner

Brigadier M.S. LUSH,

Chief of Staff, A C HQ

C O P Y

S E C R E T

HEADQUARTERS DETACHMENT
2677th REGT. OSS (PROV)
APO 512, U.S. ARMY
ITALIAN DIVISION, SI, MEDITO

TO: Brigadier-General CARR,
A.O. Administrator, Sicilian Region.

28 December 1944

FROM: Joseph P. RUSSO (CIV) JC, OSS-SICILY.

SUBJECT: EXPORT PERMIT RACKET.

Date of Report: 26 Dec 44

Report No. JP-1309

Date Received: 26 Dec 44.

Evaluation: B - 3

Information secured from various reliable sources has confirmed that Allied Commission has made tonnage assignments on the Italian steamship "Geeta", based on standards of partiality. The ship's route is Palermo - Torre Annunziata - Civitavecchia and its cargo is 1,000 tons of wine.

It is reliably reported that at least 50 per cent of the tonnage was obtained by the intervention of women, 250 tons of this went to Giuseppe CAUDULLO who sold it at from 15 - 20 lire per kg. The bulk was sold at about 25 lire however.

Out of the 250 tons assigned to Caudullo, he utilized only 15 for his own merchandise. The rest was sold at the above prices which brought a profit of 6,000,000 lire for Caudullo and Countess MAJORA, his partner. A share of the profit was given to one CASCARINO, a partner of Caudullo, who receives only a small part of the returns, however.

Caudullo is a citrus fruit exporter of Catania who has never been trusted in his native town due to his bad commercial reputation. He has never concluded any important negotiations and has debts amounting to 600,000 lire. In fact, he himself has stated that he had to come to Palermo to go into business because he could not continue in Catania.

Mrs. Rosetta CARNIA also obtained an assignment of 200 tons from A.C. officers, realizing a profit of 1,000,000 lire.

It has not been possible to ascertain who has benefited from the assignments procured by Mrs. Carnia, and it is more than probable that she received assignments greater than 200 tons.

that Allied Commission has made tonnage assignments on the Italian steamship "Ceetea", based on standards of partiality. The ship's route is Palermo - Torre Annunziata - Civitavecchia and its cargo is 1,000 tons of wine.

It is reliably reported that at least 50 per cent of the tonnage was obtained by the intervention of women, 250 tons of this went to Giuseppe CAUDULLO who sold it at from 15 - 20 lire per kg. The bulk was sold at about 25 lire however.

Out of the 250 tons assigned to Caudullo, he utilized only 15 for his own merchandise. The rest was sold at the above prices which brought a profit of 6,000,000 lire for Caudullo and Countess MAJORCA, his partner. A share of the profit was given to one CASSARINO, a partner of Caudullo, who receives only a small part of the returns, however.

Causullo is a citrus fruit exporter of Catania who has never been trusted in his native town due to his bad commercial reputation. He has never concluded any important negotiations and has debts amounting to 600,000 lire. In fact, he himself has stated that he had to come to Palermo to go into business because he could not continue in Catania.

Mrs. Rosetta CARONIA also obtained an assignment of 200 tons from A.C. officers, realizing a profit of 1,000,000 lire.

It has not been possible to ascertain who has benefited from the assignments procured by Mrs. Caronia, and it is more than probable that she received assignments greater than 200 tons.

Other individuals have received assignments in the same way, it is reported.

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Tons :	250 tons for Mrs. Majorca
	200 tons for Mrs. Caronia
	450 tons Total.

Other small assignments added to the above total will certainly result in 500 tons at least, which is half of the total tonnage.

These assignments are detrimental to the legal businessmen and to the consumer who eventually carries the weight of the speculation.

Tonnage assignments for export shipping are obtained through the recommendations of Allied Commission officers' lady friends, Countess Luisa Majorca, and Mrs. Rosetta Caronia. Telephone communications made by A.C. officers to COGEMA, which administers all available shipping, are sufficient to secure desired reservations (export permits).

Thus, through the intervention of their "partners", Countess Maiorca and Mrs. Caronie, Caudullo of Catania and one PALMERO have succeeded in obtaining 200 or 300 tons assignments for each trip. This tonnage, which is sold at a profit to other firms, which in turn sell it at 20 - 26 lire per kg. determines a return of 5 - 6 million lire for the above-mentioned women for each shipment from Sicily.

Mrs. Caronie also deals in truck and automobile permits.

The following information has been obtained:

SHIPS:

M.V. ASSUNTA MARIA - 60 tons were assigned to PALMERO which were sold at a profit of 1,000,000 lire, with a 50 per cent cut for Mrs. Caronie.

GAETA - 250 tons assigned to Caudullo through the Countess Maiorca, were sold to MARINO SCORRATO, BROCCARO and others with a profit of 6 million lire, which sum was divided in two and then deposited in the Commercial Bank under the name of VITTORIO Clementine. Since it was rumored that an investigation was being conducted on Caudullo's activity, difficulties promptly settled by an A.C. Major, arose between him and the ship's captain.

It is believed that an 80,000 lire watch was offered to an A.C. officer during a recent banquet to A.C. personnel.

GAETA - Contrary to the custom of assigning the tonnage to PALMERO, 200 tons were assigned directly to Mrs. Caronie on one occasion. Legally Mrs. Caronie is not authorized to receive such assignments because she is not registered in the Chamber of Commerce as an exporter. The tonnage permit was sold to the PALMERO firm at a profit of 5 million lire. Mrs. Caronie also obtained a truck permit for the PALMERO firm.

GAETA - 100 tons were obtained by the S.I.P.A.S. firm through an officer of the U.S. Navy, friend of Atty. CAVALLO. The firm which had not requested the tonnage in turn sold it to Reg. BOZZA and others. The profits were divided between Atty. CAVALLO and the firm.

The above negotiations have aroused high discontent among all honest exporters who realize that they will not be able to work unless they wish to entrust themselves to the protection and exploitation of these ladies and the A.C. officers who obtain assignments from COGEMA in Rome and Palermo. The names of Mrs. Caronie and Countess Maiorca have never been mentioned in the lists of those who received assignments, but those of their partners PALMERO and CAVALLO are.

Although the latter method appears to relieve the officers of any responsibility in the matter, the A.C. officers and the Allied Government have

GATTA - Contrary to the custom of assigning the tonnage to PALMCO, 200 tons were assigned directly to Mrs. Caronia on one occasion. Legally Mrs. Caronia is not authorized to receive such assignments because she is not registered in the Chamber of Commerce as an exporter. The tonnage permit was sold to the ALPACCO firm at a profit of 5 million lire. Mrs. Caronia also obtained a truck permit for the ALPACCO firm.

GATTA - 100 tons were obtained by the S.I.P.A.S. firm through an officer of the U.S. Navy, friend of Atty. CAMALLO. The firm which had not requested the tonnage in turn sold it to Reg. BIZZA and others. The profits were divided between Atty. CAMALLO and the firm.

The above negotiations have aroused high discontent among all honest exporters who realize that they will not be able to work unless they wish to entrust themselves to the protection and exploitation of these ladies and the A.C. Officers who obtain assignments from COGNA in Rome and Palermo. The names of Mrs. Caronia and Countess Meliora have never been mentioned in the lists of those who received assignments, but those of their partners PALMCO and CAMALLO are.

Although the latter method appears to relieve the officers of any responsibility in the matter, the A.C. Officers and the Allied Government have been compromised in the eyes of the civilian population and as a consequence, the prestige of the Allied Authorities and military personnel has suffered seriously.

GATTA CARGO

The Italian steamship "GATTA" which was scheduled to leave Palermo for Torre Annunziata and Civitavecchia on Dec. 20, carried a cargo of 1,000 tons of wine.

This tonnage was assigned chiefly to speculators who profited on the sale of their assignments (export permits).

According to Nino LA RUCCA, Maritime Expropriation Agent of Catania, the situation on Dec. 19th was as follows:

Cargo Utilised	No. 600 tons
Non-Utilised cargo due to lack of merchandise	No. 400 tons.

SECRET

- 3 -

Consequently, 100 tons of cargo were left to speculate upon.

It is reported that Countess Luisa MAIORA confided the following to Giuseppe CAUDULLO, of Catania, in the Impero Restaurant at Marsala. Caudullo is her friend and partner in business.

"Don't worry, because you will receive the assignment. I guarantee you this. The 'Csata' will not leave without your cargo."

Mrs. MAIORA referred to the cargo on the 'Csata' which was then in the port of Palermo. Caudullo did obtain a tonnage assignment of the 'Csata' and went to Marsala to sell his permit at 2 lire per kg.

These statements were made by Calcondonia INTRASSIA, of Castelventrano, an exporter of wines, who has made business deals with Caudullo.

Caudullo also sold to one GRASSO, Dr. ZERILLI, wine producer, and RIGANI, dealer in wines, salted-products, etc.

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

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[illegible]

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COPY

SOUTHERN REGION
ALLIED COMMISSION

Tuesday 18 Feb 45.

Office of the
Regional Commissioner.

My dear Gerald,

I have the following further information to give you about Cogena.

By an interesting coincidence, I was invited, yesterday, Saturday 17, to lunch on the Abnazio, the steamship plying between Torre Annunziata and Cagliari, Sardinia. Also at that luncheon were Mr. Gibson Graham, Mr. Williams, Dr. Samella and Capt. Smith.

The impression which I formed at that luncheon went far to confirm the ideas expressed to you in my letter of 15 February. Whether there be any irregularities or not, we are in fact, as a Commission, taking part through Capt. Smith, in a large scale business enterprise over whose financial operations we have, I believe, very little control. I feel that I should like to have an opportunity of talking all this over with Maurice, Benson and yourself but I leave that entirely in your hands.

Yours ever,

(Sgd.) J.S.

(Orig. J. K. TUNLOP)

Brigadier Gerald Upjohn,
HQ. Allied Commission,
Rome.

1 2 2 9

P E R S O N A L & C O N F I D E N T I A L

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394

JKD/am

149

R/1595

16 February 1945

SUBJECT: COGENA

TO : H.Q. Allied Commission, VP & CA Section
ATTN: Brigadier Gerald UPJOHN;

1. With further reference to our conversation yesterday upon the subject of Major Richardson's report on "COGENA", I have to say that I have now had an opportunity, both of rereading the report at some leisure, and also of discussing it with Brigadier Carr.

2. Brigadier Carr wishes me to say that he has already made a full report to Headquarters A.C. on the affair of the S.S. GAETA (referred to in Para 136 et seq of the report). In that report, he stated that he was confident that there had been no irregularities committed by any officers of Sicily Region, though, such officers might have been indiscreet in having certain ladies as their personal friends.

3. Brigadier Carr clearly feels that some of the evidence produced in the report is based on no more than Sicilian gossip and would not stand cross examination.

4. Indeed, much that is in the report, is based upon slender evidence. It is one thing to say that Mr. Williams and Sarnella are not highly thought of in certain quarters. It is quite another matter to build up on this evidence of widespread graft.

5. I am, I think, more impressed by the evident potentialities for graft and fraud in the whole set up of COGENA, and by the absence of any financial safeguards. We have an organization which has received advances from AC Funds up to the equivalent of half a million sterling, and, as far as I know, there is no system for an adequate audit of accounts.

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6. It has always appeared to me most important that we, as the Allied Commission, must always maintain, vis-a-vis the Italian Government and Italian people, a most rigid and absolute probity, in conduct and dealings. Perhaps most important of all, is the maintenance of impeccable probity in financial dealings. It is for that reason that I have always felt uneasy about A.C.'s incursion into commercial enterprises such as truck pools and the like. There is no doubt that, to the ordinary Italian, the cachet of 'A.C.' does stand for financial stability and uprightness. Usually we have not sufficient staff to ensure that complete financial control which we ought to maintain. In the case of COGENA, we have allowed the name of the Allied Commission to be associated with what appears to be a commercial concern with wide ramifications. I am inclined to doubt whether H.Q. A.C. have really a coherent appreciation of the financial position of COGENA.

7. I recommend therefore:

(a) A study of the situation in the light of this report.

(b) A decision either:

i) To withdraw our member from the Board. This might, in fact, have the result that we should lose schooner space for feeding North Italy.

ii) To insist on an audit of COGENA A/CS. If a full audit were properly carried out, it would, I believe go a long way towards proving or disproving the allegations contained in Richardson's report.

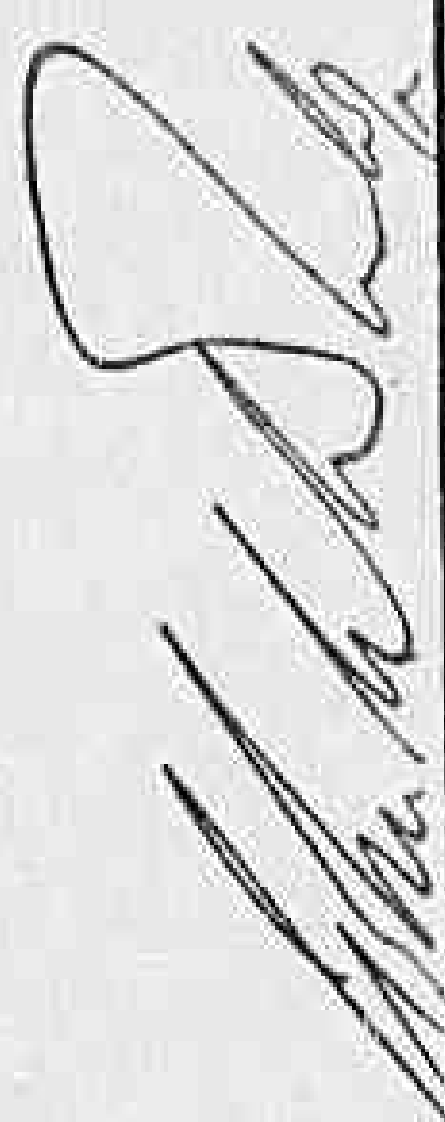
(c) If such an audit gave rise, at any early stage, to confirmation of the existing suspicions of irregularity, then, the audit could be at once, changed to a board of investigation. Such a board of investigation should comprise a senior lawyer and a senior accountant.



Regional Commissioner

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Regional Commissioner

CONFIDENTIAL

CITE REG 705
JAN

C/7632
JAN 1311054
SCOTTIER

FOR INFORMATION ONLY

ALCOM SICILY REGION (CARR)

RE ALCOM FOR THE SUDOM REITERED TO ALCOM SOUTHERN REGION FOR THE SUDOM
FOR SMITH

CONFIDENTIAL.

1. Subject is 1599TH/V.
2. Understand from COCENA PALERMO this schooner allocated stand INTRON (7)
3. Urgently requested ALMOTO be not assigned AN. Ref No other purpose unless replacement immediately available.
4. High Commissioner needs schooner for Public Safety purposes.

RECEIVED

NO	DATE
10	15/1
11	15/1
12	15/1
13	15/1
14	15/1
15	15/1
16	15/1
17	15/1
18	15/1
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22	15/1
23	15/1
24	15/1
25	15/1
26	15/1
27	15/1
28	15/1
29	15/1
30	15/1

ACTION: TN 3/0
INFO: A/President
Chief Commissioner
Econ Sec
P. Safety
File 2
Fleet

CONFIDENTIAL

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION

APC 394

Regional Security Officer

4 January 1945

Ref. S/1301

Subject : Civilian Transportation Problems - COGENA.

To : Deputy Director, P.S. Sub-Commission, A.C. HQ.
(Attention Col. YOUNG)
thru' Acting Regional Commissioner, Lazio-Umbria Region

1. Reference is made to our report S/1252 dated
18 Dec. 1944.

2. Continuing investigations re Subject this R.S.O.
visited the ports of Anzio, Fiumicino and Civitavecchia. See
attached reports (App.1-2-3). From these reports it seems appar-
ent that :

- a) Lack of organisation permits many m/schooners to voyage bet-
ween ports without cargo;
- b) despite regulations prohibiting it, many m/schooners continue
to transport wine, marsala, liqueurs etc.

c) voyages are unduly prolonged when costs are tabulated on a

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- a) Lack of organisation permits many m/schooners to voyage between ports without cargo;
- b) despite regulations prohibiting it, many m/schooners continue to transport wine, marsala, liqueurs etc.
- c) voyages are unduly prolonged when costs are tabulated on a time basis.

3. Witness of the present system is apparent in the use of the steamer "Costante C." A detailed report (see App. No 4) is attached. A study of the shipping documents reveals certain irregularities. They are:

- a) Although requisitioned by the Navy Ministry, the "Costante C." has transported cargoes of wine and sundry goods on behalf of private dealers.

- b) The "Costante C." required 58 days for a voyage normally made in 29 days.
- c) On a return from Sardinia the "Costante C." could have carried to the mainland a valuable cargo of 1100 tons of coal. On the captain's initiative, however, the ship carried only 700 tons of manure.
- d) The Navy Ministry paid all expenses. COGENA collected the freight charges, i.e. 1,611,061 lire.

4. Additional information of recent date indicates that:

a) In consequence of continuous complaints by ship-owners regarding low freight rates, charged by COGENA, these rates have been almost doubled recently.

b) COGENA collects these freight charges but it is difficult to ascertain COGENA's disposition of the money. This traffic involves enormous sums.

5. The promise of huge profits has inspired unscrupulous businessmen to illicit means of obtaining permits for the transportation of wine and liqueurs from Sicily to the mainland.

Investigation reveals that many persons are involved in this traffic.

To date two groups are known to be operating between

1 2 3 8

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5. The promise of huge profits has inspired unscrupulous businessmen to illicit means of obtaining permits for the transportation of wine and liqueurs from Sicily to the mainland.

Investigation reveals that many persons are involved in this traffic.

To date two groups are known to be operating between Naples and Sicily: one is guided by Antonino GIUNTA in Barcelona (Messina) and Roberto BASINO in Naples.

The other by Gianni VAIANO in Naples and a certain CURTI in Poggiomarino.

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See attached graph (Appendix No 5).

LX. Heath (afim)

A.E. HEATH
Major I.C.
Regional Security and
Intelligence Officer.

