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FORTI LUIGI

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CONFIDENTIAL - *Forty days*HEADQUARTERS UNITED COMMISSION
A.P.O. 79A
PUBLIC SAFETY DIVISION
SECURITY SUB DIVISION

REF : 13/140-17

5 December 1946

SUBJECT : FORTE (Irigo)

TO : S.O.A.P.O., Venezia Giulia
(Att'n. of S.P.S.O.)

1. Reference telephone conversation Major HARR/Capt. HILLS on 5 December 1946.
2. Forwarded herewith is file on Irigo FORTE which contains all information on subject in question.
3. Return of file to this HQ is requested when it has served your purpose.

BY ORDER OF REAR ADMIRAL STONE:

E.J. HILL,
Colonel,
Director,
Public Safety Division.

XHS/ab

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HEADQUARTERS
ALLIED CONTROL COMMISSION
(SECURITY INTELLIGENCE)

24 February, 1944

SUBJECT:

Unsatisfactory employment of an Italian - Luigi FORTE -
by Lieutenant Joseph Di ANTONIO, A.M.C. Naples City
Transportation Officer.

TO:

Colonel A. E. YOUNG

1.

This report deals with certain very unsatisfactory
features surrounding the former employment (unpaid) of an Italian
- Luigi FORTE - in the A.M.C. Transportation Office, Naples City,
under Lieutenant Joseph Di ANTONIO (Am.).

2.

It is alleged that FORTE, during the course of his
employment as above, obtained money unlawfully from civilians, under
promise of securing them undue advantages from the A.M.C. Transport
Officer - Lieutenant Di ANTONIO. FORTE is now in custody awaiting
prosecution and, in that connection, is the subject of my report of
19 February, 1944, a copy of which is submitted herewith (marked "A")
together with statements of witnesses and copy of the penal record
of FORTE. (Copy of Penal Record attached - marked "G")

3.

According to information received from Lieutenant
Di ANTONIO, Professor PERRINO (Director of the Consorzio Autotrasporto
Napoletano) and from FORTE himself, the latter was a man who had
interested himself for a number of years in arranging transport deals,
living on commissions. Documents which were examined at FORTE's
apartment tend to confirm this.

4.

In late October, 1943, FORTE came to the A.M.C.
Transportation Office, Naples City, in the company of Professor
PERRINO (Consorzio Autotrasporto) and Signor SCOTTI (Director of
Alimentation) who informed Lieutenant Di ANTONIO that FORTE had
an extensive knowledge of transport conditions and would be very
useful in locating hidden motor vehicles and parts, suitable for
requisition purposes.

5.

Apparently, FORTE attended several conferences
at the A.M.C. Transportation Office, Naples, in the company of the
above-mentioned Italian officials, and which were also attended by
Major STRAUSS and Lieutenant Di ANTONIO. One of the outcomes of
the conferences was that FORTE would be engaged to work directly
under Lieutenant Di ANTONIO. This decision was made at the suggestion
of the Lieutenant.

6.

The agreed nature of FORTE's work under the Lieutenant
was the locating and requisitioning of motor vehicles and parts. (See
A.M.C. Authority attached, dated 16 November, 1943 - marked "H").
Lieutenant Di ANTONIO, early in his statement (copy attached - marked
"H") says that during the period when FORTE worked under him - "late
November, 1943 to shortly after Xmas 1943" - FORTE did not help in any
other way. Later in his statement, however, Lieutenant Di ANTONIO,

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features surrounding the former employment (marked) of an Italian - Luigi FORME - in the A.M.C. Transportation Office, Naples City, under Lieutenant Joseph Di ARCADIO (Am.).

It is alleged that FORME, during the course of his employment as above, obtained money unlawfully from civilians, under promise of securing them prime advantages from the A.M.C. Transport Officer - Lieutenant Di ARCADIO. FORME is now in custody awaiting prosecution and, in that connection, is the subject of my report of 19 February, 1944, a copy of which is submitted herewith (marked "A") together with statements of witnesses and copy of the penal record of FORME. (Copy of Penal Record attached - marked "G")

According to information received from Lieutenant Di ARCADIO, Professor FERRARO (Director of the Consorzio Autotrasporti Napoletano) and from FORME himself, the latter was a man who had interested himself for a number of years in arranging transport deals, living on commissions. Documents which were examined at FORME's apartment tend to confirm this.

In late October, 1943, FORME came to the A.M.C. Transportation Office, Naples City, in the company of Professor FERRARO (Consorzio Autotrasporti) and Signor SCOMI (Director of Alimentation) who informed Lieutenant Di ARCADIO that FORME had an extensive knowledge of transport conditions and would be very useful in locating hidden motor vehicles and parts, suitable for requisition purposes.

Apparently, FORME attended several conferences at the A.M.C. Transportation Office, Naples, in the company of the above-mentioned Italian officials, and which were also attended by Major STRASS and Lieutenant Di ARCADIO. One of the outcomes of the conferences was that FORME would be engaged to work directly under Lieutenant Di ARCADIO. This decision was made at the suggestion of the Lieutenant.

The agreed nature of FORME's work under the Lieutenant was the locating and requisitioning of motor vehicles and parts. (See A.M.C. Authority attached, dated 19 November, 1943 - marked "H"). Lieutenant Di ARCADIO, early in his statement (copy attached - marked "I") says that during the period when FORME worked under him - "late November, 1943 to shortly after Xmas 1943" - FORME did not help in any other way. Later in his statement, however, Lieutenant Di ARCADIO, after the names CUTOLO and STADIERI (witnesses) had been mentioned to him, agreed that occasionally, when he was very busy, FORME had been allowed to write out permits for the issue of motor fuel, ready for the Lieutenant's signature.

There is reliable evidence, however, to show that FORME's activities in the office went far beyond those mentioned as above. It is apparent from the statements of Maria GUIDA (attached - marked "J") a clerk employed in the Lieutenant's office, and of Michele SCIMIZZI and Piero CUTOLO, transport contractors (statements attached - marked "K" and "L" respectively) that FORME spent the greater part of his time in the Transport Office, interviewing civilian callers and reflecting or accepting their applications to see the

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Lieutenant in connection with authorizations for obtaining motor fuel and other transport matters. According to Signorina GUIDA, FORTE behaved more or less as if he were in charge of the A.M.A. Transport Office".

8.

It is perhaps significant that during the period of his serving under Lieutenant DI AMICLIO, which was, in fact, for at least two months, FORTE (according to the Lieutenant's statement) only found 2 trucks, about nine cars and about 40 tyres, suitable for the purpose of repatriation. These figures would not indicate that FORTE devoted much of his time, during the two months in question, to the locating of motor vehicles and parts.

9.

Lieutenant DI AMICLIO states that, during the time FORTE was employed, nothing happened to arouse the Lieutenant's suspicions concerning him. Yet, there is the evidence of Signorina GUIDA that FORTE was constantly receiving callers and taking them into the corridor for conversations which, apparently, were not intended to be overheard.

10.

Also, there is the evidence of Signor GUTUJO that, on about 21-22 December, 1943, on instructions received by letter from the Consorzio, he presented himself as Lieutenant DI AMICLIO's office. Both the Lieutenant and FORTE were in that office when GUTUJO entered. FORTE led him outside and demanded the sum of 10,000 Lire - "for the Lieutenant's protection". Having been paid that amount, FORTE is alleged to have re-entered the Lieutenant's office, leaving GUTUJO outside. After a few minutes, GUTUJO says that FORTE came out to him again and said that the Lieutenant was not satisfied with the amount, but that he (FORTE) had told the Lieutenant that the amount would be paid every month.

11.

Further, there is the evidence of Signor SODIERI that on one occasion (late December, 1943 or early January, 1944) he went to Lieutenant DI AMICLIO's office to apply for a permit for the supply of naphtha. On entering the office he saw both the Lieutenant and FORTE, but it was the latter who asked him the nature of his business. SODIERI told FORTE that he wanted a permit for a supply of naphtha and FORTE immediately, without any further enquiries, asked him whether 1,000 litres would be enough. SODIERI said that this amount would suffice and FORTE at once wrote out an authority which the Lieutenant then signed and stamped, without asking any questions as to the specific purpose for which the naphtha was required. Having signed the permit, the Lieutenant handed it back - not to SODIERI - but to FORTE, who is alleged to have placed it in his pocket in the Lieutenant's presence and to have asked SODIERI to come outside. There, he made it clear to the latter that he would only be given the permit on payment of 10,000 lire. GUTUJO paid FORTE this amount, was given the permit and subsequently obtained the said amount of naphtha on production thereof.

12.

From the foregoing, it will be seen that, if the suspicions of Lieutenant DI AMICLIO were not aroused against FORTE, then it can only be said that they ought to have been aroused.

13.

In addition, the Lieutenant does not appear to

9. Lieutenant Di Antonio states that, during the time PORTE was employed, nothing happened to arouse the Lieutenant's suspicions concerning him. Yet, there is the evidence of Signorina Gilda that PORTE was constantly receiving callers and taking them into the corridor for conversations which, apparently, were not intended to be overheard.

10. Also, there is the evidence of Signor GUCIO that, on about 24-25 December, 1943, on instructions received by letter from the Consorzio, he presented himself at Lieutenant Di Antonio's office. Both the Lieutenant and PORTE were in that office when GUCIO entered. PORTE led him outside and demanded two sums of 10,000 lire - "for the Lieutenant's protection". Having been paid that amount, PORTE is alleged to have re-entered the Lieutenant's office, leaving GUCIO outside. After a few minutes, GUCIO says that PORTE came out to him again and said that the Lieutenant was not satisfied with the amount, but that he (PORTE) had told the Lieutenant that the amount would be paid every month.

11. Further, there is the evidence of Signor SCUDIERI that on one occasion (late December, 1943 or early January, 1944) he went to Lieutenant Di Antonio's office to apply for a permit for the supply of naphtha. On entering the office he saw both the Lieutenant and PORTE, but it was the latter who asked him the nature of his business. SCUDIERI told PORTE that he wanted a permit for a supply of naphtha and PORTE immediately, without any further inquiries, asked him whether 1,000 litres would be enough. SCUDIERI said that this amount would suffice and PORTE at once wrote out an authority which the Lieutenant then signed and stamped, without asking any questions as to the specific purpose for which the naphtha was required. Having signed the permit, the Lieutenant handed it back - not to SCUDIERI - but to PORTE, who is alleged to have placed it in his pocket in the Lieutenant's presence and to have asked SCUDIERI to come outside. There, he made it clear to the latter that he would only be given the permit on payment of 10,000 lire. GUCIO paid PORTE this amount, was given the permit and subsequently obtained the said amount of naphtha on production thereof.

12. From the foregoing, it will be seen that, if the suspicions of Lieutenant Di Antonio were not aroused against PORTE, then it can only be said that they ought to have been aroused.

13. In addition, the Lieutenant does not appear to have taken due note of the fact that PORTE's services under him were being given without any official payment whatsoever. PORTE was neither on the payroll of the Consorzio Autotrasporto, nor of A.M.C. Early in his statement, Lieutenant Di Antonio says that throughout the time of PORTE's working under him, he (the Lieutenant) was under the impression that PORTE was on the payroll of the Consorzio Autotrasporto. Later in his statement, however, Lieutenant Di Antonio says, "After about two or three weeks of his (PORTE's) working for me, I wanted to put him on the A.M.C. payroll and so I gave full particulars about him to Colonel DOTTORI to have PORTE vetted". It would seem that the question of whether PORTE was on the Consorzio payroll must, therefore, have arisen at that time or previously and the implication is that from then onwards the Lieutenant must have been aware that PORTE was not on either payroll, i.e. during the last five weeks that PORTE was working under him.

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14.

A very unsatisfactory feature of the case is friendship to develop between himself and FORME. They were recognized as close friends by officials at the Consorzio Autotrasporto and by persons generally engaged in the transport business. There is evidence, too, that the Lieutenant and FORME could be seen almost every day, lunching together at the Piacentino Restaurant and sometimes FORME would pay for the meals. At the restaurant they were also looked upon by reason of their general demeanor as being intimate friends. On one occasion, it is known that FORME accompanied the Lieutenant to CUTOLO's house, although it is known that the original intention of Lieutenant Di AMONICO was to inspect a prospective room which he hoped to occupy, they stayed together as friends for a social evening at the house with a number of Italians who were there. Even after FORME's "dismissal" from the Transportation Office, they appear to have been in close contact. It is quite apparent that Lieutenant Di AMONICO did not break contact with FORME until 3 January, 1944, at the earliest, and then only under great pressure from Captain MATTI, Region 3 Security Officer and others. (See Lieutenant Di Antonio's letter of 9 January - addressed to Captain Heath - attached, marked "H").

15.

On 10 January, 1944, Captain Heath sent Lieutenant Di AMONICO a letter (of which the Lieutenant has verbally acknowledged receipt) asking that he supply Captain Heath with any information in his possession for the purpose of an investigation into the alleged activities of FORME in using his connection with the A.L.G. Transportation Office for making personal profit. Captain Heath states that he has received no assistance or information whatsoever from Lieutenant Di AMONICO to assist in the matter, although the latter did subsequently call upon him to discuss certain irregular transport activities which, however, had no bearing at all on the investigation of FORME. (Copies of Captain Heath's letter and statement are attached - marked "H" and "J" respectively).

16.

There is every indication that Lieutenant Di AMONICO, in spite of the invidious position in which FORME had placed him by these activities, did not make the slightest effort to have the alleged activities thoroughly investigated and to have the facts brought before the proper authority for the prosecution of FORME, although pressed to do so both by Captain Heath and the two transport contractors - SCUDIERI and CUTOLO - from whose statements it will be seen that on two occasions between about 25-28 January, 1944 they brought the facts to the attention of Lieutenant Di AMONICO and asked him whether they could take action with a view to having FORME prosecuted, but the Lieutenant told them to "keep their mouths shut" and that he would handle the matter personally. Subsequently, within 24 hours of their conversation, FORME had been apprised of the facts discussed by them with the Lieutenant, and called at CUTOLO's house to remonstrate with him for having called upon the Lieutenant to discuss the matter.

17.

It seems unlikely that anyone, other than Lieutenant Di AMONICO, could have informed FORME of the discussions which the Lieutenant had had with SCUDIERI and CUTOLO. This is some

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...to occupy, they stayed together at friends for a social evening at the house with a number of Italians who were there. Even after FORME's "disappearance" from the Transportation Office, they appear to have been in close contact. It is quite apparent that Lieutenant Di ANTONIO did not break contact with FORME until 9 January, 1944, at the earliest, and then only under great pressure from Captain HATH. Region 3 Security Officer and others. (See Lieutenant Di ANTONIO's letter of 9 January - addressed to Captain HATH - attached, marked "15").

15.

On 10 January, 1944, Captain HATH sent Lieutenant Di ANTONIO a letter (of which the Lieutenant has formally acknowledged receipt) asking that he supply Captain HATH with any information in his possession for the purpose of an investigation into the alleged activities of FORME in using his connection with the A.A.A. Transportation Office for making personal profit. Captain HATH stated that he has received no assistance or information whatsoever from Lieutenant Di ANTONIO to assist in the matter, although the latter did subsequently call upon him to discuss certain irregular transport activities which, however, had no bearing at all on the investigation of FORME. (Copies of Captain HATH's letter and statement are attached - marked "16" and "17" respectively).

16.

There is every indication that Lieutenant Di ANTONIO, in spite of the tenuous position in which FORME had placed him by these activities, did not make the slightest effort to have the alleged activities thoroughly investigated and to have the facts brought before the proper authority for the prosecution of FORME, although pressed to do so both by Captain HATH and the two transport contractors - SINDLER and CUCIO - from whose statements it will be seen that on two occasions between about 25-26 January, 1944, they brought the facts to the attention of Lieutenant Di ANTONIO and asked him whether they could take action with a view to having FORME prosecuted, but the Lieutenant told them to "keep their mouths shut" and that he would handle the matter personally. Subsequently, within 24 hours of their conversation, FORME had been apprised of the facts discussed by them with the Lieutenant, and called at CUCIO's house to remonstrate with him for having called upon the Lieutenant to discuss the matter.

17.

It seems unlikely that anyone, other than Lieutenant Di ANTONIO, could have informed FORME of the discussions which the Lieutenant had had with SINDLER and CUCIO. This is some indication that Lieutenant Di ANTONIO was in contact with FORME even as late as 26 January, 1944. The Lieutenant maintains in his statement, however, that following FORME's dismissal at the end of December, 1943, the only occasion upon which he has made contact with him was "early in January" when the Lieutenant was "attacked" for trucks and seeing FORME in the Glacino Restaurant asked him to find ten trucks for use in a convey and FORME subsequently found five trucks for him.

18.

Also attached hereto (marked - "18") is a copy of a statement made by Lieutenant-Colonel S.J. BORG, then Acting S.C.I.O., Naples City, showing that on 29 December, 1943, on receipt of a report from Lieutenant D.N. BARTON - Public Safety Division - showing that FORME had a criminal record, he asked Lieutenant

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Di ANTONIO what he knew about FORTE. Lieutenant Di ANTONIO replied that he was aware that FORTE had convictions but that he did not consider them bad enough to outweigh the "good work" which FORTE had done.

19.

As FORTE had twelve previous convictions, including the offenses of unlawful wounding, smuggling, fraud, larceny and bankruptcy offenses, and as the results which FORTE had obtained in his work - location of motor vehicles and other (which Lieutenant Di ANTONIO maintains was his sole work), it is difficult to determine how the Lieutenant could make the statement shown above in paragraph 18.

20.

Nevertheless, Lieut-Colonel Dory instructed Lieutenant Di ANTONIO to discharge FORTE and, on the following day, 30 December, 1943, received the papers back from the Lieutenant, marked "Completed with".

21.

Complaint has been received from R.A.F. Police that on three occasions, civilian cars bearing no valid A.M.C. permit were impounded by them. In each case, several days later, the owners came back and produced valid car permits back-dated to 10 January, 1944, (prior to the date of impounding), signed by Lieutenant Di Antonio. In his statement, Lieutenant Di Antonio explains that during the period in question, all permits were being dated "10 January, 1944", quite irrespective of the date when they were actually issued. He states that there was no logical reason for the use of that particular date but he understood generally that he had to adopt that procedure. Inquiries have not disclosed any evidence that the cases mentioned in this paragraph arose from FORTE's activities, but the possibilities are undoubtedly there.

22.

The only comment which need be made upon the implications of the facts contained in this report is that FORTE's activities could have led to serious consequences both for the Allied Military Government and for Lieutenant Di ANTONIO, personally. Yet, the Lieutenant appears to have shelted and protected FORTE, who was obviously liable to prosecution on the facts brought to the attention of Lieutenant Di Antonio.

23.

In the circumstances, there would appear to be every evidence of incompetence or negligence on the part of Lieutenant Di ANTONIO, as well as harmful association with an Italian of known bad character, and there are even more serious inferences which might be drawn from the facts. Certainly, the Lieutenant is placed in something of the category of an "accessory after the fact" in the offenses committed by FORTE. Therefore, it is suggested that a copy of this report and attachments be forwarded to the appropriate authority with a view to Lieutenant Di ANTONIO being called upon to answer for his extraordinary behaviour in this matter.

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Lieutenant.

19. As PEREZ had twelve previous convictions, including the offences of unlawful wounding, smuggling, fraud, larceny and bankruptcy offences, and as the results which PEREZ had obtained in his work - location of motor vehicles suspected not good, (which Lieutenant Di ANTONIO maintains was his sole work), it is difficult to determine how the Lieutenant could make the statement shown above in paragraph 18.

20. Nevertheless, Lieut-Colonel Berg instructed Lieutenant Di ANTONIO to discharge PEREZ and, on the following day, 30 December, 1943, received the papers back from the Lieutenant, marked "Duplicated with".

21. Complaint has been received from R.A.F. Police that on three occasions, civilian cars bearing no valid A.M.E. permit were impounded by them. In each case, several days later, the owners came back and produced valid car permits back-dated to 10 January, 1944, (prior to the date of impounding), signed by Lieutenant Di Antonio. In his statement, Lieutenant Di Antonio explains that during the period in question, all permits were being dated "10 January, 1944", quite irrespective of the date when they were actually issued. He states that there was no logical reason for the use of that particular date but he understood generally that he had to adopt that procedure. Enquiries have not disclosed any evidence that the cases mentioned in this paragraph arose from PEREZ's activities, but the possibilities are undoubtedly there.

22. The only comment which need be made upon the implications of the facts contained in this report is that PEREZ's activities could have led to serious consequences both for the Allied Military Government and for Lieutenant Di ANTONIO, personally. Yet, the Lieutenant appears to have sheltered and protected PEREZ, who was obviously liable to prosecution on the facts brought to the attention of Lieutenant Di Antonio.

23. In the circumstances, there would appear to be every evidence of incompetence of negligence on the part of Lieutenant Di ANTONIO, as well as harmful association with an Italian of known bad character, and there are even more serious inferences which might be drawn from the facts. Certainly, the Lieutenant is placed in something of the category of an "accessory after the fact" in the offences committed by PEREZ. Therefore, it is suggested that a copy of this report and attachments be forwarded to the appropriate authority with a view to Lieutenant Di ANTONIO being called upon to answer for his extraordinary behaviour in this matter.

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Doubtlessly

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Lieutenant.

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HEADQUARTERS
ALLIED CONTROL COMMISSION (Security Intelli)

19th February, 1944

Subject: Luigi FORTE
To: Colonel A.M. Young

1. The subject of this report - Luigi FORTE, resident at Via Regina Maria Cristina di Savoia 18, Naples - is at present in custody at the Questura, pending the charging of offences in relation to his having obtained money from persons with a view to securing undue favour of the Allied Military Government - Region 3 - in connection with transport matters. The circumstances of the case are as follow:

2. Luigi FORTE, is apparently a man who has been engaged on a commission basis in arranging transport deals of various kinds in Naples over a number of years. Therefore, both prior to, and after, the Allied Occupation he had an extensive knowledge of transport conditions and location of vehicles, and had up to the time of the Occupation been occasionally engaged by the Consorzio Autotrasporto di Napoli in locating and confiscating cars and car parts. He was not on the payroll of the Consorzio, however, but apparently made his living from commissions and was usually in evidence in the Consorzio Office.

3. It is apparently the case that shortly after the Occupation, he was taken to the A.M.G. Transport Office at the Municipio as a person suitable for use in seeking out and requisitioning trucks, cars and tyres. Again, he was not on the payroll of either the Consorzio or of A.M.G. However, he performed services under Lieutenant J. Di ANTONIO, A.M.G. Transport Officer, at the Municipio from about the last week in November 1943 until 10th December, 1943, and during this time was a very close associate of the Lieutenant, at whose instigation he had been employed.

4. There is evidence that he became allowed to do work other than that for which he had been authorised, namely the receiving of visitors to the A.M.G. Transport Office, who came to make application for motor fuel or seeking other facilities in connection with the use of cars or trucks. Evidence is also available that he did, on two occasions at least, demand and obtain considerable sums of money from such persons with the promise that he would secure official favour in connection with transport matters.

5. Maria GUIDA, Via Tasso 169, Naples, was employed during the relevant period (covering the time of FORTE's employment) at the A.M.G. Transport Office, Municipio, as a clerk. She says that she had often seen FORTE receiving callers who came to see

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Lieutenant Di Antonio, some of whom were turned away without seeing the Lieutenant. Signorina GHIDA says that FORTE behaved more or less as if he were in charge of the A.M.G. Transport Office. Often, she says, FORTE would be called out into the passage by these visitors. She has frequently seen him engaged in conversations with such persons in the corridor and gained the impression that they were conversations which were not intended to be overheard. She is unable to give any more evidence of the activities of FORTE, except that, during the last few days in which he worked at the office, he told her to send anybody who might enquire for him to "his brother's" office at Via Roma, 210. Subsequently, she sent a number of persons there at various times, but they later returned, saying that they had been unable to find anybody there.

6. Michele SCUDIERI, a transport contractor, of Via Posillipo 390, Naples, states that shortly after the Allied Occupation, he had been instructed by Lieutenant Di Antonio to provide a truck for a food convoy, but that owing to certain repairs not having been made to the vehicle in time, he failed to place it at the disposal of the Lieutenant.
7. About two days later, FORTE called at SCUDIERI's house and demanded money, claiming that he had "fixed" the matter of Scudieri having failed to supply the truck to the Lieutenant. FORTE also made it clear to Scudieri that if he wished to remain in business, he would do well to keep in Forte's favour, in view of the latter's "influence" with A.M.G. Transport Office. In consequence of what FORTE had said, Scudieri at once paid him the sum of 10,000 lire.
8. Some time later, at about the beginning of January, 1944, SCUDIERI went to the A.M.G. Transport Office at the Municipio, in order to obtain a permit for the supply of naphtha for his trucks. He was received in the office by FORTE, in the presence of Lieutenant Di Antonio. After he had told FORTE that he wanted an authorisation to obtain naphtha, FORTE at once asked whether 1,000 litres would suffice and, on receiving the answer that this would be enough, FORTE prepared a written authority for the supply of the amount of naphtha stated, and handed it to Lieutenant Di Antonio for his signature and the Official Stamp. When this had been completed, the Lieutenant handed the document to FORTE, who asked Scudieri to come outside the office. On their arrival outside, FORTE made it known to

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SCUDIERI that he would only hand over the permit for naphtha on payment of 10,000 lire. This was paid and the supply of naphtha was subsequently obtained by SCUDIERI on production of the permit in question.

9. Piero CUTOLO, a transport contractor, of Chiatamore 65, Naples, states that on about 21-22 December, 1943, he presented himself at the office of Lieutenant Di Antonio, on instructions received through the Consorzio. In the office he found both the Lieutenant and FORTE. The latter called him outside and there demanded money from CUTOLO, saying that the Lieutenant wanted it, and in reply to questions adding, "Then Lieutenant Di Antonio won't give you any trouble and will give you protection". FORTE named 10,000 lire as the amount to be paid and CUTOLO at once gave him this amount. Then, FORTE placed the money in his pocket and immediately re-entered the office. After a few minutes he came outside again and, in answer to the enquiry of CUTOLO - "What did Di Antonio say?", FORTE replied, "The Lieutenant says that it is not enough" and went on to say that he had asked the Lieutenant to be satisfied for the moment as the amount would be paid every month.

10. Later, shortly after FORTE's dismissal from the office, CUTOLO called at Lieutenant Di Antonio's apartment, with the intention of paying further money, in accordance with what FORTE had told him on the previous occasion. CUTOLO was received by the Lieutenant who was ill in bed; he handed the Lieutenant some money in an envelope, but after opening it the Lieutenant very ungraciously refused to accept it and denied all knowledge of the activities of FORTE in this connection. CUTOLO then told the Lieutenant that he knew of another transport contractor who had paid FORTE money under similar circumstances and mentioned the name of SCUDIERI. At the Lieutenant's instructions he brought SCUDIERI to the apartment during the following evening and the facts of the latter's case, as aforementioned, were related to Lieutenant Di Antonio. The two contractors expressed a wish to prosecute FORTE but the Lieutenant told them to leave the matter entirely in his hands. On the day following, Sunday - 28th January, 1944 - FORTE called at CUTOLO's house and commenced to argue and to remonstrate with him on the subject of his having related the facts to the Lieutenant. CUTOLO told him that he must suffer the consequences and sent him away.

11. Lieutenant Di ANTONIO, in his statement, says that FORTE was introduced to him late in October, 1943 by officials of the Consorzio di Trasporto, as a man useful in finding hidden motor vehicles and component parts, suitable for

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requisition purposes. The Lieutenant states that, subsequently, FORTE became employed solely on that work and so far as he knew took no other part in the affairs of the Transport Office. The Lieutenant, throughout the time of FORTE's working under his supervision was under the impression that FORTE was on the payroll of the Consorzio. It is perhaps significant that whilst working under Lieutenant Di Antonio, FORTE received no wages or other emoluments from either the Consorzio di Trasporti or from A.M.C. Transport Office. Later in his statement, the Lieutenant agrees that, occasionally, when he was very busy, FORTE would assist in the Transport Office, filling out permit forms for the supply of motor fuel, ready for the signature of the Lieutenant. (The evidence of the previous witnesses indicates, however, that FORTE was in the habit of regularly receiving callers and handling their business - sometimes rejecting them and turning them away). Lieutenant Di Antonio says, however, that during the time FORTE was working under him he saw nothing to arouse suspicion of FORTE's activities. He dismissed FORTE on learning that he had a long penal record.

12.

On 14th February, 1944, FORTE's flat at Via Regina Maria Cristina di Savoia 18, Naples, was searched by Major Andrew Wey and Lieutenant Fielding - both of Region 3 - together with officers of A.C.C. Security Intelligence, and FORTE was placed under arrest. No incriminating evidence in respect of the alleged offences was found, but in his bedroom, Lieutenant Fielding found a small calibre revolver loaded in every chamber, which FORTE admitted belonged to him and which he had no authority to possess. FORTE was subsequently questioned as to his activities at the Transport Office but he has consistently denied having at any time taken money from any persons during his period of employment there, or since. He maintained that throughout the time, he has been keeping himself, his wife and child on money which he had saved, and declared that in "working for nothing" his object was to make himself indispensable in Transport affairs with a view to possibly securing at a later date a good post or other legitimate advantage. He has not made a written statement.

13.

An office which he was said to have been using - at Via Roma 210, Naples - was also searched by the same officers on 14th February, 1944 and a quantity of forms of application for car permits and initial issue of motor fuel, was found. Enquiries show that such forms can be readily obtained from

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the Italian - C.I.P. - organisation, without difficulty. It is, however, evidence that FORTE had either done business or intended to do business at that office with persons who wanted to obtain such permits.