Copies to:

G-2, A.C. of S., R.A.A.C., HQ
C.I.C. P.B.S. (Port Section) thro' G-2, RAAC, HQ
Transportation Sub-Commission, A.C. HQ (Att. Mr. CROOKS)
Public Safety Division, Southern Region, A.M.G.
(Att. Maj. RICHARDSON)

1240

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

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APPENDIX H. 1Report on the Visit to CIVITAVECCHIA

On 14 December Lt. Gene CARRIO, Assistant Security Officer, went to Civitavecchia to inspect the movement of m/schooners and schooners in that harbor. He contacted the manager of the local COGNA agency, Sig. ABRIANI.

The latter stated that the whole movement of m/schooners in the port of CIVITAVECCHIA is controlled by COGNA and added that m/schooners landing there transport goods exclusively for the supply of Rome.

He also stated that he did not know anything about the black market, excessive freight charges or about the charges required for sea transports in addition to the freight charges fixed by the COGNA.

According to what he said all the cargoes were regulated by the COGNA, Naples, even in the last period.

A list of the m/schooners which arrived and left CIVITAVECCHIA from 16 November to 15 December 1944 is attached.

From this list it would appear that several m/schooners travel empty from CIVITAVECCHIA - and some of them even from BRINDISI - to Naples.

Rome, 15 December 1944

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According to what he said all the cargoes were regulated by the COGENA, NAPLES, even in the last period.

A list of the m/schooners which arrived and left CIVITAVECCHIA from 16 November to 15 December 1944 is attached.

From this list it would appear that several m/schooners travel empty from CIVITAVECCHIA - and some of them even from LEGHORN - to Naples.

Rome, 15 December 1944

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From this list it would appear that several m/schooners travel empty from CIVITAVECCHIA - and some of them even from LAGHORN - to Naples.

Rome, 15 December 1944

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LIST OF M/S ARRIVING AND LEAVING THE PORT OF CIVITAVECCHIA

Nº	M/Schooner	PROPRIETOR	TONNAGE	PORT OF DEPARTURE	PORT OF ARRIVAL
1	Ernesto	Ansaldo G.B.	39	Giglio	Portici
2	Ceccotto	Olimpia Rune	45	Giglio	Portici
3	Isolina	Martinetti	148	Cagliari	Portici
4	Bernardino A	Andrea Aste	57	Cagliari	Portici
5	Domenico	Dino Testa	70	Cagliari	Portici
6	S.Silverio	Din Testa	29	Cagliari	Portici
7	S.Antonio	Giacomo Parodo	54	Cagliari	Portici
8	Imperia	Agostino Villabene	36	Cagliari	Portici
9	Marietta G.	Giuseppe Donato	95	Napoli	Livorno
10	Nuovo S.Ciro	Giuseppe Di Napoli Noleggiato A.C.	36	Palermo	Portici
11	S.Anna di Napoli	Daniello Scotto	28	Palermo	Portici
12	Nuovo S. Biagio	Daniello Scotto	36	Palermo	Portici
13	Maria L.	Mazzutelli	24	P. S. Stefano	Napoli (COGENA)
14	Nuova Amalia	Gustavo Scotto	37	Palermo	Portici
15	Gennaro Padre	Raffaele Esposito	44	Trapani	Portici
16	Maria Salvanna	Antonio De Luca	37	Trapani	Portici

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SHIPS ARRIVING AND LEAVING THE PORT OF CIVITAVECCHIA (from 16 Nov. to 15 Dec. 1944).

	TONNAGE	PORT OF DEPARTURE	PORT OF ARRIVAL	DATE OF ARRIVAL	DATE OF DEPARTURE	CARGO
	39	Giglio	Portici	16/11/44	18/11/44	Empty
	45	Giglio	Portici	17/11/44	18/11/44	Empty
	148	Cagliari	Portici	23/11/44	30/11/44	183 tons of salt
	57	Cagliari	Portici	21/11/44	29/11/44	65 tons of salt
	70	Cagliari	Portici	20/11/44	1/12/44	84 tons of salt
	29	Cagliari	Portici	20/11/44	29/11/44	110 tons of salt
	54	Cagliari	Portici	20/11/44	1/12/44	75 tons of salt
bene	36	Cagliari	Portici	20/11/44	29/11/44	45 tons of salt
	95	Napoli	Livorno	25/11/44	26/11/44	Empty
poli	36	Palermo	Portici	29/11/44	2/12/44	800 cases of meat and vegetable stew
	28	Palermo	Portici	1/12/44	2/12/44	1000 cases of powdered milk
	36	Palermo	Portici	29/11/44	3/12/44	30 cases of meat & vegetable stew.
	24	P. S. Stefano	Napoli (COGENA)	1/12/44	13/12/44	Empty
	37	Palermo	Portici	2/12/44	11/12/44	35 tons of powdered milk
to	44	Trapani	Portici	3/12/44	11/12/44	63 tons of salt
	37	Trapani	Portici	9/12/44	11/12/44	51 tons of salt

ATTACHMENT NO 2

REPORT ON THE VISIT TO ANZIO ON 20/12/1944

The port of Anzio birthed about ten small m/schooners and a large schooner which had been docked for repair for almost three months.

Two m/s were unloading mandarines and tinned anchovies. Another one was unloading flour on behalf of A.C. for the population of Priverno.

In the period from 1 to 15 December 1944, 33 m/s landed at Anzio (see attached schedule). Six of them came from Civitavecchia and were empty; they stopped at Anzio and subsequently proceeded to Portici.

The cargoes included, for the greatest part, lemons and oranges, fish and tunny on behalf of private dealers; flour, corn and condensed milk on behalf of A.C.

During the a/m period two m/s arrived at Anzio, loaded with wine and liquors:

- 1) - The "Lena" - tonnage 41 tons - coming from Jonia with a cargo of 50 tons wine, liquors and alcohol. The "Lena" arrived at Anzio on 10/12/44 and regularly unloaded her goods;
- 2) - The "S. Antonio di Padova" - tonnage 71 tons - coming from Gallipoli with a cargo of 40 tons wine and dried fruits. The "S. Antonio di Padova" arrived at Anzio on 11/12/44 and on her arrival the wine was blocked. Three or four days later, however, the wine was unblocked.

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During the a/m period two m/s arrived at Anzio, loaded with

wine and liquors:

- 1) - The "Siena" - tonnage 43 tons - coming from Jonia with a cargo of 50 tons wine, liquor and alcohol. The "Siena" arrived at Anzio on 10/12/44 and regularly unloaded her goods;
- 2) - The "S. Antonio di Padova" - tonnage 71 tons - coming from Gallipoli with a cargo of 40 tons wine and dried fruit. The "S. Antonio di Padova" arrived at Anzio on 11/12/44 and on her arrival the wine was blocked. Three or four days later, however, the wine was unblocked.

The Chief of the COMINA Section at Anzio is Sig. Benedetto DI MAURO, the clerk appointed to the office is Sig. Guglielmo CARDOSUCCI.

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LIST OF S/S ARRIVING THE PORT OF ANGIO (from 24 Nov. to 15 Dec. 1944)

N°	SHIP	Tonnage		PORT OF ORIGIN	CARGO		DATE OF ARRIVAL
		GROSS	NET		TYPE	QUANTITY IN TONS	
1	Ortensia Maria della Lira	37	18	Verici	Legumes	10	24/11/44
2	Nuovo Impero	40	12	Palermo	Fish - sardines	15	24/11/44
3	Nuovo Felice	40	12	Castelluzzo di Stabia	Flour	14	24/11/44
4	S. Maria del Principio	40	12	Castelluzzo di Stabia	Corn	20	24/11/44
5	Maria Lene	47	17	Milazzo	Condensed milk	54	28/11/44
6	Leda	42	14	Jania	Ice, sugar, etc.	50	10/12/44
7	S. Antonio	52	14	Civitavecchia			2/12/44
8	Domenico	70	16	Civitavecchia			2/12/44
9	Luca di Novara	61	10	Palermo	Medicines, alcohol	20	11/12/44
10	Veri Anici	49	16	Castelluzzo di Stabia	Flour	24	11/12/44
11	Vergine di Sordani	30	24	Castelluzzo di Stabia	Corn	20	10/12/44
12	Collettina madre	40	12	Verici	Foodstuffs	13.5	10/12/44
13	S. Anna di Napoli	28	17	Civ. Savoca			1/12/44
14	Nuovo S. Ciro	35	12	Civitavecchia			2/12/44
15	Immacolata Concezione	53	11	Messina	Ice, sugar, etc.	60	2/12/44
16	Maria della Salvazione	32	9	Trepani	Salt	30	2/12/44
17	Maria Assunta	74	20	Milazzo	Condensed milk	70	2/12/44
18	Papa Giuseppe A.	42	21	Palermo	Condensed milk	50	5/12/44
19	Roberto	43	22	Cast. Ramone di Stabia	Flour	30	3/12/44
20	Nuova Anna	37	18	Civitavecchia			A.

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

OF ANLIO (from 24 Nov. to 15 Dec. 1944)

OF ANLIO	CARGO		DATE OF ARRIVAL	SIGNAL SHIP PART OF CARGO
	TYPE	DATE OF DEPARTURE		
	Loggato	13	11/11/44 A.C.	
	High buoy	13	11/11/44 Private	
	Flour	13	11/11/44 A.C.	
	Corn	13	11/11/44 A.C.	
	Longer, 100 lbs.	14	11/11/44 Private	
	Longer, 100 lbs., 100 lbs.	14	11/12/44 Private	
			11/12/44 A.C. - empty to Portici	
			11/12/44 A.C. - empty to Portici	
	Longer, 100 lbs., 100 lbs.	14	11/12/44 Private	
	Flour	14	11/12/44 A.C.	
	Corn	14	11/12/44 A.C.	
	Food, 100 lbs.	14	11/12/44 A.C.	
			11/12/44 A.C. - empty to Portici	
			11/12/44 A.C. - empty to Portici	
	Longer, 100 lbs., 100 lbs.	14	11/12/44 Private	
	Longer, 100 lbs., 100 lbs.	14	11/12/44 A.C. - to Civitavecchia	
	Longer, 100 lbs., 100 lbs.	14	11/12/44 Private	
	Condensed milk	14	11/12/44 A.C.	
	Flour	14	11/12/44 A.C.	
			A.C. - empty to Portici	

- 2 -

N°	SHIP	TONNAGE		PORT OF DE- PARTURE	CARGO TYPE	QUAN- TITY IN TNS	DATE ARRI
		GROSS	NET				
		TONS					
21	Rosario Padre	53	38	Catania	Lemons, oranges	63	11/1
22	Nuova Giuseppina	47,72	24,84	Catania	Lemons, oranges	63	11/1
23	Maria della Salvazione	33	92	Trapani	Salt	33	2/1
24	S.Andrea	41	17	Torre del Greco			
25	S.Antonio di Padova	71	23	Gallipoli	Wine, dried fruits	40	11/1
26	Maria Giuseppina	25	18	Baia	Foodstuffs	16	11/1
27	Gennaro Padre	44	20	Civitavecchia			
28	Anna	35	26	Castellammare di Stabia	Flour	30	11/1
29	Maria Maggiore	27	8	Castellammare di Stabia	Corn	15	13/1
30	Assunta Maria	42,5	23	Castellammare di Stabia	Flour	24	15/1
31	Divina Provvidenza	29	13,8	Palermo	Seeds	23,5	15/1
32	Bella Venazia	54	41	Palermo	Flour	59	15/1
33	Samia II	60	41	Castellammare di Stabia	Flour	50	15/1

- 2 -

DE=	CARGO		DATE OF ARRIVAL	SURNAME AND NAME OF CONSIGNEE
	TYPE	QUAN= TITY IN MIB		
	Lemons, oranges	68	11/12/44	Private
	Lemons, oranges	63	11/12/44	Private
	Salt	38	2/12/44	A.C. - Empty to Portici
1 Greco				Empty to Portici
1	Wine, dried fruits	40	11/12/44	Private
	Foodstuffs	16	11/12/44	A.C.
				Empty to Portici
ccchia				
mare di	Flour	30	11/12/44	A.C.
mare di	Corn	15	13/12/44	A.C.
mare di	Flour	24	15/12/44	A.C.
	Seeds	23,5	15/12/44	A.C.
	Flour	59	15/12/44	A.C.
mare di	Flour	50	15/12/44	A.C.

APPENDIX No 3Report on the visit to Fiumicino on 29/12/1944

The port of Fiumicino is not used for the unloading of goods transported by m/schooners. Only some m/schooners of a small tonnage stop there, but subsequently proceed to Anzio or Portici.

On 29 Dec. 44 the m/schooner "MOMO" - Bill of lading No 1121, tonnage 16,32 tons, carrying capacity 24,46 tons - was mooring at the quay of the river canal of Fiumicino.

The "MOMO" had arrived from Cagliari with a cargo of 2,5 tons

of leather to be carried to Naples on behalf of the firm Jorio Brothers. The owner of the m/schooner appeared to be Capt. Felice FENILI under whose name the chartering contract had been stipulated by the COGENA.

The COGENA pays a daily freight charge of 1750 lire to the ship owner, increased by the 15% and the cost of fuel supplies. The Captain and the Engineer of the m/schooners receive a salary of approximate 12,000 lire per month; two sailors receive 5,000 lire each per month. Therefore only the expenses for the wages of the crew amount to approximate 34,000 lire per month while the ship owner receives 60,375 lire by the COGENA.

The m/schooner had left Cagliari on 29 November 1944 and had arrived at Fiumicino touching Porto S. Paolo, Maddalena, Portovecchio, Bastia, Porto Longone, S. Stefano, Civitavecchia.

The time required by the voyage is rather long, but, according to the statement of the Captain of the MOMO, Angelo RIVANO, other m/schooners of a larger tonnage, take generally 10, 15 and even 20 days more to effect the same course.

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The m/schooner had left Cagliari on 29 November 1944 and had arrived at Piumicino touching Porto S. Paolo, Maddalena, Portovecchio, Bastia, Porto Longone, S. Stefano, Civitavecchia.

The time required by the voyage is rather long, but, according to the statement of the Captain of the MOMO, Angelo RIVANO, other m/schooners of a larger tonnage, take generally 10, 15 and even 20 days more to effect the same course.

The slowness of these trips depends on the fact that, since the freight charges are paid by the day, the crew has not interest in effecting trips in the shortest time possible.

From the interview of the Captain and the Engineer of the "MOMO" it appeared that the maritime circles are much annoyed by the dictatorship of the COGENA in the sector of sea transportation, which results in an economical damage for the ship owners and in a price increase for the consumers.

Steamer "Costante C." - Venezia Company No 321

Tonnage: 1100 tons

Ship-owner : Shipping Company "I U M A R"

Rome, Via della Mercede 42

The a/m steamer is requisitioned by the Navy Ministry and receives a compensation, which, including the last increases, amounts to 5840 lire per day.

An extract from the log-book - first part from 1 Nov. to 23 Dec.

1944- reveals that:

- a) the ship required 58 days for a voyage which could normally be done in 29 days, i.e. it took 29 days too much: it spent 13 days in waiting for instructions and for the cargo, 10 days in loading and unloading, 6 days too much in navigation.
- In short, if the ship had been managed by the Shipping Company, she would have taken only 29 days for carrying and unloading stakes at the S. Antioco mines and wine at Civitavecchia, besides transporting approx. 400 tons more.
- b) The rate of 1100 lire per ton fixed by COGEMA is much lower than the actual freight charges which are now being paid. Wine, moreover, is listed among the encumbrances in the general classification of cargoes, and therefore the freight charges are considerably raised.
- c) The steamer should have been loaded with coal at S. Antioco for the Mainland; on the contrary she was instructed to go to Gallipoli empty and to be loaded there with wine. Only because

would have taken only 20 days at the S. Antioeo mines and wine at Civitavecchia, besides transporting approx. 400 tons more.

b) The rate of 1100 lire per ton fixed by CCGNA is much lower than the actual freight charges which are now being paid. Wine, moreover, is listed among the encumbrances in the general classification of cargoes, and therefore the freight charges are considerably raised.

c) The steamer should have been loaded with coal at S. Antioeo for the Mainland; on the contrary she was instructed to go to Gallipoli empty and to be loaded there with wine. Only because the Captain was interested in obtaining a quantity of ballast for the better stowage of the ship, the steamer was loaded at Cagliari with 769 tons of manure to be carried to Gallipoli on behalf of Sig. Luigi Cantivecchi, at a freight price of 1100 lire per ton, i.e. a total of 845,900 lire.

The ship could have been loaded with 300 tons more of sundry

goods or foodstuffs. At Gallipoli, after having unloaded the manure, it was loaded with 695,592 tons of wine to be transported to Olivettevechia, at the same price, 1100 lire per ton, i.e. a total of 765,151,20.

The ship could have been loaded with 100 tons more of wine.

Both freight charges, totalling 1,611,050.20 lire, were collected by Sig. DE LUCA, COGENA agent at Gallipoli.

The firms selling the wine were:

Lading Bill No	Firm	Tons
" 1	Pietro COHEN	203,854
" 2	" Leonardo PANICO	43,168
" 3	" MAGNINICO & CANGOVERO	15,644
" 4	" "	59,386
" 5	" Agostino VALLETRONA	75,021
" 6	" MICELLI & FERRARI	75,350
" 7	" GRUPPO ROMANO COMMERCIO VINO	109,619
" 8	" CONSORZIO AGRARIO PROVINC.	112,540
Total		695,592

The consignee of the first seven bills was Sig. Giuseppe VALEN-
TINO - Rome, Piazza Giunone Regina 1- and of the bill No 8 the CON-
SORZIO AGRARIO PROVINCIALE.

It would be advisable to enquire who received the 1,611,051.20
lire collected by COGENA for the charter. They cannot have been
given to the Navy Ministry, since it is not possible that the lat-
ter be dealing and taking profits with a requisitioned ship.

If the Ministry had assigned the ship for one or more transports
of goods on behalf of private dealers, the ship should have been
temporarily derequisitioned, as usual, and requisitioned again only
after these voyages had been terminated.

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of goods on behalf of private dealers, the ship should have been
temporarily dorequisitioned, as usual, and requisitioned again only
after these voyages had been terminated.

These facts lead to the following situation:

- a) The Navy Ministry paid the requisition compensation and all the
expenses for 58 days.
- b) The Shipping Company received, on the basis of requisition, a
compensation amounting to 338,720 lire for the same period, which
were not sufficient to face, under the present circumstances, the
estimate of general expenses, sinking, materials for deck and engines,
ordinary and extraordinary maintenance and repairs, interest and

4) As for the general interest, the lack of control and the improper use of the ship caused the transport of only 1454 tons of non-essential goods, while it might have transported approx. 4200 tons of foodstuffs and sundry goods, taking the same time, i.e. 58 days.

profits, whereas they could have collected 4,620,000 lire, still charging the price fixed by COGENA of 1100 lire per ton for the charter.

- c) The COGENA collected the additional black market freight prices.
- d) As for the general interest, the lack of control and the improper use of the ship caused the transport of only 1464 tons of non-essential goods, while it might have transported approx. 4200 tons of foodstuffs and sundry goods, taking the same time, i.e. 58 days.

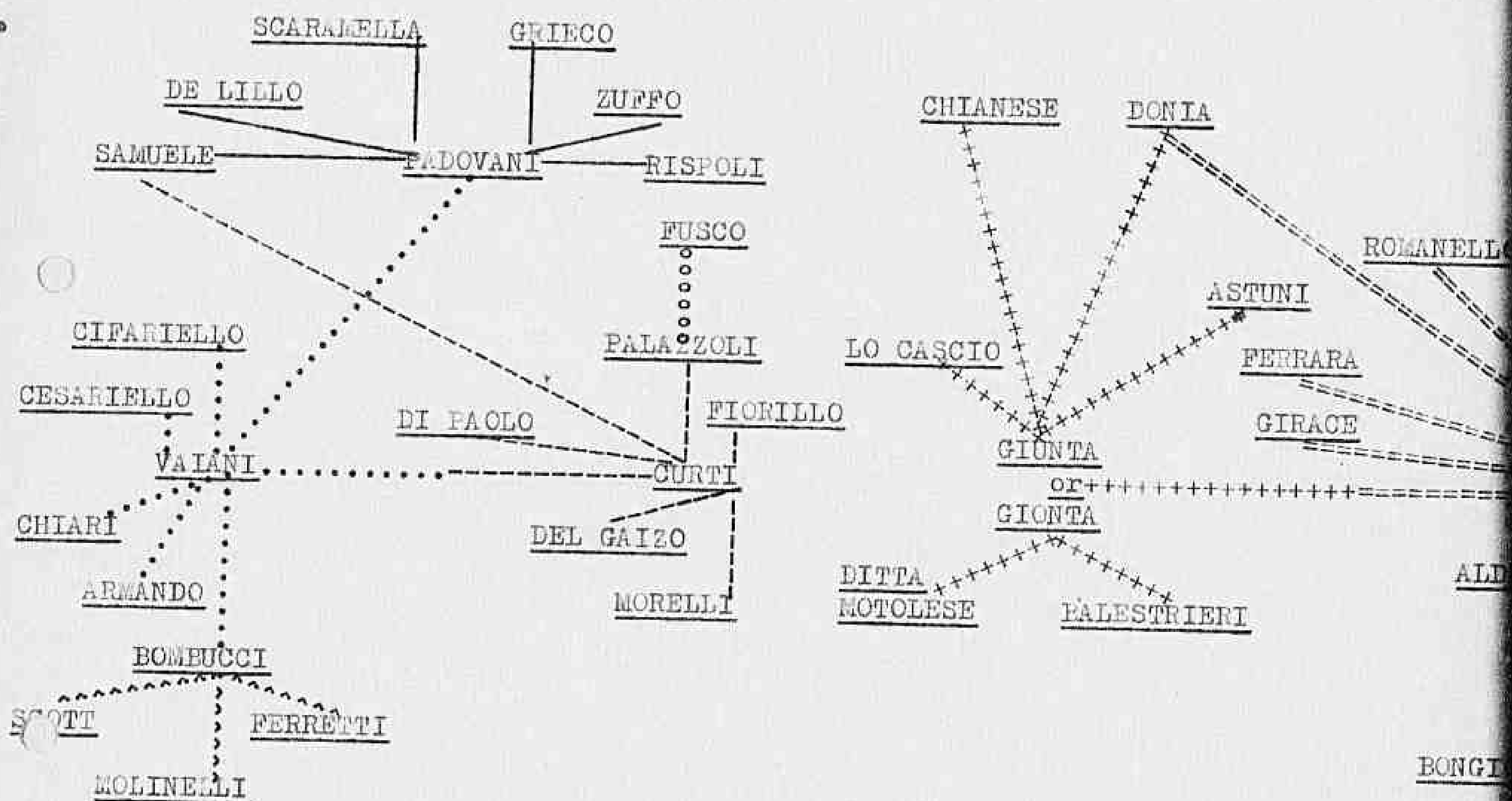
1281

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

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Appendix N° 5

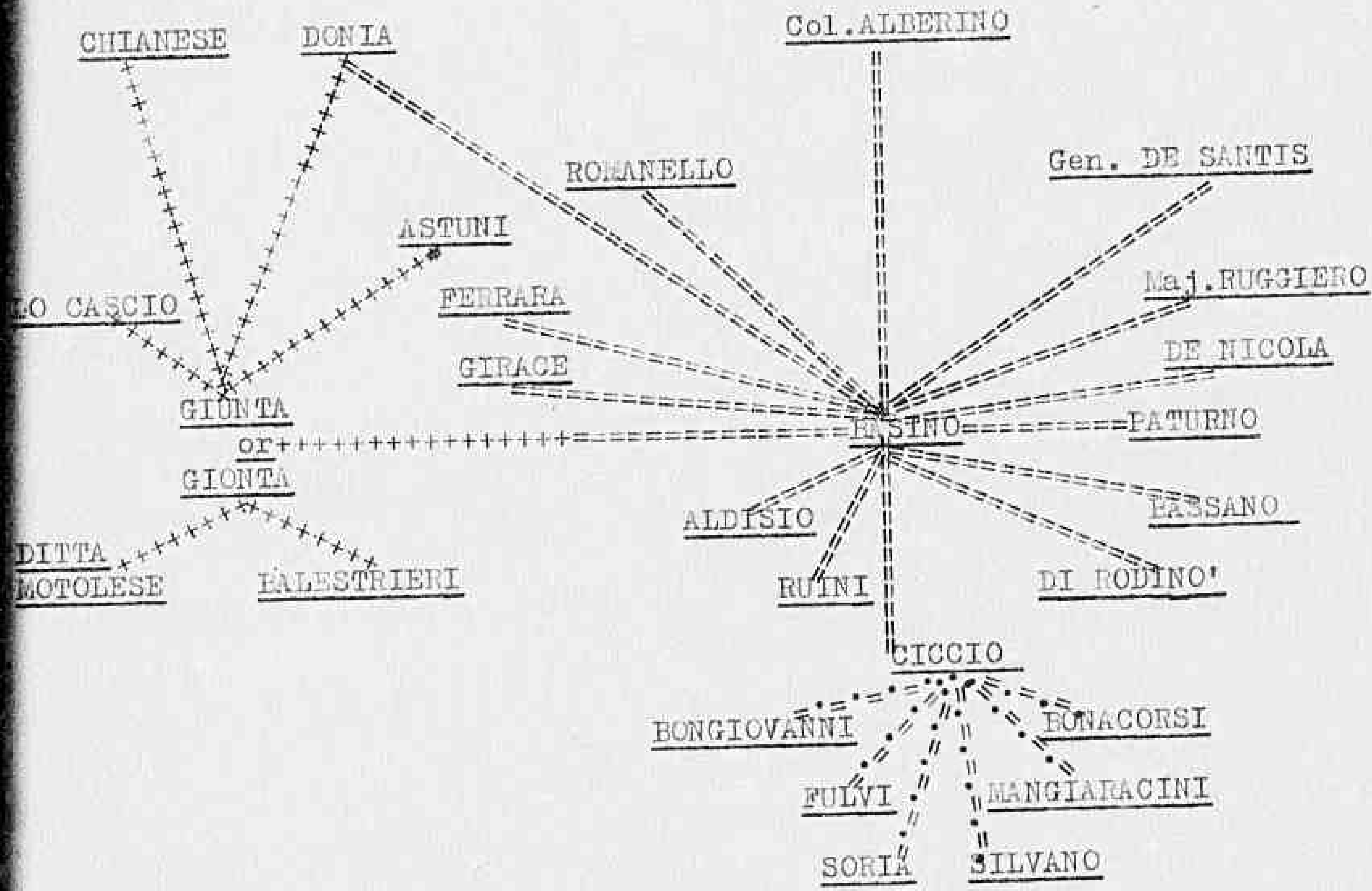
COGENA=TRANSPORT OF FOODSTUFFS=GIONTA CASE



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T OF FOODSTUFFS=GIONTA CASE

763



CONNECTIONS=COGENA=TRANSPORT OF FOODSTUFFS
GIONTA CASE

- 1) GIUNTA Antonino - Barcellona - Messina
- 2) BASINO avv. Roberto - Via dei Mille 59 - Napoli - Tel. 16493
- 3) DONIA avv. Letterio - Via Ghibellino 64 - Messina
- 4) CHIANESE - Napoli - Shipping Agent
- 5) ASTUNI
- 6) LO CASCIO Cav.
- 7) MOTOLESE Ditta
- 8) BALESTRIERI
- 9) GIRACE Flavio - Napoli
- 10) FERRARA
- 11) ROMANELLO
- 12) ALBERINO Col. - Roma - Navy?
- 13) DE SANTIS Gen. - Roma - Navy?
- 14) RUGGIERO Maj. - Food Supply Office - Commissariato - Messina
- 15) DE NICOLA On. - Named by BASINO as a possible help
- 16) DI RODINO S.E. - Named by BASINO as a possible help
- 17) RUINI S.E. - Named by BASINO as a possible help
- 18) PATURNO Prof. - RACI - Messina
- 19) ALDISIO S.E. - Named by BASINO as an ^{acquaintance} ~~acknowledge~~ of his.
- 20) CICCIO? - Via Regina Giovanna di Bulgaria 97 - Roma - Tel. 40864
- 21) BONGIOVANNI
- 22) FULVI - Viterbo
- 23) SORIA - Dealer
- 24) SILVANO - R. Prefettura - Roma
- 25) MANGIARACINI - Dealer
- 26) BONACORSI - Napoli

11) -ROMANELLO

12) -ALBERINO Col. - Roma - Navy?

13) -DE SANTIS Gen. - Roma - Navy?

14) -RUGGIERO Maj. - Food Supply Office - Commissariato - Messina

15) -DE NICOLA On. - Named by BASINO as a possible help

16) -DI RODINO' S.E. - Named by BASINO as a possible help

17) -RUINI S.E. - Named by BASINO as a possible help

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21) -BONGIOVANNI

22) -FULVI - Viterbo

23) -SORIA - Dealer

24) -SILVANO - R. Prefettura - Roma

25) -MANGIARACINI - Dealer

26) -BONACORSI - Napoli

27) -BASSANO S.E. Carlo - Undersecretary for Navy

---oo0o---

1) -VALANO (or VALANI) Gianni - Via Carducci 15 - Napoli - Tel. 16346

2) -CURTI - Poggiomarino

3) -CHIARI - Messina -Vermouth dealer

4) -ARMANDO?

5) -BOMBUCCI dr. - Istituto Ricostruzione Industriale - Via Sicilia 2 - ^{Roma} ~~Ma~~

6) -SCOTT Arturo

7) -FERRETTI Ing.

8) -MOLINELLI S.E. - Undersecretary for Industry

9) -CIFARIELLO - Dealer

10) -CESARIELLO Soc. - Industria Conserve Alimentari - Corso Cavour 95 - ^{Messina} ~~Messina~~

11) - PADOVANI Vincenzo - Hotel Belvedere - Messina - Via S. Martino -
Tel. 10096

12) - DE LILLO

13) - SAMELE or SAMUELE

14) - SCARAMELLA

15) - GRIECO

16) - ZUFFO - Messina

17) - MORELLI Mario

18) - DEL GAIZO

19) - FIORILLO

20) - DI PAOLO Vittorio - Soc. CESARIELLO (V.Nº 10)

21) - PALAZZOLI

22) - FUSCO Salvatore

23) - RISPOLI - Has authorisation for alcohol exportation

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

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23) - RISPOLI - Has authorization for clearance

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C O N F I D E N T I A L

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION

AEO 384

Regional Security Officer

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Ref: S/1252

18 December 1944

Subject: Civilian Transportation Problems and their possible solution
Co.Ge.Na. - Situation of M/Schooners, etc.

To : Deputy Director, P.S. Sub-Commission, A.C. HQ (Att. COL. YOUNG)
thru: Acting Regional Commissioner, Lazio-Umbria Region.

1. Reference is made to your verbal request on 12 Dec. 1944. The following notes of a general character may be helpful for guidance in the specific matter of bribery and corruption within the organization of the COGENA and other agencies directly or indirectly in control of the highly profitable business of motor-schooners and their charters.

2. GENERAL SITUATION OF TRANSPORT.

It is well known that the difficult situation of food supplies in Central Italy is principally caused by the poorness and scarcity of all forms of transportation and the high costs which prevail.

10- Railways - Since the railway system is either partially or

guidance in the specific matter of bribery and corruption within the organization of the COCEMA and other agencies directly or indirectly in control of the highly profitable business of motor-schooners and their charters.

2. GENERAL SITUATION OF TRANSPORT.

It is well known that the difficult situation of food supplies in Central Italy is principally caused by the poorness and scarcity of all forms of transportation and the high costs which prevail.

(1) -- railways - Since the railway system is either partially destroyed or unusable, traffic, even where it has been reestablished, is limited. Therefore the railways, which formerly provided the greatest part of the transport facilities in Italy, have reverted to second or third place. The selection of cars and the assignment of the wagons, is made by the "Direzione Generale delle Ferrovie (General Management of Railways)". The General Manager is Gen. DI RAIMONDO; a report on him is attached (see App. H. 1).

It appears that an improper use is often made of these wagons; in fact, while a few of them available should be used on

ly for the transportation of essential foodstuffs and materials for reconstruction, other cargos included less important items as wine and Marsala. This was possible through the corruption of officials responsible for the allocation of freight cars.

To remedy such a situation it would be necessary :

- i - to carry out an enquiry, examining the contents of all the waggons which travelled in the last period and ascertaining by whom they had been authorised.
- ii- to establish a list of a strictly limited number of items which can be carried by railway, determining a priority rating among them.

b) Lorries and trailers. - The transport by lorries and trailers is daily becoming more important and equally difficult; in certain sectors it is the only transport means available. The cost is extremely high. The price of a lorry with trailer is today approx. 8/10 millions lire.

Control of motor transport is essential as the majority of black market goods are carried by motor vehicle, whilst full supplies for them are for the greater part purchased on the black market and stolen from Allied depôts, etc.

c) Transport by sea. - The greatest part of transportation in Italy is at present effected by sea. Owing to the enormous reduction of the Italian merchant fleet, the available tonnage is almost exclusively made up by motor schooners and schooners. M/s of more than 300 tons were requisitioned by the Allied Authorities for military reasons. Those available

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An unconfirmed source reports that the total tonnage available is approx. 30.000. Another source raises this figure to 70.000 representing a total of 1000 schooners and M/schooners.

This tonnage would greatly improve the transport situation if the ships were properly used. It will therefore be useful to examine the situation more particularly from the angle of transportation by schooners and M/schooners.

3. COGENA TRANSPORT OF SCHOONERS AND M/SCHOONERS.

Prior to the liberation of Southern Italy the fascists and the Germans requisitioned a large number of motor schooners. The ship-owners stripped many ships to avoid requisition.

Immediately following the liberation of Sicily and Southern Italy, action was taken to provide for the transport of as many goods as possible from the Island to the Continent by all the ships available. Passage was unrestricted. Numerous dealers bid for the few schooners. They paid prices of 8 lire per Kg., which at that time were exorbitant.

Consequently prices dropped on the Naples market, owing to the influx of goods from Sicily. Vermouth and Marsala, for instance, which formerly sold at respectively 200 and 130 lire per litre, dropped to 100 and 50 lire per litre.

However, the fear of requisitioning still existed, since the Allies requisitioned almost all the ships arriving at Naples to load them with goods etc. in anticipation of the liberation of Rome.

Subsequently, however, also the requisitioned M/schooners were released. Those which had not been requisitioned were refitted and put into service. The profits were high. At this juncture the COGENA was formed to control the transportation by M/schooners.

The Co.ge.na. had its head-office in Naples and agencies in all the principal ports. It assigned M/s. for every voyage, regulating the loading and established the freight charges.

The prices fixed by the COGENA are 5000 lire per day for 100 tons, plus a cargo of 100 tons for a trip lasting one month

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The prices fixed by the COGENA are 5000 lire per day for 100 tons; thus a cargo of 100 tons for a trip lasting one month would cost 150.000 lire, i.e. 1,50 lire per Kg. **5310**

These freight charges are low in comparison to the market value of the goods carried.

Moreover the criterion of fixing the freight charges by day rather than by ton seems misguided: in fact the ship-owner

has reason to prolong the trip unduly to realise a larger profit.

This has resulted in several undesirable consequences:-

a) the ship-owner and the exporter connive to raise the rate fixed by the COGENA, for their own ends; thus an additional rate is often paid varying from 10 to 20 lire per Kg. The freight charges for a m/s increase from 150.000 lire to 500.000 lire. The exporters can afford to pay the difference because of the prices realised on the market. Vermouth in Sicily costs 60 lire per litre and is sold in Rome at 150 lire per litre, in Florence at 260 lire per litre. This is true of other goods and especially tunny and salted fish.

b) naturally this applies to goods which are wither in great demand or are scarce and upon which tremendous profits can be made (wine, fish, fabrics, etc.).