14. The above constitutes all the available evidence concerning FORTE's activities. The witnesses appear to be persons of good character and unprejudiced in the matter and it is submitted that the facts are sufficient upon which to base a prosecution against FORTE, who has a long penal record, a copy of which is attached hereto, together with copies of the statements of the witnesses.

15. There are a number of unsatisfactory features in relation to the circumstances under which FORTE was working with Lieutenant Di Antonio at the A.M.S. Region 3 Transport Office. These circumstances do not affect the actual prosecution of FORTE and are the subject of a separate report to be submitted.



Louis V. Gale
Lieutenant.

CONFIDENTIAL

15th. February, 1944.

STATEMENT OF: Maria Guida, Via Cassa 169, Localita "C", Napoli.

Age 23.

I am employed as a clerk at the Municipio, Naples, in the Transport Office and was employed by Lt. Di Antonio as soon as the office opened for the first time. My work at first consisted of translating letters and copying, but from 29th. December, 1943, when we started to issue car permits at the office, I began to do the work. I was engaged on preparing the documents in relation to the car permits, the signature of it; Di Antonio. About the 18th. November, I returned to work after being sick for 3 or 4 days and found a man in the office whom I now know as Luigi Forti. This man was receiving people who wanted to see Lt. Di Antonio, that is to say, he took part of my job and either allowed people to see the Lieutenant or turned them away after listening to their story. Forti seemed to have a lot of authority in the office, in fact, he acted as if he were the boss and not the Lieutenant. My Very often people who wanted to apply for permits had Forti called outside into the passage. I have sometimes seen them talking outside as I passed through the hall and I must say I got the impression that they did not want this conversation to be overheard. I never actually did hear what was being said even when Forti talked to callers inside the office. In these days Forti was in the office almost all day and he always went to lunch with Di Antonio. They seemed to be very great friends, and certainly Forti seemed to know all about cars and where they could be requisitioned. I have heard Forti say sometimes to the owners of cars in the office, 'I am here to help your interests, I don't know what might happen if I were not here to help you.' Three or four times the Lt's fiancée, whose name I don't know, came to the office and sometimes Forti took her out shopping in his car or went to lunch with her and the Lieutenant. They seemed to be very good friends together, all three of the this condition of affairs remained until early in January, 1944: when we did not go any more. I did not know why Forti stopped coming and I never heard the Lieutenant say anything about it, but my friends said that he had not been dealing straight and that he had been accepting bribes. In the last few days in which Forti was at the office, he told me to send anybody who might enquire for him to his brother's office at 211/210 Via Roma. I sent quite a lot of people up there and many of them came back to say that they could not find anybody there. I have often been offered money by people coming to the office, but I can't remember the names of any of them because there were thousands of them.

I have read this statement, which is true.

(Signed) Maria Guida.

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Statement taken at dictation and signature witnessed.

I was called on preparing the documents in relation to passport for the signature of Lt. Di Antonio. About the 13th. November, I returned to work after been sick for 8 or 9 days and found a man in the office whom I now know as Luigi Porti. This man was receiving people who wanted to see Lt. Di Antonio, that is to say, he took part of my job and either allowed people to see the Lieutenant or turned them away after listening to their story. Porti seemed to have a lot of authority in the office. In fact, he asked us if we were the boss and not the Lieutenant. My- Very often people who wanted to apply for permits had Porti called outside into the passage. I have sometimes seen them talking outside as I passed through the hall and I must say I got the impression that they did not want this conversation to be overheard. I never actually did hear what was being said even when Porti talked to callers inside the office. In these days Porti was in the office almost all day and he always went to lunch with Di Antonio. They seemed to be very great friends, and certainly Porti seemed to know all about cars and where they could be requisitioned. I have heard Porti say sometimes to the owners of cars in the office 'I am here to help your interests, I don't know what might happen if I were not here to help you.' Three or four times the Lt's fiancée, whose name I don't know, came to the office and sometimes Porti took her out shopping in his car or went to lunch with her and the Lieutenant. They seemed to be very good friends together, all three of this condition of affairs remained until early in January, 1944; when he did not come any more. I did not in any way Porti stopped coming and I never heard the Lieutenant say anything about it, but my friends said that he had not been dealing straight and that he had been accepting bribes. In the last few days in which Porti was in the office, he told us to send anybody who might enquire for him to his brother's office at 210 Via Roma. I sent quite a lot of people up there and many of them came back to say that they could not find anybody there. I have often been offered money by people coming to the office, but I can't remember the names of any of them because there were thousands of them.

I have read this statement, which is true.

(Signed) Mary Guida.

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Statement taken at dictation and signature witnessed.

(Signed) John A. McKay, Capt.

10th February, 1944

STATEMENT of SCUDIERI Michele, transport contractor,
age 45, residing at Via Fosillipo 390, Naples, who says:-

"I was born in Naples and practically all my life have been in business here as a transport contractor. I know Luigi FORTI, but have never had any dealings with him, because I know him by repute to be a convicted criminal. Before the arrival of the Allies I often had to attend the office of the Consorzio di Trasporto in the course of my business, and I often saw FORTI there. I do not think he was actually employed there but believe that he was usually merely "hanging around" in the building, perhaps working on commission for some contractor or other, or for some purpose of his own. Shortly after the Allied Occupation, I learned at the Consorzio that FORTI was employed by the Allied Government at the Municipio, and like everybody else I was surprised that this was so, because of his having a criminal record. About six weeks ago, I received a letter from the Consorzio asking me to report personally to Lieutenant Di ANTONIO at the Municipio - this was on a Sunday. I went to see him and he asked me how many trucks I had. I replied that I had two trucks, one of which was out of town, the other being in the garage here and under repair. I said that I expected the repairs to be completed on the following day but that the other truck was not expected to return to the city for three or four days. Lieutenant DIANTONIO told me to report two days later (Tuesday) at the Municipio with the repaired truck to go on a food convoy. Unfortunately, it was not possible for the repairs to be completed within the time available and I reported to Lieutenant Di ANTONIO as instructed but without the truck. The Lieutenant asked me, using a very crude Italian expression, whether I was trying to fool him. I replied that I was speaking the truth and that the truck was available for his inspection, if he wished to see it. He said no more to me and I went home. About two days later, FORTI came to my house and said, "I have fixed everything up for you about the truck", and when I asked him exactly what he meant, he said that he was referring to the fact that my truck had not been made ready for the convoy and he added, "Now you had better pay off". I was unwilling to pay him any money but he made it clear that if I wished to remain in business, I would have to keep in his favour because of his influence at the Municipio. Therefore,

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Michele Scudieri

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Continuation Statement of SCUDIERI Michele

" I offered him 3,000 lire but he insisted on being paid 10,000 lire, saying, "Don't forget that there is also Di ANTONIO at the office and I have got to pay him off too". And so, I paid him 10,000 lire before he left me. About a month ago, I needed some naphtha for my trucks and I went to the Municipio, to Lieutenant Di ANTONIO's office to apply for the necessary permit. When I entered the office, FORTI was sitting at a desk and the Lieutenant was at another. FORTI came up to me and asked what I wanted, and I replied that I wanted naphtha to run my trucks. FORTI immediately said, "Would 1,000 litres be enough?" and I answered that it would be enough. Then FORTI wrote in Italian on a blank sheet of white paper, an instruction for me to be supplied with 1,000 litres of naphtha. He then placed the paper on the desk in front of Lieutenant Di ANTONIO, who signed it and placed an official stamp on it. Neither of them asked me any questions whatsoever, as to what specific purpose I wanted the naphtha. The Lieutenant then handed the signed and stamped paper to FORTI, who asked me to come downstairs with him. This I did, and on our arrival below, he pointed to his side jacket pocket, in which he had placed the paper immediately after the Lieutenant had given it to him. After pointing to his pocket, FORTI said to me, "If you want this paper to get your naphtha, you had better pay off with 10,000 lire". This amount I paid him at once and he gave me the paper and I subsequently obtained the stated amount of naphtha. About ten days ago, another transport contractor - Piero CUTOLO - visited my house and told me that he had just visited Lieutenant Di ANTONIO at the latter's house, the Lieutenant being ill. He said that he had offered the Lieutenant some money, as he had not been able to find FORTI at the Municipio. CUTOLO said that the Lieutenant was angry and had told CUTOLO to bring me to his house to have a talk. So, the next day, I went with CUTOLO to the Lieutenant's house where he was in bed and we had a conversation in the bedroom. Lieutenant Di ANTONIO asked me if I had ever given money to FORTI and I answered "yes". The Lieutenant asked why I had given him money and I answered that it was because FORTI had promised to give me protection in running my business, and that I understood that some of the money was to have gone to Lieutenant Di ANTONIO, himself, for his

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Michele Scudieri

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Continuation of Statement of SCUDINRI Michele

"interest in the matter. Lieutenant Di ANTONIO, then replied that he (the Lieutenant) had no need to accept money himself, as his parents in America were wealthy. He spoke to us for some time, blaming FORTI for all that had happened and finished the conversation by telling us that we must not relate any part of the discussion to any other person. Then we left. Two days later I learned that Lieutenant Di ANTONIO was no longer holding the same position in the Municipio and I have not seen him since, neither have I since seen FORTI. This statement has been read to me in Italian by Lieutenant Carl.E.FEHR of the Allied Control Commission, and it is true.

Signed.....*Michele Scudinri*

Statement taken down by me through Lieutenant Carl.E.FEHR and signature witnessed by me.

.....*Carl E. Fehr*.....
Lieutenant

12th February, 1944

STATEMENT of Piero CUTOLO, age 33, of Chiattasore 65, Naples, a transport contractor, who says :-

"I was born and have lived all my life in Naples and for about 15 years, up to the Allied Occupation, I was an agent for the principal Italian petroleum companies, including A.S.I.P., and during the course of my business owned and controlled eight trucks for carrying supplies of benzine.

Shortly after the Allied Occupation I presented myself to Allied officers, including Major STRAUSS and Major TOSCARO, who told me that only military vehicles would be used for transporting benzine or gasoline. Consequently, I decided to convert my trucks into general goods vehicles and to go into business entirely on my own account as a transport contractor. Very soon afterwards, I learned that all questions of transport were dealt with at the Allied Office at the Municipio, under the control of Lieutenant Di ANTONIO and an Italian named FORTE.

We Neapolitan business men were surprised to see a man such as FORTE, a man of known disrepute and a criminal record over the past fifteen years, acting as the Allied officer's right hand man. We found that the office of Lieutenant Di ANTONIO and FORTE controlled everything in relation to transport and all our dealings had to be done with them rather than the Consorzio di Trasporto.

On 21st or 22nd December, 1943, on instructions by letter from the Consorzio, I presented myself at the office of Lieutenant Di ANTONIO, where I was approached by FORTE, who said, "CUTOLO, we want some money from you". I asked, "Why?" and FORTE said, "Because Lieutenant Di ANTONIO wants it". Again I asked, "Why?" and he said, "Then Lieutenant Di ANTONIO won't give you any trouble and will give you protection". I asked how much money I would have to pay and FORTE said 10,000 lire. I must say that all this conversation took place outside Di ANTONIO's office, from which FORTE had led me. Lieutenant Di ANTONIO was in his office when I went outside with FORTE.

However, I paid FORTE the ten thousand lire outside the office; he at once placed it in his pocket and went straight into Lieutenant Di ANTONIO's office. I waited outside and when

Page 2Continuation of Statement of Piero GUTSLO

he came out after a few minutes, I asked, "What did Di ANTONIO say?", because I naturally had doubts about FORTE. Then FORTE replied, "The Lieutenant says that it is not enough" and went on to say that he had asked the Lieutenant to be satisfied for the moment as this amount would be paid every month. I told FORTE that it was impossible for me to pay such an amount every month, and he replied "We'll see!" Nothing further happened and I left the building.

About a week later, approximately 3rd January, 1944, I met FORTE in the street, at which time I knew that he no longer worked under the Allied Government. I asked him why he was no longer employed at the Municipio, to which he replied, "Well, they wanted to make me a regular employee, but I wanted to be free to do as I pleased". I asked him whether he was still seeing Di ANTONIO and he said, "Oh Yes! I still see him and am on the best of terms with him". That was all the conversation.

The first time I had any personal contact with Lieutenant Di ANTONIO was in the first week in December, 1943, when I had been instructed by the Consorzio to report at his office. Nothing special happened there and he merely asked me questions as to how many trucks I had, their condition and the general nature of my business. I have since seen him several times on similar matters, when nothing unusual transpired.

Lieutenant Di ANTONIO has also visited my house for dinner, accompanied by FORTE, late in December, 1943. There were a number of my friends present and nothing of an unusual nature took place. The visit arose from Di ANTONIO having mentioned to me previously that he was looking for a place in which to live. I had an apartment above me, rented by Baronessa ZEZZA, who was out of town. I have never visited FORTE's house, and the occasion I have just mentioned was the only time Di ANTONIO has been in my house. FORTE, however, visited me again, which visit I will speak about later in my statement.

The next time I saw Di ANTONIO outside of his office, was when I visited him, having learned he was sick, at his house. This was on about 25th January, 1944 and I spoke to him whilst he was in bed. No other person was present during the discussion which took place between us, but when I first entered a Major (Medical) was present and an American soldier, but they left after about an hour when the conversation was on general lines.

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After they left, I told Lieutenant Di ANTONIO that FORTE had asked me to pay 10,000 lire a month for the Lieutenant, and I asked Di ANTONIO whether this was true. At the same time I produced from my pocket an envelope which contained 10,000 lire. The Lieutenant took the envelope, opened it and gave an expression of surprise when he saw the money inside, saying, "What is this for?". I replied, "It's because FORTE told me that I have to pay you off". Di ANTONIO then said, "I want to know what this is all about, I don't know anything about it". I then told him the story, as I have already told it in this statement, and I told him that I was not the only one, because the same thing had happened to Signor SCUDIERI. Di ANTONIO said that he wanted to talk to SCUDIERI and told me to bring him to his (Di Antonio's) house. I then said, "As you didn't receive the money, I am going to denounce FORTE to the Police". Lieutenant Di ANTONIO said, "No, don't do that. I'll take care of FORTE. If this is all true I will make him die of hunger". He also said, "How could you think that I would take money from FORTE when I am a secret agent of the United States". Then he said, "Come back to-morrow with SCUDIERI" and I left the house.

I then went to SCUDIERI, told him what had happened, and that Di ANTONIO wanted to see him. The next day we went together to Di Antonio's house at about 18 hours in the evening. He was alone in bed when we saw him and conversed with him. He immediately asked SCUDIERI, "How much money did you give to FORTE?" and SCUDIERI answered, "I gave him about as much as GUTOLO gave him". Then Di ANTONIO repeated, "I am going to make this crook die of hunger". Then SCUDIERI and I told him what we knew of FORTE's criminal past. Di ANTONIO then said, "I didn't know all that but I would like to know how it came about that this man was sent to me from the Consorzio and got into my office". At this juncture, two young women entered the room, whom I cannot now identify, they spoke on familiar lines with Di ANTONIO and I gathered that they were his fiancée and her sister. We asked to be excused and before we left, Di ANTONIO told us not to mention a word to anyone about the matter discussed, and that he would take care of FORTE.