Ship-owners prefer to have m/s chartered for more profitable trips and not at the prices fixed by the COGENA; it is often the case that a large number of m/s which could be used for food supplies, remains in their p.o.f r. because of deliberate damage ("autocvaria").

c) A wide network of middlemen has been created with agents even within the COGENA (see following paragraph); these procure charters and arrange the cargoes on a more profitable basis to the owners, etc. Together with corrupt officials of the COGENA they demand exorbitant compensation of as much as 9 lire per Kg. (i.e. 900.000 lire per 100 tons) which, added to the freight charges, increase market prices. In short, a m/s carrying 100 tons at a cost of 150.000 lire for one trip, on the basis of the rate fixed by the COGENA, does cost, by adding the black market freight charges and the corruption, 2 or 3 mil-

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Moreover the freight charge is paid on the basis of the tonnage of the ship (for ex. 100 tons), whereas the volume of the goods, is less, e.g. 80 tons: therefore the rate per ton is increased again, i.e. 35/40 lire per Kg.

4. CORRUPTION OF COGENA OFFICIALS.

It was learnt that illicit traffic was taking place in the chartering of schooners. One of the middlemen, a shipping agent named Giuseppe Gionta, was arrested. He stated he could arrange for the charter of a m/s for the transport of Marsala and Vermouth from Sicily to Anzio and demanded 15 lire per litre. 6 lire were for himself, 3 for COGENA freight charges and 4 lire for the owner of the m/s. This included the rate he stated he had to pay to the COGENA officials for the assignment of the vessel.

Further investigations lead to the discovery of other persons who appeared to be involved in these illicit dealings, amongst whom are Comm. SARGIELLA (manager of the COGENA, NAPLES), a Capt. COSMULICH and Cesare DI PASQUALE (manager of the COGENA, PORTICI).

As to SARNULLA, a ship-owner has stated that he had to pay 60,000 lire. The same sum was suggested as a fee for DI PASQUALE.

Note: Further details are included in the reports by this R.S.C., ref. S/1005, S/1025, S/1039, S/1050, S/1052.

Information is available at the Transportation Sub-Commission A.C., and may be obtained from Mr. GROOMS who has discussed the problem with this R.S.O.

5. SITUATION IN RECENT YEARS.

Towards the end of September directives were issued that no m/s could be loaded with wines, only with foodstuffs. However a few m/s were loaded at the time with tunny in oil and salted fish, to dispose of the surplus available in Sicily. This resulted again in speculation.

Since wine tunny was prohibited

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5. SITUATION IN RECENT WEEKS.

Towards the end of September directives were issued that no m/s could be loaded with wines, only with foodstuffs. However a few m/s were loaded at the time with tunny in oil and salted fish, to dispose of the surplus available in Sicily. This resulted again in speculation.

Since wine traffic was prohibited, prices reached exorbitant levels: Vernmouth, for instance, cost in Naples 145 lire per litre, in Rome 185 lire, in Florence 260 lire. The enormous increase of prices produced new forms of bribery: lorries and trailers loaded with wine left Sicily for Florence and were marketed at enormous profit. Railway trucks, loaded with wines, also left Sicily for the mainland

and naturally the assignment was obtained through corruption.

Even 20 tons schooners were chartered for prices which reach as much as 30 lire per Kg. for freight charges only.

The situation mentioned to date appears to be:-

- a) Prices of all kinds of foodstuffs are extremely high in the cities (Rome, Naples, Florence), whilst they are much lower at the source (Sicily, Puglia, Marche, Abruzzi).
- b) There is a plentiful supply of some items which cannot be transported and they get spoiled disturbing the local economy and decreasing the food supplies for the Italian population. A typical example are lemons and oranges of Sicily which have to be immediately exported to prevent them from going bad. The price of these items there is 14 lire per Kg. f.o.b. If 30 lire freight have to be added to this price, the goods would cost 44 lire c.i.f. at the port of arrival, whereas the price on the General Markets of Rome is 38 lire. It is apparent that under such circumstances this fruit will not be transported. On the contrary only a few railway waggons have been assigned to a few firms in a monopoly arrangement for the transportation of lemons and oranges from Sicily. Thus some firms are favored, while the others are obliged to gather the fruit (for otherwise the trees would be damaged) and must sell them on the local market at 4 lire per Kg., since they cannot export.
- c) Meanwhile many m/s stand idle in the harbours having been deliberately damaged.
- d) The few m/s which are sailing and the schooners (which are submitted to no control) bring exorbitant freight charges.

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d) The few m/s which are sailing and the schooners (which are submitted to no control) bring exorbitant freight prices.

c. POSSIBLE SOLUTIONS.

First of all, from a security angle, it is necessary to put an end to the bribery and corruption which have their centre in the COGENA, NAPLES, and spread out to all the ports where COGENA agencies

(Sicily, Portici, Civitavecchia, Anzio) *an in office.*

no solution based on the COGENA as it is now and especially with the same persons by whom it is formed at present, ~~seems~~ possible.

Therefore, relying upon the facts collected during the investigation conducted up to date, the COGENA can be ~~cleared~~ by removing many doubtful officials. This may lead to an improvement of the situation.

Such a solution, however, would not eliminate all the difficulties; in fact it can be seen that corruption is but one of the reasons which determine the present situation, but not the only, nor, perhaps, the principal.

On the other hand, if the men are changed but the system remained unaltered, it can be easily anticipated that in a short time there would be new kinds of illicit traffic and all would have to be done again.

It is therefore necessary to study the situation of sea and land transports from all angles and as one problem.

This R.S.O. interviewed some experts in this regard and several solutions were suggested. The following are the principal ones.

1st Solution

a) - to let the ship-owner and the exporter free to arrange for the freight charges, thus simplifying the permit system and allowing the dealers who prove to be actually in possession of the goods, to export them freely.

Attention is drawn to the necessity of ascertaining the actual ownership of the goods, because at present many persons apply for an

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1st Solution

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Attention is drawn to the necessity of ascertaining the actual ownership of the goods, because at present many persons apply for an exportation permit and charter a ship without having the goods. After they obtain the permit, they buy the goods on the market at any price; this speculation further upsets market prices.

b) - To establish obligation among all the m/s for the lading of poor and statal goods (corn, tinned stuff, etc.) in turn.

c) - To oblige all the m/s transporting profitable goods, source or in great demand (as wine) to take a 10% cargo of salt which could

be carried as ballast.

d) - This solution permits greater liberty of trade and it can be anticipated that the competition would bring to a lowering of prices and an improvement in the quality of the goods. It may be objected, however, that, as is said at para b), the transport of poor goods must be mandatory.

2nd Solution

a) - To divide liberated Italy into three sectors: Sicily, Sardinia and Southern Italy. In each sector a technical control and mediation office should be established. This office would include representatives of the big ship-owners trusts. A fixed number of m/s should be assigned to each office and these m/s should sail only in their sector (for ex. between Sicily and the Continent).

b) - The food supply offices should send their requests of the quantities they need to these offices and ask that the transport be secured. For instance: 10,000 Q. of oil, 30,000 Q. of salt, 1000 Q. of wine, 2000 Q. of corn must be exported from Sicily. The control office must see to it that the a/m stocks are transported by the m/s which are assigned to its sector.

c) - The freight price would be fixed by private negotiations, i.e. the control office determining the trips, would call the ship-owner and the exporter and make them arrange for a price, acting at the same time as a moderator to settle differences.

d) - The control office, moreover, would direct the m/s in its trip (duration, course, etc.), regulate the return cargoes, investigate

sector (for ex.between Sicily and the Continent).

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d) - The control office, moreover, would direct the s/s in its trip (duration, course, etc.), regulate the return cargoes, investigate possible irregularities.

e) - Above these offices, a Central Commission should be established (c/o A.C. or Italian Government) formed by Allied and Italian representatives. This Commission would settle controversies between ship-owners and exporters, superintend the control offices, and also regulate the traffic from a national view point.

r) - The results would be:

- i - The dissolution of the centralised COGENA organisation and of its agencies.
- ii- Free negotiation of the freight charges, more competition and a less flourishing black market.
- iii- better control of the loadings .
- iv- better control of the general situation by A.C.

3rd Solution

- a) - To form one or more trusts of ship-owners and direct them to transport essential foodstuffs.
- b) - to leave the trusts free, after having transported goods of general interest, to transport any other kind of goods which may be possible with the m/s available.

4th Solution

Whatever the system is adopted, i.e. free or controlled navigation, whether the COGENA be maintained or new controls are created, it would be advisable to consider two fundamental points, i.e.:

- a) - the freight charges should be fixed more in line with economic factors, rather than by an imposed price-list, which tends to promote a black market and corruption.
- b) - Plans for the priority in the transportation of cargoes should be established to exploit the available transports to the utmost and to secure the transportation of essential foodstuffs and other necessary items. In these plans, which would of course change as conditions demand, all the indispensable items must be listed, giving them a priority rating.

This method was usefully applied in Italy during the war, especially

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This method was usefully applied in Italy during the war, especially for shipping to Libya.

7. The above solutions are submitted for information. They

must of course be examined and can be valued only as drafts which were made by experts who have a sound knowledge of the situation.

c. Attached hereto are two telephone intercepts, which emphasize some of the facts contained in the above report. From these intercepts it would appear that:

- a) When the transportation of wine was prohibited, several persons tried to obtain by illicit means, the permit to transport this item by lorries or railway trucks.
- b) These dealings will be facilitated because the persons concerned, in connection with the Labor Democratic Party, have some friends of theirs appointed to the R.A.C.I. (Italian Royal Automobile Club) of Messina and other towns of Sicily. This makes it easier for them to obtain illicit permits for the transportation of wine by land.

A. D. Heath

A. D. HEATH
Major I.C.
Regional Security and
Intelligence Officer.

Copies to:

- G-2, A.C. of S., R.A.A.C., HQ
- C.I.C. P.E.S. (Port Section) thro' G-2, RAAC, HQ
- Transportation Sub-Commission, A.C. HQ (Att. Mr. CROOKS)
- Public Safety Division, Southern Region, A.M.G.
(Att. Maj. RICHARDSON).

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P. Heath

A. B. HEATH

Major I.C.

Regional Security and
Intelligence Officer.

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C.I.C. P.B.S. (Port Section) thro' G-2, RAAC, HQ
Transportation Sub-Commission, A.C. HQ (Att. Mr. CROOKS)
Public Safety Division, Southern Region, A.M.G.
(Att. Maj. RICHARDSON).

5000

126

Gen. Giovanni DI RAIMONDO

Gen. DI RAIMONDO was the Superior Transportation manager for the whole duration of the war at the Supreme Command.

He should have organized the transports for the supplies to the Italian and German operating troops.

He proved incompetent in his work and made a mess of it. He is unfit for organizing anything.

Owing to his office he closely collaborated with the Germans, though expressing anti-German feelings.

Nothing positive appears is recorded against his morality but it is certain that he was much attracted by money and tried to accumulate as many appointments he could.

During the second Badoglio Cabinet he was Undersecretary of the Communication Ministry.

It is therefore deemed that he is not the most suitable person for performing in this period the hard work of a General Railway manager, an office requiring^a sound technical skill and an organizing ability.

5503

TRANSLATION OF TELEPHONE INTERCEPT NAPL/T/A/2029DATED 13 DEC. 1944

120

From: Telephone 10425=Messina

To: Telephone 16493=Naples

BASINO Roberto

Via dei Mille 59

(Callee: Roberto)(Caller: Dino)COMMENTGIUNTA - CONNECTIONS
INTER-URBAN

Caller: I could not phone you yesterday because the English requisitioned my telephone. They gave it back to me one hour ago.

Callee: GIUNTA also could not phone. I sent him a registered letter this morning with the permit for 30-30-30 tons, a total of 90 tons.

Caller: Roberto, we cannot export export wine by sea any longer. Only by land. From Marsala to Reggio the price is 10 lire.

Callee: There are some waggons which effect transport to the Continent.

Caller: I had found also the schooner. But it is impossible. The transport from Marsala to Reggio costs 10 lire. From Reggio to Naples we should have to use trucks.

Callee: Is there any way of getting waggons?

Caller: No, at Reggio they are working bad.

Callee: How much does venmouth cost in Messina?

Caller: 75.

Callee: Then, say 75... and 30... in Naples it will cost 110.

1200
Declassified E.O. 12356 Section 3.3/NND No. 785016

Callee: GIUNTA also could not phone. I sent him a registered letter this morning with the permit for 30-30-30 tons, a total of 90 tons.

Caller: Roberto, we cannot export export wine by sea any longer.

Callee: There are some wagons which effect transport to the Continent.

Caller: I had found also the schooner. But it is impossible. The transport from Marsala to Reggio costs 10 lire. From Reggio to Naples we should have to use trucks.

Callee: Is there no way of getting wagons?

Caller: No, at Reggio they are working bad.

Callee: How much does Vermont cost in Messina?

Caller: 75.

Callee: Then, say 12... and 30... in Naples it will cost 110.

Caller: No.... 43.

Callee: I sent the permit this morning, if they want a wagon, I'll send it. I found the right way. GIUNTA didn't let me know anything about the truck.

Caller: They can't get the truck out of the province. Moreover 30.000 lire should be paid for the crossing of the straits. Making his own truck I hope to save money.

Callee: What then?

Caller: The RACI of Messina makes the property- not the province transfer.

Callee: We agreed that the truck would remain entitled to him.

Caller: I know, but the trucks can cross the straits only for State service.

Callee: I could find the urgent State service; I should have a program sent from Naples to the RACI or ~~Messina~~ to the Prefetto of Messina, because the truck is entitled to the Co-operative.

Caller: Well, so we'll save the money of the crossing.

Callee: How much does the crossing cost?

Caller: 30.000 lire.

Callee: And how much would the lorry cost? Half a million?

Caller: I don't know, I didn't see it.

Callee: With the crossing it would cost me 550.000 lire. It's impossible.

Caller: I tell you, I don't know.

Callee: Can one go straight to Rome?

Caller: Yes, you may send it.

Callee: Is the purchase of the truck the same?

Caller: Yes.

Callee: I've heard that the trucks do cross the straits.

Caller: Yes, anyway, if they should not let them, I could make the request

Callee: I met a lorry coming from Sicily this morning and they told me that they leave regularly and cross the straits regularly.

Caller: Look, we went yesterday to the A.C. for this permit. They said that the lorries go only for urgent State service. (FUN-RA also was there.)

Callee: ~~It's interesting~~ Fancy! I saw a truck and they told me that they cross the straits like all the other cars. GIUNTA could send it for the purchase of the car. Also his friends have already arrived with the lorry.

Call him and arrange with him.

1 2 9 2

Caller: I tell you, I don't know.

Callee: Can one go straight to Rome?

Caller: Yes, you may send it.

Callee: Is the purchase of the truck the same?

Caller: Yes.

Callee: I've heard that the trucks do cross the straits.

Caller: Yes, anyway, if they should not let them, I could make the request.

Callee: I met a lorry coming from Sicily this morning and they told me that they leave regularly and cross the straits regularly.

Caller: Look, we went yesterday to the A.C. for this permit. They said that the lorries go only for urgent State service. GIUNTA also was there.

Callee: ~~Ym~~ wondering! Fancy! I saw a truck and they told me that they cross the straits like all the other cars. GIUNTA could send it for the purchase of the car. Also his friends have already arrived with the lorry.

Caller: Call him and arrange with him.

Callee: Where is he?

Caller: At Barcellona.

Callee: I'll call him right now. A "621" arrived from Sicily, operated by gasoline, and crossed the straits regularly.

Caller: The position is: We went to the RACI to register the change of province and they said that they can only effect the property transfer.

- 3 -

Callee: There is another way: you can say in Messina that they want to send the lorry to Naples for a certain period.

Caller: It's no use; they cross the straits only for State service.

Callee: If the expense could be reduced.... How much is it?

Caller: 30.000 lire.

Callee: If it could be reduced to 15.000 lire..... You see, also with GIUNTA.....

Caller: He wants 480

Callee: See if you can do it for 20.000 lire, he may send it immediately.

Caller: You should call him...

Callee: At 8 o' clock. I'm going out now.

Caller: Put also Vermouth on the lorry.

Callee: I will come loaded with vermouth.

Caller: Listen, Roberto, the work I started here seems to be going well.

Callee: Then the matter is rather big. I can't explain now.

Caller: Your wife told me you would send me a parcel.

Callee: I'll send it to-morrow morning. It's about this, Nino: I am a member of the managing board of the Labor Confederation; through the party I'm making also my own business; the cooperative is very important. I should come to Messina myself, but I should lose one day.....

Caller: To-morrow I must go to Catania. On my way back with the lorry I'll come myself.

Callee: I wrote to GIUNTA that he must pay you. He had the 4% reimbursement. He had 500.000 lire. The 4% on 13-14 millions, just imagine..... He says that it's 6 millions, but it's more, much more! He must give you..... I don't know, 100-150.000 lire. How much did he give you?

Caller: 42.000 lire.

Caller: Put also Vermont on the lorry.

Callee: I will come loaded with Vermont.

Caller: Listen, Roberto, the work I started here seems to be going well.

Callee: Then the matter is rather big. I can't explain now.

Caller: Your wife told me you would send me a parcel.

Callee: I'll send it to-morrow morning. It's about this, Nino: I am a member of the managing board of the Labor Confederation: through the party I'm making also my own business; the cooperative is very important. I should come to Messina myself, but I should lose one day....

Caller: To-morrow I must go to Catania. On my way back with the lorry I'll come myself.

Callee: I wrote to GIUNTA that he must pay you. He had the 4% reimbursement. He had 500.000 lire. The 4% on 13-14 millions, just imagine..... He says that it's 8 millions, but it's more, much more! He must give you..... I don't know, 100-150.000 lire. How much did he give you?

Caller: 42.000 lire.

Callee: When will the lorry leave?

Caller: I don't know. If you authorize GIUNTA to pay that sum the truck will leave this week.

Callee: Is the lorry a good one?

Caller: He says that it is "splendid". It has new tyres. But I didn't see it.

Callee: See what you can do, Nino.

Caller: All right. I'll try to come before Christmas. Is the price still

still blocked at 150 lire, for the Vermont?

Callee: Yes

Caller: What's the price in Rome?

Callee: The difference of price hardly pays the cost of transport. It should be 174-175 lire.

Caller: All right.

Callee: Reduce the price for the crossing under 30.000 lire.

Caller: As work is getting on I'll advise you by telegraph.