The next day, SCUDIERI and I saw Di ANTONIO again at his house and asked whether he had taken any action against FORTE, or whether we should take the action.

Page 4Continuation of Statement of Piero CUTOLO

He said, "No, do nothing as I told you before. Keep your mouths shut and I will take care of FORTE".

On the following day, which was a Sunday, 28th January, 1944, FORTE called at my house in the evening at about 6 PM and said to me, "Why did you such a foolish thing as to go to Di ANTONIO and speak about the money?". I said that I went there because he (FORTE) had told me that I had to pay the Lieutenant 10,000 lire a month. He replied, "You have really put me in a mess". I then said, "How do I come in. Either it is true that you paid Di ANTONIO and the matter is between the two of you, or if you did not pay Di ANTONIO, then you must suffer the consequences". I then cut the conversation and sent him away.

Only Di ANTONIO could have told him that SOUDIERI and I had visited the Lieutenant's house to talk about FORTE having taken money. I had not mentioned the visit to anyone and I do not think that SOUDIERI mentioned it.
This statement has been read over to me and it is true.

(Signed) . Piero CUTOLO.....

Statement taken down and read over through Lieutenant Carl B. FARR,
U.S. Army, and signature witnessed by me.

..... Louis J. GALE.....

Lieutenant.

A.C.C. Security Intelligence Branch.

STATEMENT of Joseph Di Antonio, 1st. Lieutenant, U.S. Army,
A.C.C., who says :-

17th February, 1944

Luigi FORTE was brought to my office late in October, 1943 by officials of the Consorzio di Trasporto, who had been called in for conferences. Among the officials were Professor Petrucci (who had recently been appointed Director of the Consorzio) and Signor SCOTTE (Chamber of Commerce). Also present at the conferences were Major STRAUSS and myself.

I understood that he (Luigi FORTE) had been doing very good work for the Consorzio and had been working on confiscations with several Carabinieri.

As I had no help whatsoever in my office or for requisitioning I therefore suggested that Luigi FORTE be employed directly under me at the Municipio. Throughout the time that he was subsequently, for me, I was under the impression that he was on the payroll of the Consorzio di Trasporto. He actually worked under me from about the last week in November 1943 until shortly after Xmas 1943.

Early in January 1944, however, I was "stuck" for trucks and I saw FORTE in the Giacomino Restaurant and asked him to get me ten trucks and he later actually got me five.

Shortly afterwards I received a telephone call from Captain Heath (C. - Region 3) telling me that it was desirable to sever all connections with FORTE owing to his penal record. This I did and replied to Captain Heath by letter on 8-9th January, telling him I had done so. Since then I have had no contact with FORTE.

After about two or three weeks of his working under me I wanted to put him on the A.M.G. payroll and so I gave full particulars about him to Colonel Doherty to have FORTE vetted. About a further three weeks afterwards, a report on FORTE showing his penal record, was sent in to me by Colonel Doherty and I at once told FORTE, that owing to his record he could not be allowed to work under A.M.G., and I sent him away. Then I endorsed the report with the action I had taken and returned it to Colonel Doherty.

The work which FORTE had been doing for me and which it had been agreed he should do was the tracing of hidden cars and tyres. During the course of his work he found two trucks (a three-ton and a six-ton) for requisitioning, about nine cars and about forty tyres in good condition. That was his only job and he did not help me in anything

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Continuation of Statement of 1st. Lieut. J. Di Antonio

else.
During his employment nothing happened to arouse my suspicions as to his honesty. I have never heard that he used any office or had any business at any office away from the Municipio. I don't know much about FORTE's family, although I met his brother - wife and son three or four times, in the street a couple of times, and twice in the office. He (the brother) was said to be a Captain in the Italian Army. I did not associate socially with FORTE but on occasions had lunch with him at Giacomino's.

The letter which you have shown me dated 10th January, 1944 is a copy of one which I received from Captain Heath. About two days after I received the letter I went to see Captain Heath and told him what I have already told you about FORTE.

One evening when I was in bed with influenza, CUTOLO, a transporter, called on me and handed me an envelope. When I opened it I found money inside and asked what it was for and he told me that FORTE came to him and asked him for 10,000 lire as a "regalo" and that he (CUTOLO) was under the impression that it was to be paid every month.

I asked CUTOLO if he had been given any favours through FORTE and CUTOLO said, "No". I then told him that he must have been fooled by FORTE and should have told me about it at the time when it happened. I told him that I could hardly believe what he had said and he then said that there were others and named another transporter - SO USIRAI.

I told him to bring SOUSIRAI along to see me and they came to my room the following night. I then questioned him and he told the same story as CUTOLO. They wanted him prosecuted and I told them that if what they had said was true, they could go right ahead and prosecute him. I told them that so far as FORTE had tried to involve me that I would handle the matter my way.

The procedure for civilians to apply for motor fuel was that they had to go to C.I.P. and complete an application form in duplicate, one of which remained with C.I.P. and one with AMG. (at my transportation office). Actually the applicant left both forms with the C.I.P., the application being both for licence and fuel ration - initial issue. A receipt would then be given to them by C.I.P. and they would be asked to call back in four to five days. C.I.P. would then send both copies to my office. I would consider the application and, if approved I would sign both copies, sending one back to C.I.P. with the

Page 3

Continuation of Statement of 1st. Lieut. J Di Antonio

pink petrol ration ticket and coupons attached, also signed. Both would bear also the official stamp. After the initial issue had been granted any application for a supplementary issue had to be made by letter in duplicate through C.I.P. The only persons who, prior to the operation of the present system, were able to obtain motor fuel directly by approaching me personally were transporters who worked specially for me - amongst them were SCUDIERI and CUTOLO. In such a case the issue of motor fuel in reasonable quantity would be granted automatically by me, knowing the work on which they were engaged. In such a case, FORTE might, when I was very busy, be permitted to write out the necessary permit, ready for the official stamp and my signature, if he were in the office at the time.

With regard to car permits dated 10th January, 1944, I must say that this was done in conjunction with Captain Pagan, the 10th being made the issuing day. There was no logical reason for it. When a person made application for a car permit, he was always issued with a receipt pending issue of the permit. He would have to hand back the receipt, (usually bearing the date of issue) to C.I.P. before receiving the car permit. In this way, a man might apply on 10th January for a car permit. C.I.P. would give him a receipt bearing that date. Then C.I.P. would send the application to me. I might not actually approve the application until 17th January, 1944; then the permit would be issued showing the regulation date 10th January, 1944. The actual date of application can be taken from the receipt or the original application form. FORTE had no dealings with any of these car permits.

I have read this statement and it is true.

(Signed) Joseph Di Antonio

1st Lieut. Inf.

February 17, 1944.

Statement taken down by me in the presence of Lieutenant
Carl S. PETER, U.S. Army, Security Intelligence, A.C.C.

(Signed) Louis V. Gale: Lieut.

Security Intelligence Branch, A.C.C.

ALLIED MILITARY GOVERNMENT
HEADQUARTERS, NAPLES CITY
MUNICIPIO

November 16, 1943

To Whom It May Concern:

1. Mr. Luigi Forte, officer of the Consorzio Autotrasporti, Napoletano is an employee of A.M.G. Naples City, transportation office.
2. He is authorized to collect for the Consorzio Autotrasporti Napoletano and AMG, all abandoned cars, trucks or similar material, or any of these means or materials held illegally by other persons.
3. If needed, the officers of the Civil or Military police will give him their aid.

(Signed) Carl A. KRAVCE

Senior Civil Affairs Officer

A chiunque interessi:

1. Il Sig. Luigi Forte, funzionario del Consorzio Napoletano Autotrasporti, e' impiegato presso l'Ufficio Trasporti del Governo Militare Alleato per la citta' di Napoli.
2. Egli e' pertanto autorizzato a raccogliere per il Consorzio Napoletano Autotrasporti, e per il Governo Militare Alleato (AMG), tutte le automobili o autocarri abbandonati, nonche' tutti gli automezzi arbitrariamente usati da altre persone.
3. Se necessario, i funzionari della Polizia Civile e Militare dovranno assisterlo nella sua attivita'.

(Signed) Carl A. KRAVCE

Senior Civil Affairs Officer

COPY - TRANSLATION

JUDICIAL FILE CABINET

SUBJECT: Accusations against PORTE Luigi,
son of the late Pasquale and PENSA Analia.
Born in Naples, 21st November, 1906.

CERTIFICATEPROCURA DEL RE INTERATORE AT THE NAPLES TRIBUNALE

We testify that our files show that the record of the
above named is as follows:

Procuratore di Napoli - (Judge of Peace) the 13 May 1924,
fined 400 lire for having hurt and
wounded someone.

Tribunale Napoli - (Court of Naples) 26 June 1924,
fined 60 lire for smuggling alcohol.

Court of Appeal
Naples - 20 June 1927. Fined 15,000 lire
three hundred and ninety of fine
more a tax of 7,000 lire for smuggling.

Court of Appeal
Naples - 22 February 1928.
Five months imprisonment for wounding.

Court of Appeal
Naples - 22 February, 1935.
1 year 10 months 15 days imprisonment
and a fine of 202.321 lire, and a sum
of 106.392,40 lire for having cheated
and not paying a tax. He also was fined
2,000 lire for smuggling alcohol. He
was also accused of not having paid a
further tax but was absolved because of
insufficient evidence.

Court of Appeal
Naples - 19 October, 1939. 1 year imprisonment
and fined 2,000 lire for tampering with
alcohol and cheating on taxes.

Court of Appeal
Naples - 4 December 1931. 5 months imprisonment
and fined 500 lire for stealing.

Tribunale Napoli - 1 July, 1932. Declared bankrupt.

Procuratore di Napoli - 1 March 1933. Fined 200 lire for
violation Art. 115 P.S.

Procuratore di Napoli - 30 March 1935. Fined 300 lire.
violation of Art. 115 P.S.

" - 22 June 1933. Fined 300 lire - ditto

" - 2 December 1934. " ditto - ditto

" - 4 February, 1935. " 100 lire - ditto

He has also been charged in 1931, 1933, 1934, 1939 with
four offences including - fraudulent insolvency, offences
against bankruptcy laws and illegal pawning. (All four cases
dismissed owing to lack of evidence).
Naples, 7 December, 1943.

ALLIED MILITARY GOVERNMENT
NAPLES PROVINCE
MUNICIPIO

9 January, 1944

SUBJECT : Mr. Luigi Forte

TO : Capt Heath.

Sir:

In compliance with our telephone conversation on January 9, 1944. All contacts with Mr Forte have been severed as of this date.

Not knowing the status of the case as you wished it prior to our conversation by telephone, he was helping with the obtaining of transportation for me that was requested by Capt. Kline. But now he no longer has any connection with this office or any other office, with my complete knowledge of the case.

Any other information that I may be able to give you in reference to this case or any other, I am at your disposal at any time you may wish.

JOSEPH DI ANTONIO
1st Lt Inf(A.M.G.)
Naples City, Transportation
Officer.

J/DA/

United States ~~CONFIDENTIAL~~
(Equals British ~~CONFIDENTIAL~~) "I"

HEADQUARTERS
REGION 3, ALLIED MILITARY GOVERNMENT
APO 394, U.S. Army

Ref: 32/23/57

10 January 1944

Subject: Luigi TORTI

To: S.O.A.G. Naples City.

Attention of:- Lieut. Di Antonio, T.O.

1. Reference is made to your letter dated 5 January 1944 regarding Subject, with whom it is understood you have severed all contacts as from that date.
2. As you are already aware, Subject has a penal record and it is desired to clear up several points regarding his activities during the past few months and his connections with A.M.G. It is not clear whether he was in fact ever officially employed by, or on the payroll of A.M.G. Your statement to the effect that he was employed by the "Consorzio Auto-Transporti Napolitani" does not appear to be correct in fact. Franco of the C.A.I.N. in a statement to this G-2 yesterday, (following our telephone conversation) is to be believed.
3. It is obviously desirable to obtain reliable information as to his exact status as there are indications that he has been profiting by his connection with A.M.G. for his own personal gain. This matter is now being investigated and it is obvious that any information in your possession will be invaluable in confirming or refuting any allegations against this person.

(Signed) A.E. HEATH
Captain, I.S.
G-2.

Copy for:-
Public Safety (Col. Francis)

I, the undersigned, Anthony Eric HEATH, Captain,
Intelligence Corps, 115080, Regional Security Officer, Public
Safety, report the following:-

1. As a result of various information which had come into my possession, on 9 January 1944 I telephoned Lieut. DIANTONIO at the Naples City Headquarters, Municipio, to enquire whether correspondence affecting a certain Mr. Luigi FORTI had been seen by him and what action had been taken; inasmuch as Mr. FORTI was known to have a penal record. It was therefore very necessary that he, Lieutenant Di Antonio, should sever all contacts with him. I added that I understood that these papers had been sent to his office by Public Safety, Region 3 Headquarters about 10 days before and I could not understand why, as had been reported, that Mr. FORTI was still in contact with A.M.G. He replied that he would endeavour to find the papers and shortly afterwards, called me up on the telephone to say that for one reason or another, these papers could not be traced. In answer to my inquiry as to whether his contacts with Mr. FORTI had been severed, Lieut. Di ANTONIO replied that in fact, Mr. FORTI's activities had ceased some time in December, but he could not recall the exact date. I pointed out to him that he and Mr. FORTI had been seen lunching together at Giacomino's Restaurant a day or so prior to our conversation. Lieut. Di ANTONIO said that he now understood what was meant by severing all contacts and that from that date i.e., 9 January 1944; he would cease all relations with Mr. FORTI.
2. On 10 January 1944, I received from Lieut. Di ANTONIO, the letter produced and dated 9 January 1944. In reply, I sent a letter to Lieut. Di ANTONIO dated 10 January 1944, carbon copy of which is produced.
3. Some days passed - I do not recollect the exact date, before I saw Lieut. Di ANTONIO who came into my office to explain some of the activities in which he had been engaged and in particular, his connections with a certain Lieut. BIFORDALE whom, he informed me, he had been instrumental in arresting as a result of an inquiry by a certain woman with whom BIFORDALE had made a contract. He produced the original contract which I read and returned to him. We discussed certain matters relating to black market activities generally and apart from one or two telephone conversations relating to activities concerning a firm operating in the Castellammare di Stabia area, no further contacts were made with him.
4. The next official reference made to Mr. FORTI was on 14 January 1944 when I found a statement and documents addressed to me by Lieut. Di ANTONIO and which I produce. Incidentally, Lieut. Di ANTONIO confirmed the receipt of the above mentioned letter in a telephone call at approximately 1000 hours on 14 February 1944.

14 February, 1944

(Signed) Anthony Eric HEATH

Naples, Region 3 HQ.
Allied Military Government.

HEADQUARTERS.
ALLIED CONTROL COMMISSION.
Security Intelligence Section.

15th February, 1944.