Callee: If the work is done in Sicily it doesn't interest me. I only care for GIUNTA sending what he is supposed to. Please arrange for the car Listen, what's the name of that Commandant of Rome....that Major....to whom we brought to bootles brandy from the part of that man in Messina.

Caller: I don't remember.

Callee: The man in Messina was Commandant MUCCI. The one in Rome?

Caller: I can't remember.

Callee: Ask MUCCI. I must ask that fellow for a favor.

Caller: There is a work to push on. There is nothing for the transport.

Callee: In the letter, I wrote also about the railway waggons for Reggio.

Caller: All right.

Callee: When will the lorry come?

Caller: I don't know.

1 2 9 8

1

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

5304

Callee: The man in Messina was Commandant Pucci.

Caller: I can't remember.

Callee: Ask Pucci. I must ask that fellow for a favor.

Caller: There is a work to push on. There is nothing for the transport.

Callee: In the letter, I wrote also about the railway wagons for Reggio.

Caller: All right.

Callee: When will the lorry come?

Caller: I don't know.

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
(Telephone)

Date Mailed
13 Dec. 1944

FROM : Telephone 16493
BASINO Roberto
Via dei Mille 59
(Caller : BASINO Roberto)

TO : Telephone 10429 - Messina
Avv. Donia LITTERIO
Via Ghibellino 64
(Callee : Dino DONIA)

Observation started: 0810 - Total time: 32 min. - Date: 13 Dec. 44

COMMENT

Caller : Prof. PATRUNO, general secretary of the Labor Democrat Party was appointed "National Commissioner" for the R.A.C.I., to replace CEVOLOTTO, who becomes a Minister. Prof. PATRUNO, upon my suggestion, appointed ISABELLA Commissioner for the R.A.C.I. in Messina. That I want to know from you is if you would be interested in being appointed Vice-Commissioner for the Messina R.A.C.I., this could prove much useful to us, my dear Dino.

Callee : Yes, my dear Roberto, I'll be too happy, but I should prefer this charge not to be an honour degree only

Caller : Do not worry about that. The R.A.C.I. personnel is always paid, moreover you are not silly and; could always find some way of profiting by the circumstances. And if you wish to have some friend of yours appointed commissioner for the R.A.C.I. at Agrigento, Enna or Siracusa do not hesitate to tell it to me and that will be done at once. But you will have to add here to our party.

Caller : Prof. PATRINO, general secretary of the Labor Democrat Party was appointed "National Commissioner" for the R.A.C.I., to replace CEVOLOTTO, who becomes a Minister. Prof. PATRINO, upon my suggestion, appointed ISABELLA Commissioner for the R.A.C.I. in Messina. That I want to know from you is if you would be interested in being appointed Vice-Commissioner for the Messina R.A.C.I., this could prove much useful to us, my dear Dino.

Callee : Yes, my dear Roberto, I'll be too happy, but I should prefer this charge not to be an honour degree only

Caller : Do not worry about that. The R.A.C.I. personnel is always paid, moreover you are not silly and; could always find some way of profiting by the circumstances. And if you wish to have some friend of yours appointed commissioner for the R.A.C.I. at Agrigento, Enna or Siracusa do not hesitate to tell it to me and that will be done at once. But you will have to adhere here to our party.

Callee : As for the appointment as Commissioner I have no objections (by the way do not forget to give my true name Placido DONIA and not Nino DONIA) but I do not mean to inscribe at the party though I adhere.

Caller : Why not ? I'll let you appear inscribed since a long time. I'll say that you were before at Naples with me and that later you went to Sicily. But, please, now do not forget of asking Mr. ISABELLA of the Messina R.A.C.I. for the issuance of a permit to cross the straight for truck "CHRYSLER". You will say you need it for the party "Cooperativa". By the way I need some cars, couldn't

we do a good work such a way ?

Callee : Here is a new "ASTURA" and recently furnished with new tyres for 280.000 liras.

Caller : Here I should like to have an "AUGUSTA". ISABELLA was appointed at the R.A.C.I. of Messina by the intervention of Onorevole LA LOGGIA from Palermo. But I mist trust you for 3/4 and GIONTA for 1/4. As for the business of the Roman Marine.....but I have the letters by GIONTA and if he does not pay me the full sum, I'll compell him to.

Callee : No, he will certeanly pay. He is trying to deceive us. I understood that yesterday while he was speaking with me and my father, but do not worry he will pay the same.

1300

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

785016

6085

... he is trying to deceive us.
I understood that yesterday while he was speaking with
me and my father, but do not worry he will pay the same.

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
PUBLIC SAFETY DIVISION

Ref: PS/

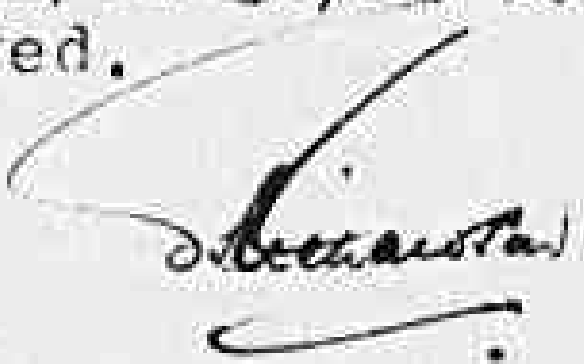
Date 24 Dec 44

SUBJECT: Italian Shipping and COGENA

TO : Colonel A. E. Young,
Deputy Director,
Public Safety Sub-Commission,
H.Q. Allied Commission.

Sir,

Your file AC/14134/PS returned
herewith as directed.


G. Richardson, Major,
Reg. Public Safety Officer.

5290

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394.

AC/14134/PS.

Tel. 489081 - 580.

9th December, 1944.

SUBJECT : Italian Shipping and COSEMA.

TO : Acting Regional Commissioner
Lazio-Umbria Region. 9B

1. Reference your S/1231 of the 6th December, 1944. I understand that Colonel Young of this Sub-Commission spoke with your Major Heath to-day and explained to him that all the queries raised in your letter referred to above can be satisfactorily settled as soon as Major Heath is attached to this Headquarters.

2. I understand, further, that it was agreed that Major Heath will report to this office within the next two or three days for temporary attachment. The necessary orders in connection with this transfer are being issued.

JOHN W. CHAPMAN,
Colonel, J.A.C.D.,
Director, Public Safety
Sub-Commission.

ATY/ea.

529

1303

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

785016

1413.4/PS

Ind. 1

R/3145
 HQ, AMG, LAZIO-UMBRIA REGION, APO 394, 6 December 1944.

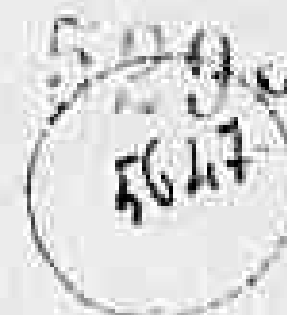
TO: Public Safety Sub-Commission,
 Headquarters Allied Commission

1. Forwarded and approved.

TO	
COL. CHAPMAN	
COL. YOUNG	seen.
LT. COL. W. COX	
MAJ. J. LUCKMAN	
MAJ. W. COLE	
MAJ. HANBURY	
MAJ. BALDWIN	
CAPT. POWELL	
CHIEF CLERK	

JOHN D. AMES
 Lt Colonel
 Acting Regional Commissioner

To all and draft reply to 9B.



1304

CONFIDENTIAL
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
REGIONAL SECURITY OFFICER

4B
10A
see

REF. S/1231

6 December 1944

SUBJECT : Italian Shipping and COGENA
TO : Acting Regional Commissioner
Lazio-Umbria Region

1. Reference is made to AC/14134/PS from Civil Affairs Section, HQ. A.C., dated 1 December 1944, copy of which is attached.

2. Investigations along the lines suggested are likely to be further complicated by the initiative which has been taken by the following organisations or units:-

- a) - A.F.H.Q.
- b) - C.I.C. (Port Section, NAPLES)
- c) - C.I.C., P.B.S.
- d) - 312 F.S.S. (Capt. CARTWRIGHT)
- e) - Fleet Base Security Officer (Lt. MAC DONALD, R.N.V.R.) -
- f) - Public Safety Division, Southern Region (Maj. RICHARDSON)

3. It is suggested that, before a decision be taken, the

1. Reference is made to AC/14134/PS from Civil Affairs Section, HQ. A.C., dated 1 December 1944, copy of which is attached.

2. Investigations along the lines suggested are likely to be further complicated by the initiative which has been taken by the following organisations or units:-

- a) - A.F.H.Q.
- b) - C.I.C. (Port Section, MARLES)
- c) - C.I.C. P.B.S.
- d) - 342 F.S.S. (Capt. CARTWRIGHT)
- e) - Fleet Base Security Officer (Lt. MAC DONALD, R.N.V.R.)
- f) - Public Safety Division, Southern Region (Maj. RICHARDSON)

3. It is suggested that, before a decision be taken, the matter be referred to A.F.H.Q. to determine the policy to be followed and the choice of the person or agency to be held responsible for co-ordinating the investigations and submitting recommendations.

4. Pending a final decision from A.F.H.Q., if this R.S.C. is to co-ordinate inquiries, the following is essential if the case is to be brought to a satisfactory conclusion:-

- a) - Authority from A.F.H.Q. to proceed with and co-ordinate enquiries with agencies listed above (see para 2);
- b) - Provision made for this R.S.C., and such officers and agents as may be required, to travel by any authorized means, including air transport;
- c) - Travel orders directing all agencies concerned to afford any assistance required;

(A)

- c) d) - Assignment of Lt. CAPRIO, this Division, and Maresciallo Alarico RICCI (P.S. Ministry of Interior) to assist in investigations;
- e) - Authority to approach any Allied or Italian Government office for official information with respect to Subject;
- f) - Authority for such expenses as may be incurred.

5. The minimum time required for a thorough investigation providing there are no further complications - will not be less than one month and will require visits to the following locations:-

- a) - PALERMO; b) - MARSALA; c) - CATANIA; d) - MESSINA;
- e) - VIBO VALENTIA; f) - PORTICI (NAPLES); g) - NAPLES;
- h) - ANZIO; i) - CIVITAVECCHIA and j) - LIVORNO

b. The above is submitted for your consideration and decision.

W. H. H. H.

A. F. H. H. H.

Major I. C.

Regional Security and
Intelligence Officer.

Copies to :

G-2, A.C. of S., R.A.A.C. HQ.
C.I.C., PBS through G-2, R.A.A.C. HQ.
Public Safety, *Lazio-Lombardia Region*

W. H. H. H.
A. E. H. H. H.
Major I.C.
Regional Security and
Intelligence Officer.

Copies to :

G-2, A.C. of S., R.A.A.C. HQ.
C.I.C., PBS through G-2, R.A.A.C. HQ.
Public Safety, *Lazio-Umbria Region*

Ind. 1

R/3145

HQ, AMG, LAZIO-UMBRIA REGION, APO 394 - 6 December 1944. 529*

TO : Public Safety Sub-Commission
Headquarters, Allied Commission

1. Forwarded and approved.

John D. Ames
JOHN D. AMES
Lt Colonel
Acting Regional Commissioner

529*

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

AC/14134/PS

1 Dec. 44

SUBJECT : Italian Shipping and CCGEMA.

TO : Regional Commissioner, Lazio-Umbria Region,
(Attn : R.P.S.O.).

1. Your letter of 27 November, 1944, refers.

2. It is agreed that the scope of investigations into this case is of national rather than regional limitation and therefore it should be conducted from this HEADQUARTERS.

3. However, this is a matter of unusual complication with which your Major HEALTH is already conversant and which could not readily be handed over to another investigating officer without either delay or difficulty.

4. I suggest therefore that Maj. HEALTH should be temporarily seconded to the Public Safety Sub-Commission of this Headquarters so that he can personally continue to complete his investigations, at the conclusion of which he will be able to return to his present appointment.

5. I should be glad if you let me know if you agree with this proposal.

By Command of Commodore STONE:

3. However, this is a matter of unusual complication with which your Major HEATH is already conversant and which could not readily be handed over to another investigating officer without either delay or difficulty.

4. I suggest therefore that Maj. HEATH should be temporarily seconded to the Public Safety Sub-Commission of this Headquarters so that he can personally continue to complete his investigations, at the conclusion of which he will be able to return to his present appointment.

5. I should be glad if you let me know if you agree with this proposal.

By Command of Commodore STONE:

5290

G.R. UPJOHN, Brig,
VP CA Sec.
DCOS, AC.

AEY/jwf

667

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

27 November 1944

SUBJECT : Illicit Dealings in the Chartering of Schooners
 COGENA, Naples etc.

TO : Chief of Staff,
 Allied Commission, Headquarters

1. Reference is made to reports S/1005, S/1025, S/1039, S/1152, S/1168 & S/1194 submitted to A.C. Hq, and to letter AC/14064/PS dated 24 November 1944 from AC/Hq, PS Sub-Commission, copy of which is attached hereto.

2. It is felt that it may not be fully appreciated that this matter is beyond the normal scope of these Hq, being on a national level. Reports submitted to AC Hq., during the past few weeks have clearly indicated that the racket is wide-spread and involves other statal or para-statal agencies (e.g. SEPRAL, Camera di Commercio, etc.), probably requiring visits to Sicily and Calabria as well as Campania.

3. For these reasons this Headquarters feels that it cannot assume the responsibility for dealing with this Italy-wide scandal.

1. Reference is made to reports S/1005, S/1025, S/1035, S/1152, S/1158 & S/1194 submitted to A.C. Hq, and to letter AC/14064/PS dated 24 November 1944 from AC/Hq, PS Sub-Commission, copy of which is attached hereto.

2. It is felt that it may not be fully appreciated that this matter is beyond the normal scope of these Hq, being on a national level. Reports submitted to AC Hq., during the past few weeks have clearly indicated that the racket is wide-spread and involves other statal or para-statal agencies (e.g. SEPRAL, Camera di Commercio, etc.), probably requiring visits to Sicily and Calabria as well as Campania.

3. For these reasons this Headquarters feels that it cannot assume the responsibility for dealing with this Italy-wide scandal.

CHARLES POLETTI

Colonel

Regional Commissioner

5296

1 Incl.

(8A)

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

AG/14134/PS

1 Dec 1944

SUBJECT : Italian Shipping and COGENA.

TO : Regional Commissioner, Lazio-Umbria Region,
(Attn: R.P.S.C.).

1. Your letter of 27 November, 1944, refers.
2. It is agreed that the scope of investigations into this case is of national rather than regional limitation and therefore it should be conducted from this Headquarters.
3. However, this is a matter of unusual complication with which your Major Heath is already conversant and which could not readily be handed over to another investigating officer without either delay or difficulty.
4. I suggest therefore that Major Heath should be temporarily seconded to the Public Safety Sub-Commission of this Headquarters so that he can personally continue to complete his investigations, at the conclusion of which he will be able to return to his present appointment.
5. I should be glad if you would let me know if you agree with this proposal.

By Command of Commodore STONE:

G. R. Upjohn
G. R. UPJOHN, Br 16,
VP CA Sec.
ICCS, AG.

ANY/jwf

5294

14064

COA Sect. 4215
1203
11/20/44

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

29 NOV. 1944

29 NOV. 1944

27 November 1944

SUBJECT : Illicit Dealings in the Chartering of Schooners
COGENA, Naples etc.

TO : Chief of Staff,
Allied Commission, Headquarters

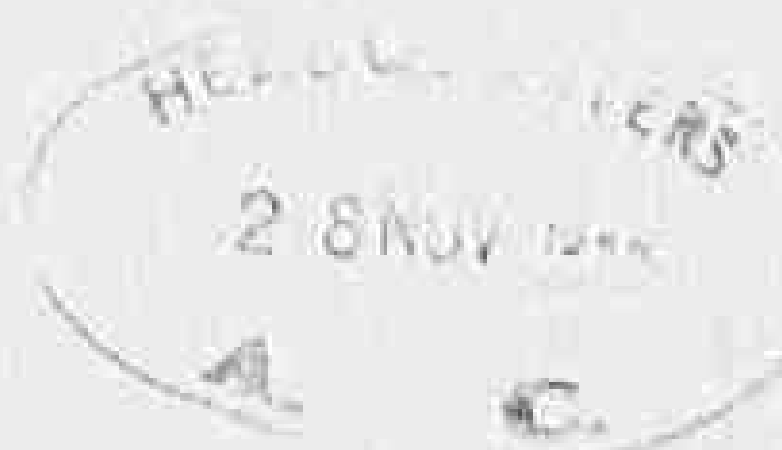
1. Reference is made to reports S/1005, S/1025, S/1039, S/1152, S/1168 & S/1194 submitted to A.C.Hq., and to letter AG/14064/PS dated 24 November 1944 from A.C.Hq., P.S. Sub-Commission, copy of which is attached hereto.

2. It is felt that it may not be fully appreciated that this matter is beyond the normal scope of these HQ., being on a national level. Reports submitted to A.C.HQ. during the past few weeks have clearly indicated that the racket is wide-spread and involves other statal or para-statal agencies (e.g. SEPRAL, Camera di Commercio, etc.), probably requiring visits to SICILY and CALABRIA as well as CAMPANIA.

3. For these reasons this Headquarters feels that it cannot assume the responsibility for dealing with this Italy-wide scandal.

Charles Poletti
CHARLES POLETTI
Colonel
Regional Commissioner

1 Incl.



520

5098

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

File
6A
See 7A

HS/ 14064/PS

24 Nov 1944

SUBJECT : Investigation into Improper use of Schooners.

TO : Major A.E. HEATH, A.S.I.C. Lazio-Umbria Region

1. Relative to subject matter, concerning which, considerable information is in your possession as a result of investigation into the Garret matter, it is considered advisable, and so directed, that you proceed with subject investigation, following all leads, even though they take you into other regions.

2. This letter may be shown to Regional Public Safety Officers concerned, who will extend to you all possible assistance.

JOHN W. CHAPMAN
Colonel, J.A.C.F.
Director Public Safety
Sub-Commission

EHL/jmf

2 Enclosures.

1 letter S/1168 dated 21 Nov 1944

7 Comment Sheets, Civil Censorship Group

5253

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Chief of Staff

Ext: 300

25 NOV. 1944

24 November 1944

REF : 5602/COS.

SUBJECT: Italian Shipping and COGEMA.

TO : Civil Affairs Section.

Reference attached correspondence.

1. Would you please arrange to coordinate this investigation as directed by the Chief Commissioner in his minute to me of 24 November. I have changed the action on this from Economic Section to your Section, as the investigation of such a case must be initiated, it seems to me, by the Public Safety Sub-Commission. Very close coordination with Economic Section will, of course, be necessary.

2. Economic Section are requested, by copy of this letter, to forward their views of the COGEMA set-up as directed in the last sentence of the Chief Commissioner's minute.

M. S. Lusk
Brigadier,
Chief of Staff.

Encls.

Copy to: Economic Section.

1903

4A
Maj P. P. Luckman
PS/SC.

1. Returned herewith is letter & its attachments addressed to Lazio Region.
2. It is apparently your intention to enclose to the Region original letters from Ch Com² & CoS.
3. I suggest these two letters ought properly to be retained on your file, especially as the one from CoS directs very close coordination with Economic Sec. No copies of these letters remain on your file.
4. Dir PS/SC thru CoS Sec will no doubt advise result of action taken in due course.

Shardles CPT

Office of CoS.

29 Nov 44

ALLIED ~~COMMISSION~~ COMMISSION
INTER OFFICE MEMO

From: Chief Commissioner

SUBJECT: Italian Shipping and COGENA

FILE No.

24 November 1944

TO: Chief of Staff

The attached file in reference to above subject is forwarded with the request that it be passed to Economic Section for necessary coordination with Civil Affairs Section (Public Safety Sub-Commission) and with Lazio-Umbria Region (Security). Action should be instituted to eliminate illegal acts of COGENA and Allied officials. At the same time, Economic Section should review COGENA set-up.

EW
ELLERY W. STONE
Commodore
Chief Commissioner

5280

cc: 'A' Files



785016

C-O-N-F-I-D-E-N-T-I-A-L

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
REGIONAL SECURITY OFFICER

4015
R. Safety

REF. S/1194

24 November 1944

SUBJECT : Illicit Dealings in the Chartering of Schooners

TO : Regional Commissioner
(Attention Col. POLETTI)

1A

1. Reference is made to S/1152 dated 16 November, para 4, and to S/1168 dated 21 November 1944.

2. Attached hereto are eight (8) comment sheets which have been received from the Amedeo Telephone Exchange, Civil Censorship Group. It is thought that these may be interesting for the development of the case.

3. If further information should be required it is suggested contact be made with Chief Landwire Sub-Section of the C.C.G. (Maj. ALLMAN)

4. Suggest these comment sheets should be forwarded to A.C. HQ. for co-ordination and subsequent action.

11

1. Reference is made to S/1152 dated 16 November, para 4, and to S/1168 dated 21 November 1944.

2. Attached hereto are eight (8) comment sheets which have been received from the Amedeo Telephone Exchange, Civil Censorship Group. It is thought that these may be interesting for the development of the case.

3. If further information should be required it is suggested contact be made with Chief Landwire Sub-Section of the C.C.G. (Maj. ALTMAN)

4. Suggest these comment sheets should be forwarded to I.C. HQ. for co-ordination and subsequent action.

A. D. Heath
A.D. HEATH

Major I.C.
Regional Security and
Intelligence Officer.
5284

Copy to : Chief Public Safety
G-2, A.C. of S., R.A.A.C., HQ.
Legal Division.

To A.C. Hy.

Forwarded

Charles P. Letti, Col.

1 3 2 0
NAPL/T/A/2694

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
(Telephone)

Date Mailed
19 Nov. 1944

From : Public Telephone Box
MESSINA
(Caller : CURTI)

To : Phone 16345 - Napoli
VAJANO Gianni
Via Carducci 15 (1)
(Callee : VAJANO)

Language : Italian - Observation started : 0949 - Date : 19 Nov. 1944

COMMENT

POSSIBILE GIUNTA CONNECTION INTER-URBAN

Callee : Per non avere delle sorprese si deve fare almeno 550.
Caller : Io vi manderai dei telegrammi.
Callee : Sì, una prima volta avete detto 600, poi 900. Insomma che cosa fate, si può sapere ?
Caller : Il pagamento deve essere fatto di persona
Callee : Se quello non paga i concentratori non li ritiro più. Poi quel= la roba la caricano, sì o no ?
Caller : Sì, sul "34".
Callee : E come c'entrano sul "34" ? quello è piccolo !
Caller : Fanno due viaggi. Portano due "concentratori". Lui li vuol far portare col camion fino a Messina.
Callee : Imponetevi ! Fatevi dare i 100 quintali costri e portateli a Reggio. Poi, per il resto, si "scornassero" loro due. Non so= no per niente contento di voi, dovete parlare chiaro con questa gente. Ora vengo io, altrimenti mi fate stare un mese qui e non combinate niente ! Arrivederci

5283

COMMENT

POSSIBLE GIUNTA CONNECTION INTER-URBAN

Callee : Per non avere delle sorprese si deve fare almeno 550.
Caller : Io vi mandai dei telegrammi.
Callee : Sì, una prima volta avete detto 600, poi 900. Insomma che cosa fate, si può sapere ?
Caller : Il pagamento deve essere fatto di persona.
Callee : Se quello non paga i concentratori non li ritiro più. Poi quella roba la caricano, si o no ?
Caller : Sì, sul "34".
Callee : E come c'entrano sul "34" ? quello è piccolo !
Caller : Fanno due viaggi. Portano due "concentratori". Lui li vuol far portare col camion fino a Messina.
Callee : Imponetevi ! Fatevi dare i 100 quintali costri e portateli a Reggio. Poi, per il resto, si "scomassero" loro due. Non sono per niente contento di voi, dovete parlare chiaro con questa gente. Ora vengo io, altrimenti mi fate stare un mese qui e non combinate niente ! Arrivederci b

5283

1 3 2 2
NAPL/T/A/2688

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
(Telephone)

Date Mailed
19 Nov. 1944

From : 15128 - Napoli
(Caller : Sig. FERRARA)

To : Phone 15493
RASINO Roberto
Via dei Mille 59
(Callee : Roberto)

Language : Italian - Observation started : 14,35 - Date : 18 Nov. 1944

COMMENT

POSSIBLE GIUNTA CONNECTIONS

Caller : Signor Roberto quella roba è pronta, sono quintali due e mezzo di quella cristallizzata e e due e mezzo di quella liquida. Dovete far tenere pronti i recipienti per lo scarico e pagamen-

to alla consegna, il prezzo lire 400 consegna a domicilio.
Callee : In questo momento sono molto occupato, Signor FERRARA, vi darò l'affermativa più tardi.

Caller : Potete telefonarmi più tardi verso le 8 al numero 15128

Note: Tel. 15128 is not yet listed.

POSSIBLE GIUNTA CONNECTIONS

Caller : Signor Roberto quella roba è pronta, sono quintali due e mezzo di quella cristallizzata e due e mezzo di quella liquida.

Dovete far tenere pronti i recipienti per lo scarico e pagamento alla consegna, il prezzo lire 400 consegna a domicilio.

Callee : In questo momento sono molto occupato, Signor FERRARA, vi darò l'affermativa più tardi.

Caller : Potete telefonarmi più tardi verso le 8 al numero 15128

Note: Tel. 15128 is not yet listed.

5286

NAPL/T/A/2685

CONFIDENTIAL

CIVIL CENSORSHIP GROUP
(Telephone)Date Mailed
19 Nov. 1944From : Public Telephone Box
BARCELONA
(Caller : GIONTA)To : Telephone 16493
FRASINO Roberto
Via dei Mille 59
(Callee : Roberto)

Language : Italian -- Observation started: 13,40 -- Date: 8 Nov. 1944

COMMENT

GIONTA CONNECTIONS IMPERDURAN

Callee : GIONTA, mi ascolti, è un affare di grande importanza: Persone verrebbero a caricare personalmente a Messina, vorrebbero: pesce salato, tonno, sardine, filetti di acciughe e formaggio. E' un affare importante, mi dica in cosa si vuole impegnare come prezzo e come quantitativo. Verranno con i loro mezzi.

Caller : Il permesso l'hanno ?

Callee : I permesso li hanno loro

Caller : Tonno 150 quintali, prezzo 550. Acciughe da 100 a 200 quintali in barili da 40 a 80 kg. prezzo lire 150. Per l'altra roba non posso darvi i prezzi precisi.

Callee : Questi hanno il permesso della SUPRAL.

Caller : Il formaggio "incanestrato" forme da 10 a 20 kg.

Callee : Che quintalaggio ?

Caller : 10 quintali a lire 310.

Callee : Le provole sono stagionate o fresche ?

Caller : Nuova produzione, prezzo 290 quintali 150. Alici salate 100 o 200 quintali.

Callee : Portofino.

Caltee : GIONTA, mi ascolti, è un affare di grande importanza: Persone verrebbero a caricare personalmente a Messina, vorrebbero: pesce salato, tonno, sardine, filetti di acciughe e formaggio. E' un affare importante, mi dica in cosa si vuole impegnare come prezzo e come quantitativo. Verranno con i loro mezzi.

Caller : Il permesso l'hanno ?

Caltee : I permesso li hanno loro

Caller : Tonno 150 quintali, prezzo 550. Acciughe da 100 a 200 quintali in barili da 40 a 80 kg. prezzo lire 150. Per l'altra roba non posso darvi i prezzi precisi.

Caltee : Questi hanno il permesso della SEPRAJ.

Caller : Il formaggio "incanestrato" forme da 10 a 20 kg.

Caltee : Che quintalaggio ?

Caller : 10 quintali a lire 310.

Caltee : Le provole sono stagionate o fresche ?

Caller : Nuova produzione, prezzo 290 quintali 150. Alici salate 100 o 200 quintali.

Caltee : Benissimo.

Caller : Hai parlato con Roma ?

Caller : Parlerò oggi, sono sicuro che accettano. Stamattina ho parlato con Antonio dicendogli di andare alla Camera di Commercio cio. Antonio è andato alla Camera di Commercio e gli hanno che il permesso è buono, però noi ci dobbiamo preoccupare per l'assegnazione di un moto veliero. Domenica ho un appuntamento con un mio amico.

Caller : Domani alle 10 telefonami.

Caltee : Loro hanno due autotreni da caricare, io faccio il contratto qua e lunedì glielo confermo a lei. Signor GIONTA, è un ottimo affare, molto importante.

NAPL/T/A/2696

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
(Telephone)

Date Mailed
19 Nov. 1944

From : BARCELLONA
(Caller : GIONTA)

To : Phone 16493
RASINO Roberto
Via dei Mille 59
(Callee : Signora RASINO)

Language : Italian - Observation started : 10,59 - Date : 19 Nov. 1944

COMMENT

GIONTA CONNECTIONS INTER-URBAN

Caller : Signora, sono GIONTA, c'è vostro marito ?
Callee : No, viene alle 13,30.
Caller : Ieri rimanemmo che l'avrei chiamato alle 10.
Callee : Aveva un appuntamento importante ed è uscito. Se potete tele-
fonare alle 13,30.
Caller : Qua chiudono alle 12
Callee : Allora come si fa ?
Caller : Chiamerò io da ASTUNI. Lui si prepari intanto per l'affare del
vino. Se ne interessi lui al Ministero. Io chiamerò alle 12
di domani.
Callee : Va bene.
Caller : Allora restiamo così. Se qua non chiudono a Mezzogiorno, io
chiamerò alle 13,30. In caso contrario chiamerò domattina.

1327
Declassified E.O. 12356 Section 3.3/MND No. 785016

Caller : Signora, sono GIOMIA, c'è vostro marito ?

Callee : No, viene alle 13,30.

Caller : Ieri rimaneremo che l'avrei chiamato alle 10.

Callee : Aveva un appuntamento importante ed è uscito. Se potete telefonare alle 13,30.

Caller : Qua chiudono alle 12

Callee : Allora come si fa ?

Caller : Chiamerò io da ASTUNI. Lui si prepari intanto per l'affare del vino. Se ne interessi lui al Ministero. Io chiamerò alle 12 di domani.

Callee : Va bene.

Caller : Allora restiamo così. Se qua non chiudono a Mezzogiorno, io chiamerò alle 13,30. In caso contrario chiamerò domattina.

5294

1 3 2 8
NAPL/T/A/2714

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
TELEPHONE

AMEDEO TELEPHONE EXCHANGE
(Station)

Date Mailed: 20 Nov. 944

From: Caller: Maria Sannini

To: Phone 16346

Vajano Gianni

Via Carducci 1

Callee: Signora

=====

Language: -Italian Observation started: 1020
Recording No: None-Total time: 3 Min.

Date: 20 Nov. 1944

=====

POSSIBLE GIONTA-CONNECTION

Chiamante: Signora, sono Maria Sannino, è venuto vostro marito?

Chiamata : No, mi ha telefonato ieri sera da Roma, arriverà stasera sicuramente.

Chiamante : Come si fa per la casa per la requisizione? Non so se rinnovare l'affitto oppure no. Poi per quella farina ho sacrificato apposta una camera. Cosa debbo fare? Verrà sicuramente stasera

Chiamata : Telefonate domattina, che per stasera verrà sicuramente.

Chiamante: Signora, sono Maria Sannino, è venuto vostro marito?

Chiamata : No, mi ha telefonato ieri sera da Roma, arrivera stasera sicuramente.

Chiamante : Come si fa per la casa per la requisizione? Non so se rinnovare l'affitto oppur no. Poi per qulla farina ho sacrificato apposta una camera. Cosa debbo fare? Verra sicuramente stasera

Chiamata : Telefonate domattina, che per stasera verra sicuramente.

5278

Comment by -
Monitor 11

Reviewed by -
R.G. BOULTON
Lt. Genl. List.

1 3 3 0
NAPL/TV/A/2698

C O N F I D E N T I A L

CIVIL CENSORSHIP GROUP
TELEPHONE

AMEDEO TELEPHONE EXCHANGE
(Station)

Date mailed -
20 November 1944

From : Public Telephone Box-Barcellona
(Caller : Gionta)

To : Telephone 16493
Besino Roberto
via dei Mille 59
(Callee: Sig/ra Besino)

Language : Italian Total time:
Recording No. None 1 Min.
Date :
19 NOV. 1944

GIONTA CONNECTION
INTER-URBAN

Chiamante : E' tornato suo marito?

Chiamata : Non ancora. Non dubitate, gli giro di interessarsi per
l'affare del permesso del vino al Ministero.

Chiamante : Signora, non e per ottenere il permesso dal Ministero, ma
e per la fornitura del vino. Restiamo intesi, telefonero
domani alle 9 dallo studio dell'Avv. Donia. Tanti saluti
a vostro marito.

Chiamante : E' tornato suo marito?

Chiamata : Non ancora. Non dubitate, gli dirò di interessarsi per l'affare del permesso del vino al Ministero.

Chiamante : Signora, non è per ottenere il permesso dal Ministero, ma è per la fornitura del vino. Restiamo intesi, telefonerò domani alle 9 dallo studio dell'Avv. Donia. Tanti saluti a vostro marito.

5271

Comment by-
Monitor 17

Reviewed by-
R.G. BOULTON
Lt. Genl. List.

NAPL/T/A/2/16

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
TELEPHONE

AMEDEO TELEPHONE EXCHANGE
(Station)

Date Mailed:
20 Nov. 1944

From: Telephone 10429-Messina
Avv. Donia Letterio
Via Ghibellino 64
(Caller: Gionta)

To: Telephone 16493
Basino Roberto
Via dei Mille 59
(Callee: Basino Roberto)

Language: Italian—Observation started:
Recording No: None-1035

Total time: 16 Min.
Date: 20 Nov. 1944

GIONTA CONNECTIONS
INTER-URBAN

Chiamante : A suo tempo fu stabilito una commissione di 150 di acciughe e salate, 200 di sardelle, 1000 quintali di fave e 100 di fagioli, e fu stabilito franco ogni gravame fiscale: della tassa di scambio addizionale, di registrazione e l'1 % sui profitti di guerra. Questo Commissariato insiste che vengano trattenute totale L.8,04 per spese sul pesce conservato, perchè viene gravato di 36,26 al Kg. Per altre eventuali spese, se ciò non fosse possibile ci verremmo a trovare in condizioni di doverci rimettere e quindi nell'impossibilità di conseguire. Pertanto, fate presente al Ministero di disporre di esimerci dal pagamento di tale imposte, dando comunicazione al Commissariato e voler provvedere al rimborso delle tasse pagate ed annullare le successive.

Chiamato : Domani parto per Roma e mi interesserò.

Chiamante : Ci tengo per l'affare del vino-il trasporto avverrebbe da Augusta-il costo e 18 lire al litro in fusti-con trasporto in magazzino.

Chiamato : Domani parto per Roma e mi interesserò.

Chiamante : Ci tengo per l'affare del vino-il trasporto avverrebbe da Augusta-il costo e 18 lire al litro in fusti-con trasporto in mezzuzzino.

Chiamato : Non si possono avere dei carri ferroviari?

Chiamante : Dei carri non ne parliamo nemmeno. Per il momento servono per cose militari. Riparerò con Doria per il "Congeni", chiederemo autorizzazione per il valiero all'ufficio di Messina. Oggi dovrà forse avvenire il blocco del pesce salato, dovrò andare alla Camera di Commercio per vedere gli altri come sà regolano.

Chiamato : Il permesso l'ho già letto, ma non l'ho ancora ritirato, finché non è quando non avrò avuto conferma del permesso di esportazione della Camera di Commercio di Messina. Gli amici sono sempre a disposizione, anche senza soldi. Avete occasione di vedere a Ciccio?

Chiamante : Domani passerò da lui, che ci debbo dire?

(OVER)

Chiamato : Ditegli che mi mandasse il camion. Mi sono informato che basta una dichiarazione del notaio dimostrando che detto camion deve essere trasportato alla sua filiale di Napoli.

Chiamante : Non vi preoccupate. La pratica la farò io.