Lt. Col. Stephen J. BORG says:-

I am now Assistant S.C.A.O. Naples Province, with an office in the Municipio. I was acting S.C.A.O. Naples City, from about 15th December, 1943, to about 2nd January, 1944, with no regular assignment. Prior to 15th December, 1943, I had heard that there was some one undesirable working in the Transportation Office. He was an Italian civilian, whose name I did not know at the time.

Towards the end of December, 1943, I was shown a report ^{from} by Lt. Douglas Batson, dated 28-12-43, attached to which was a copy of the criminal record of Luigi Forte. Although this is dated 28th December, 1943, it did not reach me until 29th December, 1943, and on receipt of which I sent for the Transport Officer, Lt. Di Antonio. It was about 5-0pm in the evening.

~~At the time I had Lt. Batson's report in my hand,~~ I asked Lt. Di Antonio what he knew about Forte. He replied that he knew Forte had not a clean sheet, but he implied that he did not consider Forte's convictions bad enough to outweigh the good work Forte had done in the office. ^(unofficially)

I told Di Antonio that in spite of all the good work done by Forte, he would have to be discharged at once as we could not employ a man with such a record in the office.

I did not know that Forte was not on the pay roll of Region 3. Also, I did not know in what capacity Forte was employed in the Transport Office. I have never interviewed Forte and do not know him by sight.

The next day, 30th December, 1943, Lt. Di Antonio returned to my office with the file duly endorsed, "Complied with", in red pencil. He handed me the file.

This statement has been made to the best of my recollection owing to the lapse of time, and owing to the fact that once Forte was dismissed, and I had records of the action taken, the matter was entirely dismissed from my mind.

Lt. Col. Stephen J. BORG says:-

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Lt. Colonel.

ORIGINAL STATEMENTS
AND OTHER DOCUMENTS

1st Deputy Mayor
Municipal Junta,
Santiago, Chile
169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

I am employed as a clerk at the Municipality in the Transport Office and was employed by Sr. Dr. Asturias as soon as he was the general for the first time as president of the office converted to translating letters and copying, but from Sept. December, 1943 when we started to write our permits as the office moved to at the E. S. P. I was engaged in preparing the documents in relation to papers for the signature of Sr. Dr. Asturias. About the 15th November, I received a word after being paid for 1 or 2 days, and found a man in the office whom I now know as Luis Voz. This man was a living people who wanted to see Sr. Dr. Asturias, that is to say!!! that part of my job and who allowed people to see the documents or showed them around after listening to his story. The reason I have a lot

the manuscript which and was employed by Dr. Di
Antonio as far as to the point to the first two
letters and copying but from Dr. Deane, 1943 when we
started to write our permits as the office visited of
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a word after being told for S.O. I went and
found a man in the office whom I now know
as Luigi Font. This man was visiting people who
wanted to see Dr. Di Antonio, that is to say!!!
He put up with me and also allowed people to
see the documents. He found them great after
listening to his story. The man I had a lot
of authority in the office, in fact, he said if he were
the boss and not a consultant. They also spoke
who wanted to apply for permits but I called
outside and the passage. I have sometimes seen them
talking outside as I passed through the hall and

I must say I got the impression that they
 did not want this conversation to be overheard.
 I never actually did hear what was being
 said even when Gotti talked with callers
 inside the office. On those days Gotti was in the
 office almost all day and he always went to
 lunch with Di Lorenzo. They seemed to be very
 great friends and certainly while seemed to know
 a lot about each other and they would be
 liquidated. I have heard that they sometimes go
 to movies or cars in the office. "I am sure
 to repeat your interests, I don't know what
 might happen if I were not sure it's safe for you."
 There are some times the kid's friends, who seem
 to be very close to the office and sometimes
 see the kid stopping with his car in
 front of lunch with Di and the kid's friends.
 They seemed to be very good friends together,
 all three of them. This condition of affairs

"This means the day and the place
 lunch with Mr. Jackson. They seemed to be very
 great friends and certainly that seemed to have
 a lot about them and where they could be
 acquainted. I have heard that say sometimes, to
 the names of cars to the office, "I am here
 I helped your interests, I don't know what
 might happen if I were not here to help you."

I have on few times to his friends, whose name
 I don't know, seem to be other and acquainted
 that was his and looking with his car in
 front of church with the and the house in front.

111

They seemed to be very good friends together,
 all three of them. This condition of affairs
 described until early in January, 1944 when the
 did not come any more. I did not know why they
 stopped coming but I never heard the relevant say
 anything about it, but my friends said that he
 had not been feeling strong and had been
 sleeping a lot. In the last few days in

please let us see at the office, the idea we
 to send anybody else under inquiry for
 him. I don't doubt office at no via
 Kana. I don't quite a lot of people up the
 and many of them come back to say.
 that they would not find anything there.

I had \$1000, then offered money by deposit
coming to the office, but I can remember the
month I was of then because the
transcript of the

4) I have used this statement which is true
every body

the new system of distribution and, especially, all the old.

Don't be dead

10th February, 1944

STATEMENT of SCUDIERI Michele, transport contractor,
age 45, residing at Via Posillipo 390, Naples, who says:-

"I was born in Naples and practically all my life have been in business here as a transport contractor. I know Luigi FORTI, but have never had any dealings with him, because I know him by repute to be a convicted criminal. Before the arrival of the Allies I often had to attend the office of the Consorzio di Trasporto in the course of my business, and I often saw FORTI there. I do not think he was actually employed there but believe that he was usually merely "hanging around" in the building, perhaps working on commission for some contractor or other, or for some purpose of his own. Shortly after the Allied Occupation, I learned at the Consorzio that FORTI was employed by the Allied Government at the Municipio, and like everybody else I was surprised that this was so, because of his having a criminal record. About six weeks ago, I received a letter from the Consorzio asking me to report personally to Lieutenant Di ANTONIO at the Municipio - this was on a Sunday. I went to see him and he asked me how many trucks I had. I replied that I had two trucks, one of which was out of town, the other being in the garage here and under repair. I said that I expected the repairs to be completed on the following day but that the other truck was not expected to return to the city for three or four days. Lieutenant DIANTONIO told me to report two days later (Tuesday) at the Municipio with the repaired truck to go on a food convoy. Unfortunately, it was not possible for the repairs to be completed within the time available and I reported to Lieutenant Di ANTONIO as instructed but without the truck. The Lieutenant asked me, using a very crude Italian expression, whether I was trying to fool him. I replied that I was speaking the truth and that the truck was available for his inspection, if he wished to see it. He said no more to me and I went home. About two days later, FORTI came to my house and said, "I have fixed everything up for you about the truck", and when I asked him exactly what he meant, he said that he was referring to the fact that my truck had not been made ready for the convoy and he added, "Now you had better pay off". I was unwilling to pay him any money but he made it clear that if I wished to remain in business, I would have to keep in his favour because of his influence at the Municipio. Therefore,

Michele Scudieri

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Continuation of Statement of SCUDIERI Michele

" I offered him 3,000 lire but he insisted on being paid 10,000 lire, saying, "Don't forget that there is also Di ANTONIO at the office and I have got to pay him off too". And so, I paid him 10,000 lire before he left me. About a month ago, I needed some naphtha for my trucks and I went to the Municipio, to Lieutenant Di ANTONIO's office to apply for the necessary permit. When I entered the office, FORTI was sitting at a desk and the Lieutenant was at another. FORTI came up to me and asked what I wanted, and I replied that I wanted naphtha to run my trucks. FORTI immediately said, "Would 1,000 litres be enough?" and I answered that it would be enough. Then FORTI wrote in Italian on a blank sheet of white paper, an instruction for me to be supplied with 1,000 litres of naphtha. He then placed the paper on the desk in front of Lieutenant Di ANTONIO, who signed it and placed an official stamp on it. Neither of them asked me any questions whatsoever, as to what specific purpose I wanted the naphtha. The Lieutenant then handed the signed and stamped paper to FORTI, who asked me to come downstairs with him. This I did, and on our arrival below, he pointed to his side jacket pocket, in which he had placed the paper immediately after the Lieutenant had given it to him. After pointing to his pocket, FORTI said to me, "If you want this paper to get your naphtha, you had better pay off with 10,000 lire". This amount I paid him at once and he gave me the paper and I subsequently obtained the stated amount of naphtha. About ten days ago, another transport contractor - Piero CUTOLO - visited my house and told me that he had just visited Lieutenant Di ANTONIO at the latter's house, the Lieutenant being ill. He said that he had offered the Lieutenant some money, as he had not been able to find FORTI at the Municipio. CUTOLO said that the Lieutenant was angry and had told CUTOLO to bring me to his house to have a talk. So, the next day, I went with CUTOLO to the Lieutenant's house where he was in bed and we had a conversation in the bedroom. Lieutenant Di ANTONIO asked me if I had ever given money to FORTI and I answered "Yes". The Lieutenant asked why I had given him money and I answered that it was because FORTI had promised to give me protection in running my business, and that I understood that some of the money was to have gone to Lieutenant Di ANTONIO, himself, for his

Michele Scudieri

Page 3

Continuation of Statement of SCUDIERI Michele

"interest in the matter. Lieutenant Di ANTONIO, then replied that he (the Lieutenant) had no need to accept money himself, as his parents in America were wealthy. He spoke to us for some time, blaming FORTI for all that had happened and finished the conversation by telling us that we must not relate any part of the discussion to any other person. Then we left. Two days later I learned that Lieutenant Di ANTONIO was no longer holding the same position in the Municipio and I have not seen him since, neither have I since seen FORTI. This statement has been read to me in Italian by Lieutenant Carl.E.FEHR of the Allied Control Commission, and it is true.

Signed....*Michele Scudieri*....

Statement taken down by me through Lieutenant Carl.E.FEHR and signature witnessed by me.

...*Louis J. Gale*...
Lieutenant

12 February, 1944

Statement of Piero CUTOLO, age 33, of
Chiatamore 65, Naples, a transport contractor,
who says:-

I was born and have lived all my life in Naples and for about fifteen years, up to the Allied Occupation, I was an agent for the principal Italian petroleum companies, including A.G.I.P., and during the course of my business owned and controlled eight trucks for carrying supplies of benzine. Shortly after the Allied Occupation I presented myself to Allied Officers including Major Strauss and Major Toscano, who told me that only military vehicles would be used for transporting benzine or gasoline. Consequently, I decided to convert my trucks into general goods vehicles and to go into business entirely on my own account as a transport contractor. Very soon afterwards I learned that all questions of transport ¹⁰⁵ were dealt with at the Allied Office at the Municipio under the control of Lieutenant DI ANTONIO and

Piero Cutolo

Page 2.

Continuation of Statement of Piero CUTOLO

an Italian named FORTE. The Neapolitan business men were surprised to see a man such as FORTE, a man of known disrepute and a criminal record over the past fifteen years, acting as the Allied Officer's right hand man. We found that the office of Lieutenant DI ANTONIO and FORTE controlled everything in relation to transport and all our dealings had to be done with them rather than the Consorzio di Trasporti. On 21st-22nd October, 1943, on instructions by letter from the Consorzio, I presented myself at the office of Lieutenant DI ANTONIO, where I was approached by FORTE who said, "CUTOLO, we want some money from you". I asked "Why?" and FORTE said, "Because Lieutenant DI ANTONIO wants it". Again I asked "Why?" and he said "Then Lieutenant DI ANTONIO won't give you any trouble and will give you protection". I asked how much money I would have to pay and FORTE said 10,000 lire. I must say that all this conversation took place outside DI ANTONIO's office from which FORTE had led me. Lieutenant DI ANTONIO was in his office when I went outside.

10/
Piero CUTOLO

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Continuation of Statement of Pedro COTOLO

with FORTE. However, I paid FORTE the ten thousand lire outside the office; he at once placed it in his pocket and went straight into Lieutenant Di ANTONIO's office. I waited outside and when he came out after a few minutes, I asked, "What did Di ANTONIO say?" because I naturally had doubts about FORTE. Then FORTE replied, "The lieutenant says that it is not enough" and went on to say that he had asked the lieutenant to be satisfied for the moment as this amount would be paid every month. I told FORTE that it was impossible for me to pay such an amount every month, and he replied, "We'll see!" Nothing further happened and I left the building. About a week later, approximately 3rd January 1944, I met FORTE in the street, at which time I knew that he no longer worked under the Allied Government. I asked him why he was no longer employed at the Municipio, to which he replied, "Well, they wanted to make me a regular employee, but I wanted to be free to do as I pleased." I asked

Piero Coto

Page 4

Continuation of Statement of Piero COTOLLO

him whether he was still seeing DI ANTONIO and he said, "Oh yes, I still see him and am on the best of terms with him". That was all the conversation and I have not seen him since. The first time I had any personal contact with Lieutenant DI ANTONIO was in the first week in December, 1943, when I had been instructed by the Consorzio to report at his office. Nothing special happened and he merely asked me questions as to how many trucks I had, their condition and the general nature of my business. I have since seen him several times on similar matters when nothing unusual transpired. Lieutenant DI ANTONIO has also visited my house for dinner, accompanied by FORTE, late in December, 1943. There were a number of my friends present and nothing of an unusual nature took place. The visit arose from DI ANTONIO having mentioned to me previously that he was looking for a place in which to live. I had an apartment above me, rented by Beronessa ZEZZA, who was ¹⁰² out of town. I have never visited FORTE's house, and the occasion I have just mentioned was the ~~first~~ ^{last} time.

D. 5

Page 5

Continuation of Statement of Piero Corro

only time DI ANTONIO has been in my house.

FORTE, however, visited me again, which visit I will speak about later in my statement.

The next time I saw DI ANTONIO, outside of his office, was when I visited him, having heard he was sick, at his house. This was on about

25th January, 1944 and I spoke to him whilst he was in bed. No other person was present —

during the discussion which took place between us, but when I first entered a Major (Medical)

was present and an American soldier but they left almost after about an hour when the

conversation was on general lines. After they left, I told Lieutenant DI ANTONIO that FORTE

had asked me to pay 10,000 lire a month for the lieutenant, and I asked DI ANTONIO whether

this was true. At the same time I produced from

my pocket an envelope which contained 10,000

lire. The lieutenant took the envelope, opened

it and gave an expression of surprise when he

saw the money inside, saying, "What ^{10?} is this for?" I replied, "It's because FORTE told

me that I have to pay you off." DI ANTONIO

Piero Corro

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Continuation of Statement of Piero COLOLA

then said, "I want to know what this is all about, I don't know anything about it". I then told him the story, as I have already told it in this statement, and I told him that I was not the only one, because the same thing had happened to Signor SCUDIERI. DI ANTONIO said that he wanted to talk to SCUDIERI and told me to bring him to his (DI ANTONIO's) house. I then said, "As you didn't receive the money, I am going to denounce FORTE to the Police." Lieutenant DI ANTONIO said, "No, don't do that. I'll take care of FORTE. If this is all true I will make him die of hunger". He also said, "How could you think that I would take money from FORTE when I am a secret agent of the United States." Then he said, "Come back to morrow with SCUDIERI" and I left the house. I then went to SCUDIERI, told him what had happened and that DI ANTONIO wanted to see him. The next day we went together to

Pierofortito

Page 7

Continuation of Statement of Piero Corbucci

DI ANTONIO's house at about 18 hours in the evening. He was alone in bed when we saw him and conversed with him. He immediately asked SCUDIERI, "How much money did you give to FORTE?" and SCUDIERI answered, "I gave him about as much as CORBUCCI gave him." Then DI ANTONIO repeated, "I am going to make this work out of hunger." Then SCUDIERI and I told him what we knew of FORTE's criminal past. DI ANTONIO then said, "I didn't know all that but I would like to know how it came about that this man was sent to me from the Consorzio and got into my office." At this juncture two young women entered the room, whom I cannot now identify. They spoke in familiar terms with DI ANTONIO, and I gathered that they were his fiancée and her sister. We asked to be excused and before we left DI ANTONIO told us not to mention a word to anyone about the matters discussed and that he would take care of FORTE. The next day SCUDIERI and I saw DI ANTONIO again at his house and asked.

Piero Corbucci

Page 8 -

Continuation of Statement of Piero CUTANO

whether he had taken any action against FORTE, or whether we should take the action. He said, "No, do nothing as I told you before. Keep your mouths shut and I will take care of FORTE." On the following day, which was a Sunday, 29th January, 1944, FORTE called at my house in the evening at about 6 pm and said to me "Why did you do such a foolish thing as to go to DI ANTONIO and speak about the money?" I said that I knew this because he (FORTE) had told me that I had to pay the Lieutenant 10,000 lire a month. He replied, "You have really put me in a mess." I then said, "How so I come in. Either it is true that you paid DI ANTONIO and the matter is between the two of you, or if you did not pay DI ANTONIO, then you must suffer the consequences." I then ended the conversation and sent him away. Only DI ANTONIO could have told him that SCUDIERI and I had visited the Lieutenant's house to talk about FORTE having taken 98 money. I had not mentioned the visit to anyone.

Piero Cutano

Page 9

Continuation of Statement of Piero CUBLO

but I do not think that SCUDIER
mentioned it. This statement has been
read over to me and it is true.

Piero CUBLO

STATEMENT of Joseph Di Antonio, 1st. Lieutenant, U.S. Army
A.G.O., who is :

17th February, 1944

Luigi FORTE was brought to my office late in October, 1943, by officials of the Consorzio di Trasporto, who had been called in for conferences. Among the officials were Professor Petrucci (who had recently been appointed Director of the Consorzio) and Signor Scatti (Chenab of Commerce). Also present at the conferences were Major Strauss and myself. I understood that he (Luigi FORTE) had been doing very good work for the Consorzio and had been working on requisitioning ^{confiscation} with several Carabinieri. As I had no help whatsoever in my office or for requisitioning ~~and~~ I therefore suggested that Luigi FORTE be employed directly under me at the Municipio. Throughout the time that he was subsequently working for me I was under the impression that he was on the pay roll of the Consorzio di Trasporto. He actually worked under me from about the last week in November, 1943 until shortly after Xmas, 1943. Early in January, 1944, however, I was "stuck" for trucks and I saw FORTE in the Giarone's Restaurant and asked him to get me 10 trucks and he later actually got me five. Shortly afterwards I received a telephone call from Captain Heath (G.I. - Region 3) telling me that it was desirable to sever all connections with FORTE owing ^{to} his penal record. This I did, and replied to Captain Heath by letter on 8-9th January, telling him that I had done so. Since then I have had no contact with

JDE

2

FORTE. After (about 2 or 3 weeks) of his working under me I wanted to put him on the A.M.G. payroll, and so I gave full particulars about him to Colonel DOHERTY to have FORTE vetted. About a further three weeks afterwards, a report on FORTE, showing his penal record, was sent into me by Colonel DOHERTY, and I at once told FORTE that, owing to his record, he could not be allowed to work under A.M.G. and I sent him away. Then I endorsed the report with the action I had taken and returned it to Colonel DOHERTY. The work which FORTE had been doing for me and which it had been agreed he should do, was the licensing of hidden cars and tyres. During the course of his employment he found two trucks (a three ton and a six ton) for requisitioning, about nine cars and about 40 tyres in good condition. That was his only job and he did not help me in anything else. During his employment nothing happened to arouse my suspicions as to his honesty. I have never heard that he used any office or had any business at any office away from the Municipio. I don't know much about FORTE's family, although I met his brother ^{wife & son} three or four times, in the street a couple of times, and twice in the office. He was said to have been a Captain in the Italian Army. I did not associate socially with FORTE but on occasions had lunch with him at Giacomini's. The letter which you have shown me, dated ⁹⁵ 10th January, 1944, is a copy of one which I received from Captain Karlik. About two days after I

JDE.

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received the letter I went to see Captain Heath and told him what I have already told you about FORTE. One evening, when I was in bed with influenza, CUTOLO, a transporter, called on me and handed me an envelope. When I opened it I found money inside and asked what it was for and he told me that FORTE came to him and asked him for 10,000 lire as a "regale" and that he (CUTOLO) was under the impression that it was to be paid every month. I asked CUTOLO if he had been given any favours through FORTE, and CUTOLO said "No". I then told him that he must have been fooled by FORTE and should have told me about it at the time when it happened. I told him that I could hardly believe what he had said and he then said that there were others and named another transporter - SCUDIERI. I told him to bring SCUDIERI along to see me and they came to my room the following night. I then questioned him and he told the same story as CUTOLO. They wanted him prosecuted and I told them that if what they had said was true, they could go right ahead and prosecute him. I told them that as far as FORTE had tried to involve me, that I would handle the matter my way. The procedure for civilians to apply for motor fuel was that they had to go to C.I.P. and complete an application form in duplicate, one of which remained with C.I.P. and one with A.M.G. (Army Transport Office). Actually the applicant left both forms with C.I.P., the application being both for licence and fuel ration - initial issue. A receipt would

JLW

4

then be given to them by C.I.P. and they would be asked to call back in four to five days. C.I.P. would then send both copies to my office. I would consider the application and if approved I would sign both copies, sending one back to C.I.P. with the pink petrol ration ticket and coupons attached, also signed. Both would bear also the official stamp. After the initial issue had been granted, any application for a supplementary issue had to be made by letter in duplicate through C.I.P. prior to the operation of the present system.

The only persons who were able to obtain motor fuel directly by approaching me personally were ^{and CUTOLO} transporters who worked specially for me - among them was SCUDIERI. In such a case, the issue of motor fuel in reasonable quantity would be granted automatically by me, knowing the work on which they were engaged. In such a case FOATE might, when I was very busy, be permitted to write out the necessary permit, ready for the official stamp and my signature, if he were in the office at the time. With regard to car permits dated 10th January, 1944, I must say that this was done in conjunction with Captain Fagan, the 10th being made the issuing day. There was no logical reason for it. When a person made application for a car permit, he was always issued with a receipt pending issue of the permit. He would have to hand back the receipt (usually bearing date of issue) to C.I.P. before receiving the car permit. In this way a man might apply on 12th January for a car permit. C.I.P. would give him a receipt bearing that date. Then C.I.P. would send the application

J.L.H.

5.

to me. I might not actually approve the application until 17th January 1944; then the permit would be issued showing the regular date 10th January 1944. The actual date of application can be taken from the receipt on the original application form. FORTÉ has no dealings with any of these car permits.

I have read this statement & it is true

Joseph DiAntonio
Capt. Inf.

February 17, 1944.

Statement taken down by me in the
presence of Lieutenant Col. F. Fick, U.S. Army.
Security Intelligence, A.C.C. Lewis R. Gale, Lieut

Security Intelligence Branch.
A.C.C.

ALLIED MILITARY GOVERNMENT
Headquarters, Naples City
MUNICIPIO

November 16, 1943

To Whom It May Concern:

1. Mr. Luigi Forte, officer of the Consorzio Autotrasporti Napoletano is an employee of AMG. Naples City, transportation office.
2. He is authorized to collect for the consorzio autotrasporti Napoletano and AMG., all abandoned cars, trucks or similar material, or any of these means or materials held illegally by other persons.
3. If needed, the officers of the Civil or Military police will give him their aid.

OFFICIAL:

Allied Military Government

Senior Civil Affairs Officer

A chiunque interessi:

1. Il Sig. Luigi Forte, funzionario del Consorzio Napoletano Autotrasporti, è impiegato presso l'Ufficio Trasporti del Governo Militare Alleato per la Città di Napoli.
2. Egli è pertanto autorizzato a raccogliere per il Consorzio Napoletano Autotrasporti e per il Governo Militare Alleato (AMG), tutte le automobili o autocarri abbandonati, nonché tutti gli automezzi arbitrariamente usati da altre persone.
3. Se necessario, i funzionari della Polizia Civile e Militare dovranno assisterlo nella sua attività.

OFFICIAL:

Allied Military Government

Senior Civil Affairs Officer

TRANSLATIONJUDICIAL FILE CABINET
(in free paper)

SUBJECT: Accusations against Forte Luigi.

The name FORTE Luigi
son of the late Pasquale and Pensa Amalia, born in Naples,
the 21 Nov. 1900.
His General Penal Certificate is requested.

CERTIFICATE
PROCURA DEL RE IMPERATORE AT THE NAPLES TRIBUNALE

We testify that our files shows that the above named record,
shows as follows:

- Pretore of Naples - (Judge of Peace) the 13 May 1924, fined
400.= lire for having hurt and wounded
some one.
- Tribunale Naples - (Court of Naples) the 26 June 1924, fined
60.= lire for smuggling alcohol.
- Corte Appel/Naples-(Court of Appeal) the 20 June 1927, fined
for 15.000.= lire three hundred and ninety
of fine more a tax of 7.000.= lire for
smuggling.
- Corte Appel/Naples- the 22 Feb. 1928, five months of arrest
for wounding some one.
- Corte Appel/Naples- the 22 Feb. 1935, 1 year 10 months and
15 days of prison and a fine of 202.321
lire, and a sum of 106.392,40 lire, for
having cheated and not paying a tax. He
also was fined of 2.000.= lire for smug-
gled alcohol. He was also accused of
not having paid a tax but was absolved
for unsufficient proofs.
- Corte Appel/Naples- the 19 Oct. 1939, one year of prison and
a fine of 2.000.= lire for altering alcohol
and cheating on taxes.
- Corte Appel/Naples- The 4 Dec. 1931, 5 months of prison and
500.= lire fine for stealing.
- Tribunale Naples - The 1 July 1932, declared bankrupt.
- Pretore of Naples - the 1 March 1935, 200.=lire fine for
violating art. 115 P.S.
- " " " - the 30 March 1935, 300.= lire fine for
violating art. 115 P.S.

Pretore of Naples - the 22 June 1935, 300.= lire fine for violating art. 115 P.S.
" " " - the 2 Dec. 1934, 300.= lire fine for violating art. 115 P.S.
" " " - the 4 Feb. 1935, 100.= lire fine for violating 115 P.S.
Tribunale Naples - the 15 March 1934, acquitted because the complaint was defective, he was accused for fraudulent insolvency.
Investigating Magistrate Naples - the 7 March 1933, did not proceed, with withdrawal of powers for simple bankruptcy.
Pretore of Naples - the 2 Dec. 1931, not possible to proceed because the penal action cannot be continued, for simple bankruptcy.
Tribunale of Salerno - the 26 June 1939, was acquitted for insufficient proofs for having taken things that were submitted for pawning.

Naples, 7 December 1943

jag/tp.

THE SECRETARY
sgd: illegible

HQ. AMC WASHINGTON CITY

Route Slip

No.	Date	To	From	Communication
	29 Dec. '43	Lt. Col. Austin's	Col. Boyle	Reference attached correspondence. Kindly act as discussed this evening. (Boyle) 
Complied with J. G. 12/30/43				88

2228

FROM Lt. B. Fielding, Public Safety Section. AMG. Naples City.

TO: Lt. Col. W. Doherty. C.A.P.O.

SUBJECT: FORTE Luigi. employed by AMG.

I attach herewith copy of a list of convictions recorded against the above named, who is identical with Luigi Forte, at present employed in the Transportation Office, AMG, Naples City.

Although this man may be a good worker he does not appear to be the type of man to be employed in an office of AMG.

B. Fielding, Lieut.

29th Dec. 1943.

Luis St Antonio.

Please have this dealt with
29/12/43 It would appear that a man with such
a record should not be an employee
of AMG. *W. Doherty*

CONFIDENTIAL

HEADQUARTERS
REGION 3, ALLIED MILITARY GOVERNMENT
APO 464, U.S. ARMY
OFFICE OF COMMISSIONER OF PUBLIC SAFETY

28 December 1943.

SUBJECT: AMG Civilian Employees.

TO : SCAC, Naples Province.

1. The attached certificate was referred to this office by Major Lewis, Transportation Section, AMG 5th Army, for confirmation, and relates to one di Forte, Luigi, di Pasquale e Penza Analia, born 21 November 1900 in Naples.

2. Against di Forte are recorded twelve convictions for unlawful wounding, smuggling, fraud and larceny, and in addition he appeared before the Court on three occasions in connection with bankruptcy. These convictions have been verified.

3. It is understood that a di Forte of the particulars as shown above is at present working in the Transportation section of AMG Municipio, Naples City, and it may be thought, in view of his general character, that he should not be allowed to continue employment.

By order of Lieut. Colonel KRABCE.

SJH/jb.
P.S.D.*Scalpwit*
[Signature]
2/12

Douglas H. Batson
DOUGLAS H. BATSON.
1st Lt., CMP.,
Act Asst Adjutant General.

HEADQUARTERS
REGION 3, ALLIED MILITARY GOVERNMENT
APO 464, U.S. ARMY
OFFICE OF COMMISSIONER OF PUBLIC SAFETY

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TO : SOAG, Naples Province

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By order of Lieut. Colonel KRABGE.

SJH/jb.
P.S.D.

DWB
DOUGLAS E. BATSON.
1st Lt., CMP.,
Act Asst Adjutant General.

ALLIED MILITARY GOVERNMENT
NAPLES PROVINCE
MUNICIPIO

SUBJECT: Mr. Luigi Forte

TO : Capt. Heath.

File No.

A. M. G. HQ. Naples

9 January, 1944

Sir:

In compliance with our telephone conversation on January 9, 1944. All contacts with Mr Forte have been severed as of this date.

Not knowing the status of the case as you wished it prior to our conversation by telephone, he was helping with the obtaining of transportation for me that was requested by Capt. Kline. But now he no longer has any connection with this office or any other office, with my complete knowledge of the case.

Any other information that I may be able to give you in reference to this case or any other, I am at your disposal at any time you may wish.

Joseph Di Antonio
JOSEPH DI ANTONIO

(1st. Lieut. Inf. (AMG)

Naples City, Transportation Officer.

JDA/

United States ~~CONFIDENTIAL~~
(Equals British ~~CONFIDENTIAL~~)
HEADQUARTERS
REGION 3, ALLIED MILITARY GOVERNMENT
APO 304, U. S. Army

Ref: G2/NC/57

10 January 1944

SUBJECT: LUIGI PORTI.