Chiamato : Ho fatto un telegramma in Sicilia per 30-40 quintali di alici salate, il prezzo è da 180 a 120 per il tonno sem-pre lo stesso. Procurate formaggio incanestrato. E' di pe-core?

Chiamante : E' forte ed è di pecora. Mi interesserò a Barcellona, Milazzo, Catania, Palermo, Messina.

Chiamato : Le condizioni di pagamento entro un mese dell'ordinazione-vi telefonerò dopo domani da Roma.

1 3 3 5

5270

Reviewed by -
R.G. BOULTON
Lt. Genl. List.

Comment by -
Monitor 17

1 3 3 6
NAPL/T/A/2101

CONFIDENTIAL
CIVIL CENSORSHIP GROUP
TELEPHONE

AMEDEO TELEPHONE EXCHANGE
(Station)
=====

Date Mailed : 20 NOV. 44

To: Lattanzi Alberto

From: 10761

Scervini dott. Gustavo

Corso Umberto 1° N° 7

Caller: Prof Scervini Gustavo

Language: Italian-Observation started:

1645

Recording No: None

Total time: 7 Min.

Date: 19 Nov. 1944

PERSONAL CONVERSATION

Chiamante : Carissimo Alberto!

Chiamato : Sto aspettando la notizia circa.....

Chiamante : Ho capito, ho capito!...

Chiamato : Aspetto il risultato completo di tutti i nomi.

Chiamante : Fammi sapere subito con un colpo di telefono....

Chiamato : Ho qui nello studio un capitano marittimo, il quale non tiene nessun documento, nè un tuo biglietto. Gli ho detto di venire da te. Vedi tu di ogni cosa.....

Chiamante : Va bene! Fatti vedere, Alberto! Tu sai che sei il mio più caro amico e di te mi fido in tutto. Domani ho appuntamento con Gionta, non ti so dire in che battaglia mi trovo!! Mi sento in uno stato di nervosismo completo per tante cose. Poi ti dirò.

Chiamato : Sto aspettando la notizia circa.....

Chiamante : Ho capito, ho capito!...

Chiamato : Aspetto il risultato completo di tutti i nomi.

Chiamante : Fanni sapere subito con un colpo di telefono....

Chiamato : Ho qui nello studio un capitano marittimo, il quale non tiene nessun documento, nè un tuo biglietto. Gli ho detto di venire da te. Vedi tu di ogni cosa.....

Chiamante : Va bene! Fatti vedere, Alberto! Tu sai che sei il mio più caro amico e di te mi fido in tutto. Domani ho appuntamento con Gionta, non ti so dire in che battaglia mi trovo!! Mi sento in uno stato di nervosismo completo per tante cose. Poi ti dirò.

Chiamato : Hai ragione, un pò di pazienza fin quando non ti senti. !
Altro mesetto ancora.

Chiamante : Mantienimi tutta la compagnia napoletana, mi raccomando. Ho molta fiducia in te, Alberto, sai che ti dico: Non esce Francia, poi ti dico. Per il fatto di Roma sono in grande discussione. Parleremo da vicino.

Comment by -
Monitor 32

Reviewed by -
R.G. BOULTON
Lt. Genl. List.

C-O-N-F-I-D-E-N-T-I-A

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394
Regional Security Officer

16 November 1944

Ref : S/T152

SUBJECT : Illicit dealings in the chartering of schooners
COGENA, NAPLES-Eugenio SARNELLA- COGENA, PORTICI-Gaspere DI
PASQUALE.

TO : Regional Commissioner ✓
(Att. Col. POLETTI)

1. Reference is made to reports S/1005 dated 5 October 1944,
S/1025 dated 11 October 1944 and S/1039 dated 14 October 1944.

2. In accordance with the desire of the Regional Commissioner
and acting on instructions of this R.S.O., P.S. Maresciallo Alarico
RICCI carried out investigations in Naples with regard to illicit
dealings in the chartering of schooners. He reports the following :

a) The ship owner Capt. Francesco PALUMBO handed in a statement (see
Exhibit N° 1) declaring that he paid Comm. Eugenio SARNELLA the
manager of the COGENA, Naples, 60.000 lire to effect a cargo with
his schooner.

b) The same Capt. PALUMBO was subsequently interrogated and corrected
his former statement, saying that he brought Comm. SARNELLA a cheque,
but that the latter would not accept it and had him accompanied to
the Bank by a trustee of his (name unknown) to whom PALUMBO paid
the 60.000 lire.

- 2 -

- c) PALUMBO also added that, on SARNELLA's advice, he contacted a relation of the latter, Gaspare DI PASQUALE, the manager of the CO=GENA, Portici, who engaged himself to procure for him the authorisation for one charter; following the granting of this authorisation, PALUMBO will have to pay 60.000 lire. Attached hereto is the address written by DI PASQUALE himself which he gave PALUMBO. (see Exhibit N° 2) *Address by Loda, address. 4/1/15.*
- d) Maresciallo RICCI agreed with PALUMBO that the latter will telegraph to him as soon as he sends the 60.000 lire chèque to DI PASQUALE. It would be advisable, as soon as this telegram arrives, to have the PALUMBO's letter to DI PASQUALE, seized by Censorship and the chèque and the letter photographed. Subsequently DI PASQUALE and SARNELLA could be apprehended and confronted with PALUMBO.

3. For better clarity as to SARNELLA's political background, attached hereto is a copy of a speech made by him on the occasion of the XIV anniversary of the "Marcia su Roma" (see Exhibit N° 3).

4. Attached hereto are copies of telephone intercepts which have been received from Amedeo^x Telephone Exchange of Civil Censorship Group. These may possibly assist in identifying persons who have connections with the case (see Exhibit N° 4- Doc. 1-2).

5. Since these investigations must be effected in Naples, i.e. under the jurisdiction of Southern Region, and as certain Allied officers may possibly be involved, the case is submitted for your attention and it is recommended that it be forwarded to A.C., H.Q., for

X NAPLES

- 3 -

co-ordination and subsequent action.

A.E. Heath

A.E. HEATH
Major I.C.
Regional Security and
Intelligence Officer

Forwarded to AC Hq. If further information
desired, Major Heath is available.
Charles Lettler Col.

Nov 18-44

Exhibit n. 3

O.N.D.
DOPOLAVORO AZIENDALE
MARINA MERCANTILE
"TIRRENIA"
GENOVA

CELEBRAZIONE XIV ANNUALE DELLA MARCIA SU ROMA

/ Tesseramento O.N.D.-Anno XV

RELAZIONE PRESENTATA ALL'ON. DOPOLAVORO PROVINCIALE DI GENOVA =====

In ottemperanza alle disposizioni impartite al riguardo dall'Ill.mo sig. Presidente dell'On. Dopolavoro Provinciale di Genova, il D.A.M.M. "TIRRENIA" Genova ha effettuato, il 29 ottobre 1936-XV, il tesseramento per l'anno XV, secondo dello Impero, dei propri iscritti, celebrando con l'occasione il quattordicesimo annuale della marcia su Roma.

A presenziare alla simpatica cerimonia erano delegati il Conso e Silvio Vaccaro, del Dopolavoro Provinciale, in rappresentanza del Federale dott. Molino, ed il Centurione Cav. Soleri, in rappresentanza dell'On. Lembo.

Alle 20,30 precise, mentre già il salone delle riunioni del Dopolavoro "Tirrenia" -addobbato con trofei di bandiere e con piante ornamentali-appariva letteralmente gremito di dopolavoristi con le proprie famiglie, hanno preso posto al tavolo della presidenza tra i componenti il Consiglio Direttivo del Dopolavoro, il Console Vaccaro ed il Centurione Soleri.

Ordinato il saluto al Duce, al quale fa eco il potente "A NOI !" di tutti i presenti, il Gr. Uff. Sarnella, Presidente del D.A.M.M. "Tirrenia" fra la grande attenzione, procede alla celebrazione della ricorrenza del 28 ottobre, pronunciando il seguente discorso:

"28 OTTOBRE 1922 ! Nel babelico caos delle vane illusorie ideologie che offuscavano le menti ed interpidivano gli animi nella disperata attesa di un sole, tante volte promesso e del quale non si scorgevano neanche i primi pallidi raggi, scende a tagliare ~~ancoramente~~ il nodo gordiano che stringeva alla gola un'intera Nazione, la fiammeggiante spada dell'UOMO, che pare inviato dal Cielo per colpire e rigettare nella notte eterna gli incoscienti assertori di false e irrealizzabili dottrine.

"Una ventata rigeneratrice scuote la caligine che grava sulle masse e fa intravedere, tra gli squarci, i primi lembi di azzurro.

"Di fronte alle tentennanti perenni indecisioni della ~~degenerazione~~ ⁵²⁴parlamentare, gloriosa soltanto di ~~corruzione~~ ⁵²⁴canti tradizioni di meschinità parlamentaristiche, Mussoli

2)

"ni contrappone la mobilitazione armata di un partito. Tre
"centomila giovani decisi a tutto, quasi misticamente pronti
"ad ogni suo ordine, marciano, per varie vie, dal nord al sud,
"su Roma.

"La minaccia espressa da Mussolini nel Comitato di
"Napoli: "o ci danno il governo o; lo prenderemo calando su
"Roma", ha la sua attuazione, e gli ordini promessi dalle
"incisive parole del Duce: "io vi dico, vi assicuro e vi
"giuro che gli ordini, se sarà necessario, verranno", sono
"giunti.

"E' il fato che si compie! Ma la storia insegna che
"nei destini delle nazioni e del popolo ha grande influen-
"za anche la decisione di certi uomini di azione. E Musso-
"lini ha dimostrato di saper forgiare il destino d'Italia
"imponendogli la propria visione.

"Le nuove generazioni italiane, uscite dalla guerra
"aureolata dalla vittoria e poi derise e vituperate da
"un'orda di sconsigliati facinorosi, innalzano, con le mani
"che avevano difeso e riconsacrato il sacro suolo della
"Patria, il tricolore ancora bagnato dal sangue di tanti
"fratelli e marciano, a legioni potentemente inquadrate e
"ferreamente disciplinate, contro i nemici dell'interno: e
"la Vittoria alata schiude nuovamente le sue braccia e li
"serre ancora una volta nel complesso materno.

"Preme la Nazione nella trepi a ansiosa attesa della
"ora fatale ma la Storia non dovrà registrare gli orrori
"di una lotta fratricida che - guidato e sorretto da lungimi-
"rante chiarezza - il Re rifiuta di firmare il decreto sul-
"lo stato di assedio che gli veniva sottoposto.

"E' il 31 ottobre 1922 la marcia su Roma ha il suo
"coronamento con la chiamata di Benito Mussolini alla Pre-
"sidenza del Consiglio e la formazione del primo Governo
"Fascista.

"Nel tempo: stesso il Quadrumvirato, dando l'ordine di
"mobilitazione alle Camice Nere, emana il seguente procla-
"ma redatto dal Duce:

"Fascisti d'Italia!
"Il nostro movimento è stato coronato dalla Vittoria! Il
"Duce del nostro esercito ha assunto i poteri politici del
"lo Stato per l'interno e per gli Esteri. Il nuovo Governo,
"mentre consacra il nostro trionfo nel nome di coloro che
"ne furono gli artefici per terra e per mare, raccoglie, a
"scopo di pacificazione nazionale, uomini anche di altre
"parti per le loro doti alla causa della Nazione.

3)

"Il fascismo è troppo intelligente per desiderare di
"strevincere.

"Fascisti !

"Il Quadrumvirato supremo di azione, rimettendo i suoi po-
"teri alla Direzione del Partito, vi ringrazia per la magai-
"fica prova di disciplina e Vi saluta. Voi avete ben meri-
"tato dell'avvenire della Patria-

"Smobilitate con lo stesso ordine perfetto con il
"quale vi siete raccolti per il grande cimento, destinato-
"lo crediamo certamente-ad aprire una nuova epoca nella
"Storia Italiana.

"Tornate alle consuete opere poiché l'Italia ha biso-
"gno ora di lavorare tranquillamente per attingere le sue
"maggiori fortune.

"Nella venga a turbare l'ordine potente della Vittoria
"che abbiamo riportata in queste giornate di su erba pas-
"sione e di sovrana grandezza. Viva l'Italia-Viva il Fasci-
"smo ! "

"La freccia scoccata dall'arco infallibile del grani-
"tico arciere ha colto nel segno !

"Si conclude così il periodo della preparazione, della
"lotta, della conquista; ed ha quindi inizio il tempo del-
"la costruzione.

"A bandiere spiegate, con lo stesso perfetto ordine col
"quale avevano risposto all'appello del Capo, le falangi
"delle Camicie Nere rientrano nei ranghi della vita quoti-
"diana; ma il loro compito non è finito, la Patria, trava-
"gliata da tante, lotte e da tanti dissidi, dilaniata dai
"suoi stessi figli, ha bisogno di gente fiera, di animi ar-
"denti che risollefino il suo prestigio all'interno ed al-
"l'estero. E le giovani Camicie Nere, deposto il moschetto, im-
"pugnano la vanga-al pari di tanti Cincinnato-e la ricostri-
"zione comincia, lenta faticosa, ma sicura ed ininterrompibile.

"Ogni passo segna una meta raggiunta, e da questa lo
"orizzonte appare sempr più immenso; e la meta conquistata
"segna il punto di partenza per le conquiste future.

"Nel dinamismo dell'Italia fascista, un ardore di vita
"e di trasformazione pervade le masse che avevano perduta
"ogni fiducia nei loro torbidi e falsi imbonitori, 5260
"spirito nuovo, fresco, vibrante scuote-quale linfa rigene-
"ratrice-anche i più scettici, anche i perenni assenteisti e
"li sospinge e li travolge nella infrenabile impetuosa cor-

4)

Prete dell'ordine nuovo.

"E Benito Mussolini, inflessibile ed instancabile,
"capoglia-in tutta la sua potenza dittatoriale e creativa-
"il movimento che ha salvato l'Italia e la riporterà al
"le glorie dell'antica Roma; e, nel lanciare agli sconfitti
"ti il fatidico monito "guai ai vinti", incita i vincitori
"a guardare ed a correre costantemente verso il futuro, ed
"impone romanamente il buono e l'equo.

"Quattordici anni sono trascorsi dalla data che segna
"affermazione della Rivoluzione Fascista, quattordici anni
"pieni di tappe gloriose per il rinnovamento della "azione,
"quattordici anni che incidono pagine indelebili nella Storia
"dei popoli.

"Le genti d'Italia, ormai fuse in uno spirito solo, in un
"cuore solo, in una coscienza sola, costituiscono un blocco
"formidabile, incrollabile attorno alla mitologica figura
"del loro Condottiero.

"Tutte le promesse in ogni tempo fatte dal Governo
"Fascista hanno avuto costantemente la più ampia realizza-
"zione. E la marcia ascensionale continua, senza posa, instan-
"cabile, fatale.

"Cosa importa se il cammino diventa sempre più arduo?
"se il procedere impone dei sacrifici? e se i sacrifici di
"domani potranno essere più gravi di quelli di ieri?

"Quanto più contrastata sarà la lotta, tanto più bella
"apparirà la vittoria; e nelle menti e nei cuori di tutto
"il popolo, di questo meraviglioso popolo italiano, vivranno e
"cantano le patenti incitamento-le scultoree parole del Duce
"-Noi vogliamo forgiare la grande, la superba, la maestosa
"Italia del nostro sogno, dei nostri poeti, dei nostri guer-
"rieri, dei nostri martiri."

"Quattordici anni sono passati, ed in tutti i campi
"dell'attività nazionale l'opera del regime è stata sempre
"presente e animatrice.

"La piccola reietta Italia, trascurata ed incalcolata
"nel consenso delle grandi potenze europee e mondiali, scu-
"te di dosso la pelle di agnello che le avevano investita i
"timorosi lacrimevoli politicanti della vecchia gottosa
"generazione, e mostra i suoi artigli di acciaio all'attoni-
"to mondo intero, gettando decisamente sulla oscillante bi-
"lancia dei vani inconcludenti retorismi, la spada dritta e

5)

e lucente della giustizia e del diritto.

"Parte e s'innalza da Roma-come nei secoli remoti-il
"verbo tonante di un popolo dalle millenarie gloriose
"tradizioni,e la luce che emana dal rinnovato fuoco sacro
"alitante sulle compatte schiere di milioni di giovani ar_
"denti,illumina,abbaglia,disorienta le orde di lupi fameli_
"ci pronto ad addentare la preda,lasciando ad essi soltan_
"to la brama insoddisfatta del boccone fuggito per sempre.

"Roma caput mundi ! La potenza dell'antico Impero riap
"pare in tutta la sua cristallina grandezza,limpida e te_
"nace come il quarzo.

"Capi di governo e ministri dei piu grandi e boriosi
"Stati del mondo vengono alla meravigliosa Capitale della
"nuova Italia,centro di latinità,di storia,di arte,di cul_
"tura e dalla scintillante incisiva parola del Duce appren_
"dono i dogmi che-se universalmente applicati-porterebbero
"alla pace,alla tranquillità ed al benessere dell'intero ge_
"nere umano."

"Dai banchi di tutti i Consigli,si guarda con rispetto
"e con timore alla riacquistata e mille volte accresciuta
"potenza dell'Italia; e nessuno osa inimcarsela apertamente
"e nessuno osa farle un affronto,diretto,limitandosintutto
"al più a sfogare il livore invidioso attraverso un odioso
"esperimento effettuato però al vilissimo riparo della pel_
"le coriacea di un parodistico istituto societario.

"Questa infinitamente accresciuta valorizzazione ita_
"liana -più o;meno sinceramente riconosciuta all'estero,e
"molte volte a malincuore- oltre alla saggia e ferma poli_
"tica estera adottata dal Duce,è il frutto della perfetta
"disciplina e dell'ordine stabilito all'interno,insieme al
"poteroso stanziamento della difesa nazionale.

"La formula "si vis pacem para bellum" ha avuto dal
"Regime fascista la più perfetta risoluzione: restituito,ed
"anzi aumentato,all'Esercito il prestigio che gli spettava
"dalle gesta di Vittorio Veneto,ridato anima e strumenti
"a tutte le forze militari,accresciuta notevolmente la
"Milizia,il complesso delle forze armate della Nazione ap_
"pare-sia dal punto di vista morale che per la disciplina e
"la preparazione -all'altezza di ogni evento. 5261.

"Le masse di lavoratori possono considerarsi poi lo
"orgoglio maggiore di questa Italia risanata.Senza dover
"ricorrere ad odiosi e del resto superflui paragoni,il la_

6)

"vora ore italiano ha dato e dà il suo migliore esempio di
"comprensione della grandezza e della santità dell'Idea
"fascista.

"Perfettamente conscio -dopo l'infausta esperienza
"del passato,ormai sepolto per sempre- della necessità del
"la collaborazione di classe,della necessità dell'accordo-
"e non del contrasto-tra i fattori della produzione:capita-
"le,elementi tecnici e maestranze,l'operaio d'Italia si
"preoccupa oggi unicamente di lavorare,con ordine e con di-
"sciplina,perché sa perfettamente che fare l'interesse del
"capitale,della produzione,della Nazione,significa fare il
"proprio interesse.

E il Duce ama,ja sempre amato,la modesta ma potente
"classe dei lavoratori,e le numerose previdenze predisposte
"a favore di essa costituiscono la più inequivocabile dimo-
"strazione di tale affetto.

"Risollevare dall'avvilimento morale e materiale nel
"quale era stato sempre abbandonato l'operaio,è stata una
"delle continue preoccupazioni del Regime.Tutto quanto era
"possibile fare si è fatto,ed anche i recentissimi miglio-
"ramenti apportati ai salari tutti-o quasi tutti-i lavorato-
"ri stanno ad attestare in maniera tangibile,il costante
"interessamento del Duce per la sempre migliore sorte del
"le classi produttrici.

"Per l'elevazione morale,culturale e fisica dei lavo-
"ratori,poi,assurge ad importanza capitale la istituzione
"dell'Opera Nazionale Dopolavoro.Il connubio" mens sana in
"corpore sano"trova in essa la più efficace realizzazione;e
"del Dopolavoro,infatti,il Regime si è servito e si serve
"perhinnalzare la coscienza civile delle masse e per mi-
"gliorarne le condizioni fisiche.

"Lo Stato fascista si rivela in tutto ciò come Stato
"protettore ed educatore,assistendo fin dagli inizi gli ele-
"menti che comporranno il sistema sociale,attraverso le Ope-
"re di Maternità ed Infanzia; dando loro le prime impronte
"di disciplina fisica e morale attraverso l'Opera Nazionale
"Balilla;seguendoli ed eventualmente correggendoli negli
"ulteriori sviluppi,attraverso l'Opera Nazionale del Dopo-
"lavoro; ed infine assistendoli nelle malattie nella vec-
"chiaia attraverso i diversi Istituti di Previdenza.

"E' stato detto che il Regime fascista riconosce due
"necessità ai lavoratori : "quella del lavoro per guadagnare
"si la vita e quella del dopolavoro per elevarli nella vita
"./.
5200

7)

"ta". Ed il Regime Fascista ha dato il mezzo ai lavoratori di guardare con sicurezza e tranquillità al domani, ed ha fondata e perfettamente organizzata la istituzione dopo-lavoristica che, nel ritemperare i corpi e gli spiriti delle masse, riconduce la razza italica ad un livello forse raggiunto, ma mai superato, da qualsiasi altra razza umana".

"Il quattordicesimo anniversario della marcia su Roma assurge a particolare importanza ricadendo entro il primo anno dalla riconsacrazione dell'Impero Italiano.

"Nel pronunciare queste due semplici, ma tanto grandi parole, il nostro pensiero si rivolge alle migliaia e migliaia di ardenti italiani che, con mirabile slancio, hanno risposto anche questa volta all'unisono all'appello lanciato dal Capo, riempiendo della loro balda giovinezza le lontane terre d'Africa; ed un inno si eleva dal nostro cuore. E' un inno di gioia e d'amore, di entusiasmo e di fede, di fierezza e d'orgoglio, di civiltà e di giustizia."

"E' un inno che delana le sue onde sonore per i cieli e per i mari, varca i confini dell'infinito e riempie il mondo della sua armoniosa terribile melodia.

"E' un inno, che riunisce, oh tecnica ammirabile, le note fragorose del rombo di mille motori, il ritmo marziale delle legioni marziali, i canti nostalgici e fieri di un popolo forte e laborioso, le note basse e profonde dei piccioni e delle vanghe di una schiera di ricostruttori e di eterni colonizzatori.

"L'aquila romana, spezzati i vincoli che tentavano limitare l'immensità dello spazio, spiega le splendide ali e s'innalza nel suo volo irresistibile. Fremono le ossa, calcinate dal sole, degli eroici soldati di Adua, sacrificati dalle abiette manovre parlamentari di un Governo di imbelli, e dalle orbite cave guardano scendere su di essi la gloria che pareva li avesse dimenticati.

"Migliaia di braccia si tendono al passaggio della aquila immensa e i ceppi che da anni ed anni ne serravano i polsi, cadono come per incanto. Strade sorgono là dove non esistevano né piste né sentieri. Pace tranquillità, rispetto ordine, lavoro sostituiscono imposizioni, schiavitù, sacri terrore.

"E in tutte le oppresse genti dell'Etiopia si levano

"nei volti di bronzo, l'attonito stupore di chi sorge im-
 "provvisamente nella notte più tetra al giorno sfolgoran-
 "te di luci e di sole.

"All'ombra dei segni, gloriosi del Littorio, un popolo
 "stanco, avvilito dalle angherie e dal servilismo, si ingi-
 "nocchia a baciare la terra al passaggio delle legioni dei
 "liberatori; ed il riconsacrato Impero di Roma tende adces-
 "sa la sua mano, giusta e forte, e lo guida con sicura fer-
 "mezza, sulla luminosa strada della civiltà e del progresso.

"Sulle terre benedette dal sole, l'aquila romana vol-
 "teggia, fiera e silenziosa, e nei suoi larghi voli concentra
 "ci intesse, nell'azzurro del cielo, la corona di alloro e di
 "quercio della Vittoria. Su di essa tutto il popolo italiano
 "stretto attorno al suo Re soldato, al suo Duce infallibile,
 "innalza l'urlo tonante che fa bibrare la terra fin nelle
 "sue più profonde viscere: "Viva l'Italia! Viva il Fasci-
 "smo! """"""""

Le prole del gr.uff. Sarbella, vivranti di fervido en-
 tusiasmo, interrotte a varie riprese da colorati applausi
 sua itano, nel finale altamente patriottico, una vera ova-
 sione.

Le fatidiche note degli inni nazionali riempiono la
 atmosfera, già satura di ardente italianità, di una ondata
 di passione e di fede, facendo scattare in piedi come un sol
 uomo il foltissimo uditorio.

Pr nde quindi la parola il Console Vaccaro che, porta
 anzitutto, il co diale saluto del "edezale il quale -egli
 dice-segue con simpatia la continua e crescente attività
 del Dopolavoro Tirrenia, che cosiperfettamente ha compreso
 e persegue gli intimi reali scopi della istituzione dopo-
 lavoristica.

Rivolge particolari espressioni di compiacimento e di
 elogio al Gr.uff. Sarbella, per la passione e l'ardore posti
 nell'assolvere il compito assegnatogli, ed esprime la cer-
 tezza che il Dopolavoro Tirrenia-già sapientemente inqua-
 drato-sapr) sempre più e sempre meglio affermarsi nel
 complesso delle organizzazioni educatrici, sia spiritualment
 che fisicamente, volute dal Regime Fascista. 3260

Passando poi a congratularsi col;Presidente per la
 chiara ed esauriente esposizione fatta nella celebrazione
 dell'annuale della marcia su Roma, esposizione che ha toccat

9)

"to con sobria e sapiente avvedutezza tutti i capisaldi delle conquiste del Fascismo dalla storica data del 28 ottobre 1922 ai giorni nostri, il Console Vaccaro si dimostrò partecipe ardentemente grato al gr. uff. Sarnella per il vibrante accenno rivolto ai gloriosi legionari conquistatori dell'Impero, dato che anch'egli, dopo averne vissute le ansie, i sacrifici e le terribili fatiche, aveva avuto la somma ventura di ammirarne il fulgido indescrivibile entusiasmo all'annuncio della completa totalitaria vittoria finale.

Dopo un breve confronto fra le manifestazioni passate ed il recentissimo imponente schieramento di forze ammirato il 28 ottobre dell'anno XV, confronto nel quale, mentre la fede appariva immutata ed immutabile, rifulgeva il magnifico inquadramento ora giunto nelle forze del Regime, il Console rivolge un caloroso augurio per i futuri destini del "Dopolavoro" "Tirrenia" invitando tutti gli iscritti a mantenersi compatti intorno al loro Presidente per cementare sempre più quell'affratellamento necessario ed indispensabile per le fortune dell'Istituzione e dell'intera Nazione.

Termine inneggiando al Duce ed al Fascismo e consegnando quindi rivolgendo a ciascuno una parola di plauso e di incoraggiamento, le tessere del Dopolavoro al gr. uff. Sarnella al Vice Presidente comm. Masci, ed al Direttore Tecnico Dr. Giardina.

Tra scroscianti applausi e mentre ancora una volta gli inni nazionali risuonano festosamente, il Console Vaccaro lascia la sala.

Il gr. uff. Sarnella procede, quindi, alla distribuzione delle tessere dell'ON.D. per l'anno XV.

Al termine di tale funzione, apposito personale serve a tutti i presenti un delicato rinfresco.

Si ribatte, poscia, lo spettacolo cinematografico che, dopo aver offerto ai dopolavoristi convenuti la interessante visione di un "Giornale luce" di attualità e le entusiasmanti vicende della "Battaglia dell'Isola Aradon" si conclude con la meravigliosa storia del Fascismo, magnificamente documentata dal film "Vaticinia Nera".

Le varie scene di quest'ultimo incatenano ed elettrizzano il folto stuolo di spettatori, trasportandoli in crescendo incessante di ardore patriottico, dalle infauste giornate dell'ante guerra, all'intervento, al doloroso dopo guerra, alla poderosa lotta del Fascismo per salvare la Nazione dalle piaghe intestate, alla radiosa Vittoria del

10)

la marcia su Roma, alle costanti e sempre crescenti conquiste del Regime.

La proiezione di "Camicia Nera" punteggiata da prorompenti ovazioni, si conclude con l'apoteosi del Fascio Littorio e le vibranti note di "Giovinezza"

Il gr.uff. Sarnella ordina quindi il saluto al Re ed il saluto al Duce, al quale risponde l'urlo compatto di, tutti i dopolavoristi e la cerimonia ha termine mentre le ultime note dell'Inno a Roma echeggiano nella sala, sicure e grandiose come la potenza del ricensacrato Impero Italiano.

Genova, 30 ottobre 1936 - XV

a tergo: Arti Grafiche Bozzo & Coccarello-Genova

Exhibit N2 4-Doc.2

CONFIDENTIAL

C I L C E N S O R S H I T G R O U P
TELEPHONEAMEDEO TELEPHONE EXCHANGE
(Station)

Date Mailed 14 Nov. 1944

From : Messina
Public Telephone-Box
(Caller : Roberto)To : Phone 16346-Naples
Vajano Gianni
Via Carducci 1
(Callee Dino)Language:-Italian
Recording No:-NoneObservation started:
1506
Total time: 6 Min.
Date: 13 Nov. 1944GIONTA CONNECTIONS

-INTER-URBAN-

Chiamante : Ho ottenuto il permesso di esportazione dalla Sicilia per i salati e i sott'olio, però io m'interesso presso l'ufficio A.C.C. di Palermo o Messina per ottenere l'esportazione anche del vino. Informati presso la Camera di Commercio di Napoli se esiste il divieto d'esportazione del vino.

Chiamato : M'interesserebbe di tutto, ma Gionta si trova a Barcellona, la linea è guasta e non ci posso parlare. Hai occasione di poterlo rintracciare?

Chiamante : Domani andrò a Catania e mi recherò a Barcellona per parlare a Gionta. Ti manderò un mio amico che ha depositato a Cava dei Tirreni 200 quintali di carta extra-strong e Celofan al prezzo di lire 300 il Kg. Ho già calcolato il guadagno che sarebbe rilevante. A Catania hanno messo lo sblocco sulle fave. Mio cognato per tramite del Colonnello l'acquisterebbe all'ammasso a lire 16 per venderle a lire 55. Avrebbe un guadagno di 1.300.000 su 100 quintali.

-OVER-

Comment by--
Monitor 17Reviewed by---
R.G. Boulton
Lt. Genl. List.

5250

NAPL/T/A/ 2648 CONT. D.

C O N F I D E N T I A L

Gionta non vuol pagare, perchè mi ha fatto perdere 40.000 per una macchina che avevo comprato ma che non ho ritirato. Tu quando potresti venire?

Chiamato : Potrei venire tra una quindicina di giorni, ma debbo sempre parlare prima con Gionta.

Chiamante : A Palermo del tonno sott'olio oggi si parla di 550-570 al Kg. dovresti regolarti sulle 600. Però è cosa che bisogna decidere subito, perchè si tratta di un aumento dalle lire 10-20 al giorno.

Chiamato : Ti farò sapere l'affermativa questa sera o domattina. Attendo prima la risposta di Roma. Quando ci sono novità fammele sapere.

Chiamante : Quando ci sono novità ti telefonerò.

NOTE : TIE UP WITH NAPL/T/A/ 2643

Exhibit N24-Doc.1

C O N F I D E N T I A L
C I V I L C E N S O R S H I P G R O U P
T E L E P H O N E

Date mailed 13 Nov. 1944

From: Phone 16493-Naples
Basino, Roberto
Via dei Mille 59
(Caller: Nino Magli)

To: Phone 10429-Messina
Donia avv. Letterio
Via Ghibellino 64
(Callee Bastini Roberto)

Language-Italian

Recording No.-None Total time:13 Min

GIONTA CONNECTIONS

INTER-URBAN

Chiamante : Come stai Roberto? Qui c'è il tuo fonogramma, ma a chi si riferiva?

Chiamato : E' stata fatta l'offerta del tonno, il quantitativo non lo so, hanno offerto lire 530; a Messina è venuta una conferma.

Chiamante : Di a Gionta che il veliero per Napoli, quasi certamente lo abbiamo.

Chiamato : C'è qui un mio amico, che dice che sta lavorando a rimetterci.

Chiamante : Non è vero, uno che ci rimette non consegna. Una Ditta di Roma dà un'offerta di formaggio e di vino. Io qui ho la possibilità di avere i permessi di velieri; domani ti chiamo alle 13. Vedi di farmi comprare di sotto-mano qualche macchina in Sicilia.

Chiamato : Parla con mio cognato.

Chiamante : Ti ripeto che a Roma sono disposti a comprare qualsiasi quantitativo.

5256

Exhibit A.4 - Doc. 1

CONFIDENTIAL
CIVIL SERVICE GROUP
TELEPHONE

Date mailed 13 Nov. 1944

From: Phone 10443-Naples
Pasino Roberto
Via dei Mille 59
(Caller: Nino 12411)

To: Phone 10443-Naples
Donia avv. Letterio
Via Gaibellino 64
(Callee Pastini Roberto)

Language-Italian

Recording 10.-none

Total time: 13 min

CIVIL CONNECTIONS

INTER-URBAN

Caller : How are you Robert, I have here your phonogram, but whom was it referring to?

Callee : Tuna fish has been offered, the amount I don't know; they offered 550 lire; confirmation has been sent to Messina.

Caller : Tell Gionta that we are almost certain to get the sailing boat for Naples.

Callee : A friend of mine here tells me he is working and losing money.

Caller : It isn't true, a who works and loses money doesn't deliver the goods. A Roman firm is offering cheese and wine. Here it is possible for me to get passes for the sailing boats; tomorrow, I will call you at 1 p.m. Buy me a car underhand in Sicily.

Callee : Speak with my broker-in-law.

Caller : I tell you again that in Rome they are willing to buy any amount whatever

Exhibit 4-Doc.2

CONFIDENTIAL

CIVIL CENSORSHIP GROUP
TELEPHONE

AIRMAIL TELEPHONE EXCHANGE

Date mailed 11 Nov. 1944

(STATION)

From : Messina
Public Telephone-box
(Caller : Roberto)

To : Phone 16346-Naples
Via Garibaldi
(Called Pino)

Language: Italian
Recording No.: none

Observation started: 1906
Total time: 6 min.
Date: 13 Nov. 1944

GIONTA COMPLECTIONS
-INTER URGENT-

- Caller : I got the permission to export the salted fish and the 'sott'olio', and I am also trying to obtain the authorization for exporting wine, through the A.C.C. office in Palermo or Messina. Inquire at the Chamber of Commerce in Naples, whether wine exportation is forbidden.
- Called : I will concern myself with all this, but Gionta is in Barcellona, the line is damaged and I cannot call him. Can you get in touch with him?
- Caller : Tomorrow I will go to Catania and proceed to Barcellona to speak with Gionta. I will send you a friend of mine who dumped 200 qts of extra-strong and Colofan paper at Cava dei Tirreni, at a price of 300 Lira a kg. I figured out the profit which would be important. In Catania they have blocked the beans. Through the intervention of the Colonel, my brother in law could buy them at 16 Lire from the 'ammasso' to sell them at 30 Lire. He would have a profit of 1,300,000 on 100 qts.

OVER

Comment by-
Monitor 17

Reviewed by ---
R.G. Boulton
Lt. Gen. Hist.

5254

MARI/T/A/ 2648 CONT. D.

CONFIDENTIAL

Gionta will not pay, for he made me lose 40.000 for a car which I had bought but didn't collect. When would it be possible for you to come?

Callee : It would be possible for me to come in about a fortnight, but in any case I shall have to speak to Gionta first.

Caller : In Palermo tuna fish in oil costs between 550-570 a Kg. You should reckon about 600. Nevertheless the thing must be decided at once, for the price is rising: everyday 10-20 more Lire.

Callee : I will confirm this evening or tomorrow morning. I am waiting for the answer from Rome. Let me know if something new turns up.

Caller : I will phone to you when something new turns up.

NOTE : TIE UP WITH MARI/T/A/ 2643