TO: S.O.A.G., Naples City.

Attention of:- Lieut. 91 Antonio, T.O.

1. Reference is made to your letter dated 9 January 1944 regarding Subject, with whom it is understood you have covered all contacts as from that date.

2. As you are already aware, Subject has a penal record and it is desired to clear up several points regarding his activities during the past few months and his connections with A.M.G. It is not clear whether he was in fact ever officially employed by, or on the payroll of, A.M.G. Your statement to the effect that he was employed by the "Consorzio Auto-Transporti Napolitani" does not appear to be correct if Sig. Franco of the C.A.T.N. in a statement to this G-2 yesterday, (following our telephone conversation), is to be believed.

3. It is obviously desirable to obtain reliable information as to his exact status as there are indications that he has been profiting by his connection with A.M.G. for his own personal gain. This matter is now being investigated and it is obvious that any information in your possession will be invaluable in confirming or refuting any allegations against his person.

A. E. Heath
A. E. HEATH,
Capt. I. C.,
G-2

Copy to:-
Public Safety, (Col. Francis)

United States ~~CONFIDENTIAL~~
(Equals British ~~CONFIDENTIAL~~)

I, the undersigned, ANTHONY ERIC HEATH, Captain, Intelligence Corps, 115030, Regional Security Officer, Public Safety, report the following:-

1. As a result of various information which had come into my possession, on 7 January 1944 I telephoned Lieut. DI ANTONIO at the Naples City Headquarters, Municipio, to inquire whether correspondence affecting a certain Mr. LUIGI FORTI had been seen by him and what action had been taken, inasmuch as Mr. FORTI was known to have a penal record. It was therefore very necessary that he, Lieut. DI ANTONIO, should sever all contacts with him. I added that I understood that these papers had been sent to his office by Public Safety, Region 3 Headquarters about 10 days before and I could not understand why, as had been reported, that Mr. FORTI was still in contact with A.M.G. He replied that he would endeavor to find the papers and shortly afterwards, called me up on the telephone to say that for one reason or another, these papers could not be traced. In answer to my inquiry as to whether his contacts with Mr. FORTI had been severed, Lieut. DI ANTONIO replied that in fact, Mr. FORTI's activities had ceased some time in December but he could not recall the exact date. I pointed out to him that he and Mr. FORTI had been seen lunching together at Giacomino's Restaurant a day or so prior to our conversation. Lieut. DI ANTONIO said that he now understood what was meant by severing all contacts and that from that date, i.e., 9 January 1944, he would cease all relations with Mr. FORTI.

2. On 10 January 1944, I received from Lieut. DI ANTONIO, the letter produced and dated 9 January 1944. In reply, I sent a letter to Lieut. DI ANTONIO dated 10 January 1944, carbon copy of which is produced.

3. Some days passed-I do not recollect the exact date, before I saw Lieut. DI ANTONIO who came into my office to explain some of the activities in which he had been engaged and in particular, his connections with a certain Lieut. FITCHDALE whom, he informed me, he had been instrumental in arresting as a result of an inquiry by a certain woman with whom FITCHDALE had made a contract. He produced the original contract which I read and returned to him. We discussed certain matters relative to black market activities generally and apart from one or two telephone conversations relating to activities concerning a firm operating in the Castellammare di Stabia area, no further contacts were made officially with him.

4. The next official reference made to Mr. FORTI was on 14 January 1944 when I found a statement and documents addressed to me by Lieut. DI ANTONIO and which I produce. Incidentally, Lieut. DI ANTONIO confirmed the receipt of the above mentioned letter in a telephone call at approximately 1000 hours on 14 February 1944.

14 February 1944.

Naples,
Region 3 HQ.
Allied Military Government

Anthony Eric Heath

HEADQUARTERS.
ALLIED CONTROL COMMISSION.
Security Intelligence Section.

15th February, 1944.

Lt. Col. Stephen J. BORG says:-

I am now Assis-tant S.C.A.O. Naples Province, with an office in the Municipio. I was acting S.C.A.O. , Naples City, from about 15th December, 1943, to about 2nd January, 1944, with no regular assignment. Prior to 15th December, 1943, I had heard that there was some one undesirable working in the Transportation Office. He was an Italian civilian, whose name I did not know at the time.

Towards the end of December, 1943, I was shown a report signed by Lt. Douglas Batson, dated 28-12-43, attached to which was a copy of the criminal record of Luigi Forte. Although this is dated 28th December, 1943, it did not reach me until 29th December, 1943, and on receipt of which I sent for the Transport Officer, Lt. Di Antonio. It was about 5-0pm in the evening.

~~At the time I had Lt Batson's report in my hand.~~ I asked Lt. Di Antonio what he knew about Forte. He replied that he knew Forte had not a clean sheet, but he implied that he did not consider Forte's convictions bad enough to outweigh the good work Forte had done in the office. (Transportation)

I told Di Antonio that in spite of all the good work done by Forte, he would have to be discharged at once as we could not employ a man with such a record in the office.

I did not know that Forte was not on the pay roll of Region 3. Also, I did not know in what capacity Forte was employed in the Transport Office. I have never interviewed Forte and do not know him by sight.

The next day, 30th December, 1943, Lt. Di Antonio returned to my office with the file duly endorsed, "Complied with", in red pencil. He handed me the file.

This statement has been made to the best of my recollection owing to the lapse of time, and owing to the fact that once Forte was dismissed, and I had records of the action taken, the matter was entirely dismissed from my mind.

Lt. Colonel.

2235

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CONFIDENTIAL

FORT 1 LW1G1

VOL II

2236

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

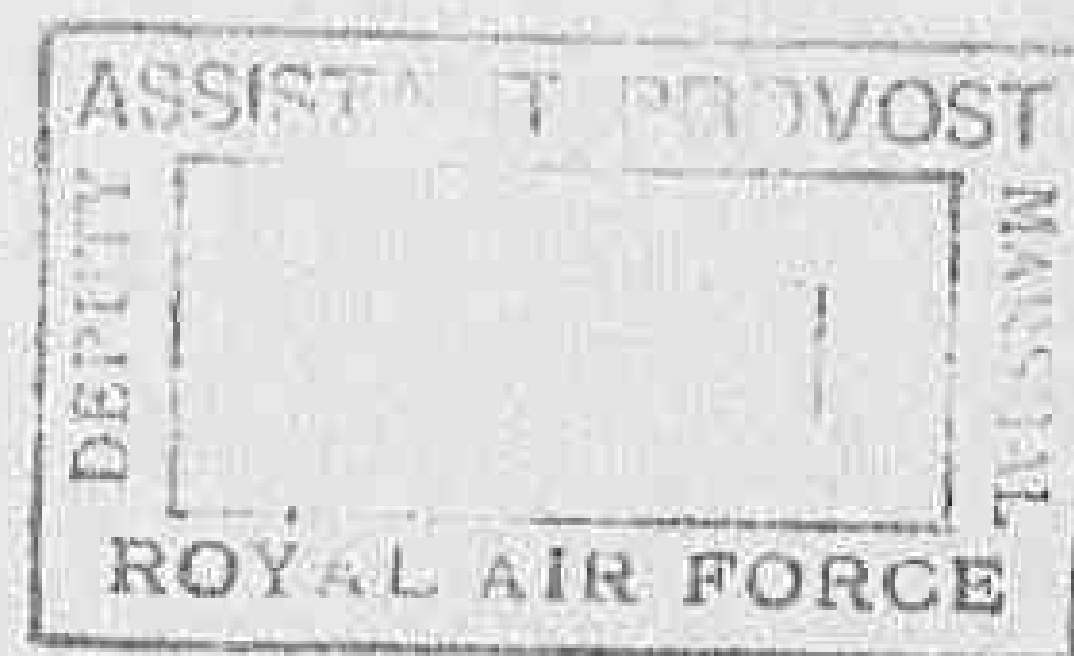
FORT / LUG-1

VOL III

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25.1.44.

Attached reports from the office of D.A.F.M. RAF. Naples.



From:- W.O. Hillierby, R.
R.A.F. Police, Naples.
To:- D.A.F.M., R.A.F., Naples Area.

Subject:- ROMA 1-1939.

Sir,

At Naples, on the 24.1.44, at 1200 hours. I was on duty at Police H.Q. when Mr. Guido Tabire, of 194, Via Luracchia, reported to me with a valid A.M.G. Pass dated 10.1.44 for the above-mentioned vehicle.

This vehicle had been impounded on the 21.1.44 by Cpls. Lubbock and Baker for not having a valid A.M.G. Pass.

In view of the fact that it was the request of A.M.G. that we co-operate in rounding up all cars running about Naples with expired passes I consider that it is a waste of time if and when cars are impounded that the owner can return in two or three days time with a pass back-dated to the 10.1.44; this has happened on two or three occasions, the Passes having been signed Joseph De Antonio, Lt., U.S.A. (A.M.G.).

In the Field.
24.1.44.

..... E. Hillierby W.O.
R.A.F. Police.

(PV.)

From:- Cpl. Lubbock.L RAF. Police.

To:- D.A.P.M. RAF. Naples.

Date:- 21.1.44.

Subject:- Impounding of Fiat Roma 3. 1939.

Sir,

At Naples on the 21.1.44 at 10.15 hours I was on duty in Via Roma accompanied by Cpl Baker. RAF Police.

I checked the above vehicle driven by Adolphe Barozzi, 192 Via Tarraccio, Naples.

The pink slip on the windscreen showed that date of expiration was 31.12.44.

The driver ~~XXXXXX~~ of the car stated he was not the owner, and that it was owned by Guido Fabiro, 192 Via Tarraccio, Naples.

I instructed the driver to take the car to the RAF Police HQ where it was impounded.

I have nothing further to report.

In the Field.
21.1.44.

L.F. Lubbock. Cpl.
RAF. Police.

To:- Captain FIELDERS,
Security Intelligence,
A.C.E.

From:- Regional Security Office, Region 3 HQ. AMG

Subject:- Luigi FORTI

Herewith translations of 2 statements
by Messrs Luigi FORTI and Giuseppe GIOTTARI for
your information & action.

Please advise me as to what action
is taken & the results.

A. Heath
Capt. I.C.

9th February, 1944.

*Translation*T R A N S L A T I O N

30 January 1944

SUBJECT: FORTI Luigi

TO: G-2, HQ, Region 3, A.M.G.

Denounce^{ment} against Luigi FORTI, son of the late Pasquale and of Amalia Penza, born in Naples 21 November 1900, a motor-car-dealer, domiciled at No. 18 Viale Regina Cristina di Savoia, convicted of theft with aggravating circumstances (abuse of confidence) Art 624 and 625 of C.P.C., and for counterfeiter of documents Art 468 C.P.C.

On 29 October 1943, the undersigned was on duty at the "Consorzio Recupero Autoveicoli e Materiale Automobilistico" (Motocars-Salvage Syndicate), located at Piazza dei Martiri and was sent by the technician of the above-mentioned Syndicate to have a search around Via S. Mattia 57 (Sez. S. Ferdinando), because in one of the garages was assumed to be a stolen car, namely a Fiat 500; he went to the garages concerned and found there three cars, but everything was in order and there were no stolen cars. The day after he returned on the spot to see a certain taxi-driver, named Giuseppe Bognanni, because he wanted to inform himself whether or not there was in his garage the stolen car. The following morning Bognanni opened up his garage and there was a Fiat 500 with the following licence and registration numbers: engine N.093162, dynamo N.89015. The car was minus its licence-plate and log-book. He thereupon requisitioned the said car and assigned it over to the Syndicate in lieu of Bognanni producing the documents concerned. From the 30 of the month, the undersigned did not return to the Syndicate, because he was on duty at Pastrengo barracks and elsewhere outside. On his beat he had several occasions to note the mentioned Fiat, being driven around by the said Luigi Forte. The car was equipped with a licence-plate, bearing the number NA32369 and an A.M.G. pass on the windscreen. Owing to the circumstances, either to speed or traffic impeding him, he never had the chance to stop him. After 20 more days, he again noticed this car, this time bearing another licence-plate with NA 31532. At

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the end of the month, he took over again his duties at the "Consorzio" where he verified that the licence-plate NA 31532 was the licence-plate of a small F.521, belonging to the Firm Savastano.

I, "brigadiere" Giuseppe Giuttari, confirmed this information to the American Lieutenant of the Transport-office, in the presence of the said Luigi Forti, who was being employed by the A.M.G. In fact this is what Forti had accomplished: he had had the car requisitioned by A.M.G. and also had himself employed as the driver, anticipating that the day would come with the moving up of the front and A.M.G. going further north, and on dispensing with his services the said car would remain in his possession. Proof of my bringing this charge is that Forti, when accused with having a false number-plate, replied that it was not so because the car belonged to the Firm Savastano and, if the pass was not made over to this said Firm the reason was, according to Forti, that the representative of the Savastano Firm was not in Naples. Forti was so convincing and subtle that the American Officer believed him in all good faith and terminated the affair by saying it was all cut and dried with the A.M.G. and the car was requisitioned. Forte was employed by A.M.G. up till the first of this month, when, with the usual check up it came to light that Forti had been convicted for bankruptcy and contravening the spirit acts. It was also recorded at the Military Tribunal that Forti was charged with stealing from the German Navy 20 barrels of Kaffa and 10 barrels of heavy oil, with the assistance of seven other persons. Also his private life is one of mystery. This case has been considered with meticulous care and attention by the English Civil Allied Police, a particular Lieutenant Fielding, who is firmly impressioned and convinced that this car has had numerous change over of licence plates. This is born out by the numerous coats of paint and brasing of numbers by stencil. In various occasions, when asked whom the car belonged to, he replied that he was the owner. Taking all the above-mentioned facts, the undersigned requested Forti to appear to the Police-Office in the presence of the English Lieutenant and himself. The attached note is a statement by Forti after the interview which will show that Forti has since made modifications. It is opinion of the automobile trading people that Forti is also a stolen-car-dealer.

The undersigned reserves the right to hold himself in readiness to supply any further information that may come to light, concerning Forti.

Translation

The undersigned Forte Luigi, son of the late Pasquale and of Amalia Pensa, born in Naples on 21 November 1900, motor-lorry dealer, residing at Viale Regina Maria Cristina di Savoia 18, in the presence of Brigadiere Giuseppe Giuttari in the service of Civil Police of A.M.G. of Naples, declares the following statement:

One day, at the end of last October, precise date I cannot recall, I was working in my capacity of technician with the Syndicate for the salvage of cars-lorries-materials. Being the Brigadiere Giuseppe Giuttari on duty in that area, I sent him to a garage in Via S. Mattia 57 to recover any cars in there that were stolen. I notified the Brigadiere of the existence of these cars, because I had received an anonymous letter about them. The Brigadiere the next day brought to the Consorzio the car in question F.500, without licence plate and log book. When this car was delivered I was not there. Previously I was the owner of a small lorry, which had been taken by the Germans on the Casavatore Road the 8-11-1943; this lorry bore the number-plate NA 32369; as stated I had lost my lorry, but had acquired another one for the Consorzio, a Fiat 1100. I had the authority to use for this lorry the number plate NA 32369 and it was requested for this lorry the pass to be able to work in the urgent periods for the "Consiglio di Economia". The "Consorzio" handed this lorry over to the Italian Forces to the charge of a captain Miraglia, adjutant to S.E. Basso, who signed a receiving note, which is now in possession of the Consorzio. The licence plate was then taken off this lorry and attached to the Fiat 500, recovered by the Brigadiere. In the meantime I was engaged by the Allied Command, Palazzo S. Giacomo, in the same work of salvaging and I also saw to it that the Fiat 500 was handed over to Lieutenant Di Antonio, along with another lorry of the make of Citroen, without a licence-plate, which had been left by the Germans. The car and lorry were deposited at Palazzo Municipio.

After a few days, I found a log book, with the registration number NA31532, intestated to the Savastano Firm (Glove-firm), located in Via Arenaccia 106. Thinking that it was the book belonging to the Fiat 500, I had the licence-plate adopted to the Fiat 500. The Lieutenant Di Antonio drew up the requisitionary documents and kept the book, because nobody was sure of the owner. But he authorized me to get a

pass in my name, for reasons of my working with A.M.G. After I left A.M.G., the car in question was left in the possession of A.M.G. and was assigned to an American Officer whose name I do not know. During the time I was employed by the "Consorzio" and A.M.G. I have not received any salary. When I was accused by the "Brigadiere", in the presence of Lieutenant Di Antonio, about the end of November, about changing the licence-number NA 32369 for licence-number NA 31532, I justified myself by stating that the car belonged to the Glove Firm of Savastano, producing a log-book, of which the Brigadiere Giuseppe Giuttari took all details. I do not know who has changed the numbers under the bonnet where the engine numbers and chassis numbers were noted, that should have corresponded with the numbers in the log book. In my presence, this was not challenged. I am not concerned with the licence now on this car, because it is about 20 days since I last used it and even when I was using it, it was also being used by other people. Nothing else to add.

Trans. Dept. B.S.

Napoli, 28 gennaio 1944.
(signed) Luigi Forti

Richiesta di un permesso di circolazione per autoveicolo
e di rifornimento di carburante

PROVINCIA DI (Province of) **Napoli** **COMUNE di (Commune of)** **Napoli**

Nome e Cognome del richiedente (<i>Name of applicant</i>)	ING. GUIDO FABBRI		
Nome della Ditta o Società (<i>Name of firm if any</i>)	Direttore della C.I.S.A. VISCOISA		
Indirizzo (<i>Address</i>)	Via Traccia, 192 = NAPOLI =		
Tessera di identità (<i>Identity card</i>)	N.º	UNUCI 127919	Targa del veicolo (<i>Licence No.</i>) 31939 Roma
Fabbrica (<i>Make</i>)	FIAT-514	Potenza (<i>H P.</i>)	16
		Portata (<i>Capacity</i>)	posti 4

Con la presente richiedo un permesso di circolazione allo scopo di — in dettaglio — (*Request for circulating permit and purpose*): per trasporto persone, compreso il richiedente, per riorganizzazione e sistemazione dello Stabilimento, già munita del PASS dell'AMG N. 2023 rilasciato a Napoli.

Il permesso si richiede per Napoli e Provincia.

Richiedo inoltre per un mese il rifornimento di (cancellare il prodotto non desiderato) e	50 4	litri di Benzina/ Gasolio litri di Oli lubrificanti.
<i>(Request is also made for one month's supply of (strike out product not applicable) and for</i>		<i>liters of Petrol/Gasoil liters of lubricating oils)</i>

Authority is hereby given for the issue of 3
 Liters of petrol, liters of gasoil
 against permit No.....

Signed _____
(Issuing Authority)

Io qui dichiaro che il suddetto autoveicolo sarà usato solamente per gli scopi indicati e ch. qualsiasi infrazione alle condizioni e norme del Governo Militare. All'atto dal quale mi verrà rilasciato il permesso, mi renderà passibile di multa o imprigionamento, o che il mio permesso sarà revocato e il mio autoveicolo sarà confiscato.

Data (Date) 27 Dicembre 1943

I hereby declare that the above mentioned vehicle will be used solely for the purpose stated and that any

(Application for motor vehicle circulating permit and fuel supplies)

PROVINCIA DI (Province of) Napoli COMUNE di (Commune of) Napoli

Nome e Cognome del richiedente (Name of applicant) ING. GUIDO FABBRI
 Nome della Ditta o Società (Name of firm if any) Direttore della C.I.S.A. VISCOSA
 Indirizzo (Address) Via Traccia, 192 = NAPOLI =
 Tessero di identità (Identity card) N.° UNVCI 127919 Targa del veicolo (Licence No.) 31939 Roma
 Fabbrica (Make) FIAT-514 Potenza (H.P.) 16 Portata (Capacity) posti 4
 Con la presente richiedo un permesso di circolazione allo scopo di — in dettaglio — *(Request for circulating permit and purpose):* per trasporto persone, compreso il richiedente, per riorganizzazione e sistemazione dello Stabilimento, già munita del PASS dell'AMG N. 2023 rilasciato a Napoli.
Il permesso si richiede per Napoli e Provincia.

Richiedo inoltre per un mese il rifornimento di 50 litri di Benzina/Gasolio
 (cancellare il prodotto non desiderato) e 4 litri di Oli lubrificanti.
(Request is also made for one month's supply of
(strike out product not applicable) and for
liters of lubricating oils).

Authority is hereby given for the issue of 25
liters of petrol. liters of gasoil
 against permit No. 124
 Con la presente si autorizza ritirare litri di benzina, litri di gasolio come
 da permesso di circolazione N.

Signed [Signature] Firma [Signature]
 (Issuing Authority)

Io qui dichiaro che il suddetto autoveicolo sarà usato solamente per gli scopi indicati e che qualsiasi infrazione alle condizioni e norme del Governo Militare Alleato dal quale mi verrà rilasciato il permesso, mi renderà passibile di multa o imprigionamento, o di entrambi, e che il mio permesso sarà revocato e il mio autoveicolo sarà confiscato.

Date (Date) 27 Dicembre 1943

C.I.S.A. VISCOSA
 STABILIMENTO DI NAPOLI

Firma

Firma

I hereby declare that the above mentioned vehicle will be used solely for the purposes stated and that any violation of the Allied Military Govt. conditions and regulations on which this license is issued will render me liable to fine or imprisonment or both, cancellation of my permit and confiscation of my vehicle or vehicles.

NOTE: — Per solo uso di ufficio (For office use only comments and recommendations)

La presente richiesta è in triplicato: una copia per A. M. G., una copia per G. I. P.

FORM PER-Form. No. 1

This application to be made in duplicate, one copy for A. M. G., one copy for G. I. P.

Mod. 7 c

1000 - 1 - 9 - 1943

CONSIGLIO PROVINCIALE DELL'ECONOMIA
CHAMBER OF COMMERCE AND INDUSTRY

Naples, January 19th 1944

SUBJECT : Motorpass for automobiles.

TO : Lt. Joseph Di Antonio, Transportation Officer,
AMG Municipio, Naples.

1. Mr. Fabbri, Manager of the CISA VISCOSA (most important factory of artificial silk) has forwarded request for a pass for his car, as per receipts Nr. 3691 and 3601, of December 28th.
2. The CISA VISCOSA had part of their plants destroyed and they are reconstructing the factory. The above mentioned cars are needed very urgently.
3. Will you please issue the requested pass for Naples city and Province as soon as possible.

CONSIGLIO PROVINCIALE
DELLA ECONOMIA

R. SCOTTI
MANAGER.

No. 3691 + 3601

GOVERNO MILITARE ALLEATO
ALLIED MILITARY GOVERNMENT

PERMESSO DI CIRCOLAZIONE PER AUTOVEICOLO
MOTOR VEHICLE CIRCULATING PERMIT

Provincia di (Province of) Napoli A/N.° 18591
Comune di (Comune of) Napoli NUMERO DEL PERMESSO
Nome e cognome del titolare (Name) Fabbri Guido (Lisa Viora) Number of permit
Indirizzo (Address) Via Garibaldi a Capodoglio n. 199
Numero di targa (Reg. Licence No.) 31999 RO Fabbrica (Make) Fiat 511k
Potenza (H. P.) 16 Portata (Capacity) 2
Il permesso scade (Data) il 29-2-1944
Permit expires (Date) 10-1-1944
Data emissione (Date Issued)
OFFICIAL
Allied Military Government
Signed - Issuing Authority

ALLIED MILITARY GOVERNMENT

AUTORIZZAZIONE PER L'APPROVIGIONAMENTO DI PRODOTTI PETROLIFERI
(Authority for supplies of petroleum products)

Provincia di (Province of) Alghero **BENZINA (Petrol)**
Comune di (Commune of) Alghero **OLI LUBRIFICANTI (Lube)**

AL - (10)

Nome e Cognome (Name) ...
Indirizzo (Address) ...

Con la presente si autorizza a ritirare 500 litri di BENZINA e 10 litri di Oli lubrificanti per il periodo 10-1-1944 come da PERMESSO DI CIRCOLAZIONE N.° 1000000 emesso per l'Autoveicolo con Targa N.° 1000000.

Tagliandi per il suddetto quantitativo sono attaccati alla presente e questi debbono essere staccati *esclusivamente* dal fornitore del carburante al momento della consegna. I tagliandi validi dovranno essere staccati a cominciare dal fondo, da sinistra a destra ed i rimanenti tagliandi saranno annullati. Questa autorizzazione insieme con i tagliandi non usati e quelli annullati dovrà essere restituita al momento del ricevimento della nuova autorizzazione per il periodo successivo.

(Authorization is hereby given for the issue of liters of PETROL and
liters of tube oil for the period of
issued to vehicle License No.
Registration No.
against CIRCULATING PERMIT No.

(Coupons for the above stated amount are attached hereto and same may only be detached by the petroleum supplier at time of issue or delivery. Valid coupons will count from left hand corner and balance of the coupons will be marked cancelled. This authorisation together with the unused coupons must be returned at the time of receipt of the authorisation for the succeeding periods.)

For Signature of Civil Affairs Officer
 NAIK'S PROVINCIAL OFFICER

[illegible]

11-10-11

Con la presente si autorizza a ritirare 90 litri di BENZINA e
Oli lubrificanti per il periodo 10-11-1968 come da PERMESSO DI CIRCOLAZIONE
N° 113480 emesso per l'Autoveicolo con Targa N° 108080.

Tagliandi per il suddetto quantitativo sono attaccati alla presente e questi debbono essere staccati *esclusivamente* dal fornitore del carburante al momento della consegna. I tagliandi validi dovranno essere staccati a cominciare dal fondo, da sinistra a destra ed i rimanenti tagliandi saranno annullati. Questa autorizzazione invia a n. 11.

Questa autorizzazione insieme con i tagliandi non usati e quelli annullati dovrà essere restituita al momento del ricevimento della nuova autorizzazione per il periodo successivo.

(Authorization is hereby given for the issue of liters of PETROL and
liters of lube oil for the period of months.)

issued to vehicle License No. Registration No.

(Coupons for the above stated amount are attached hereto and same may only be detached by the petroleum supplier at time of issue or delivery. Valid coupons will count from left hand corner and balance of the coupons will be marked cancelled. This authorisation together with the unused coupons must be returned at the time of receipt of the authorisation for the succeeding periods.)

Signed _____
NAILES, PROVINCE, SAULING OFFICER

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GOVERNO MILITARE ALLEATO
ALLIED MILITARY GOVERNMENT

Richiesta di un permesso di circolazione per autoveicolo
e di rifornimento di carburante

(Application for motor vehicle circulating permit and fuel supplies)

PROVINCIA DI (Province of) Napoli COMUNE di (Commune of) Napoli

Nome e Cognome del richiedente (Name of applicant) Fabrizio Pina

Nome della Ditta o Società (Name of firm if any) CISA - Roma

Indirizzo (Address) Via Tracina di S. Giovanni 180 - Napoli

Tessera di identità (Identity card) No. Uomini 124919 Targa del veicolo (Licence No.) 31989 RL

Fabbrica (Make) FIAT 500 Potenza (H. P.) 16 Portata (Capacity)

Con la presente richiedo un permesso di circolazione allo scopo di - in dettaglio - (Request for circulating permit and purpose): inviare per la consegna materiale del mio stabilimento

Richiedo inoltre per un mese il rifornimento di 150 litri di Benzina (Gasoline)

(cancellare il prodotto non desiderato) o 5 litri di Oli lubrificanti

(Request is also made for one month's supply of

(strike out product not applicable) and for

Authority is hereby given for the issue of 80

Liters of petrol, liters of gasoil

against permit No.

Signed

(Issuing Authority)

Con la presente si autorizza ritirare
litri benzina, litri di gasolio come
da permesso di circolazione N.

Firma

my undersigned

Io qui dichiaro che il suddetto autoveicolo sarà usato solamente per gli scopi indicati e che qualsiasi infrazione alle condizioni e norme del Governo Militare Alleato da parte mia o di qualsiasi altro mio rappresentante, o di entrambi, o che il mio permesso sarà revocato e il mio autoveicolo sarà confiscato.

Data (Date)

Firma

Il richiedente

I hereby declare that the above mentioned vehicle will be used solely for the purposes indicated and that any violation of THE ALLIED MILITARY GOVT. conditions and regulations governing this license is itself will render me liable to fine or imprisonment or both, and that my permit and confiscation of my vehicle or vehicle

APPROVED

PROVINCIA DI (Province of) Napoli COMUNE di (Commune of) Napoli

Nome e Cognome del richiedente (Name of applicant) Fabrizio Pini
Nome della Ditta o Società (Name of firm if any) ISA - ROMA
Indirizzo (Address) Via Traversa di S. Giovanni 120 - Napoli
Tessera di identità (Identity card) N.º Uomini 127912 Targa del veicolo (License No.) 91983 RL
Fabbrica (Make) Fiat 514 Potenza (H. P.) 16 Portata (Capacity)

Con la presente richiedo un permesso di circolazione allo scopo di — in dettaglio — (Request for circulating permit and purpose): violare per la consegna in un punto vicinissimo del mio stabilimento

Richiedo inoltre per un mese il rifornimento di: 150 — litri di Benzina (Gasoline)
(cancellare il prodotto non desiderato) o 5 — litri di Oli lubrificanti.
(Request is also made for one month's supply of) liters of Petrol (Gasoline)
(strike out product not applicable) and for liters of lubricating oils

Autorità is hereby given for the issue of 90 Con la presente si autorizza ritirare
Liters of petrol liters of gasoline litri benzina, litri di gasolio come
against permit No. 90 da permesso di circolazione N.º 90

Signed [Signature] Firma my undersigned
(Issuing Authority)

Io qui dichiaro che il suddetto autoveicolo sarà usato solamente per gli scopi indicati e che qualsiasi infrazione alle condizioni e norme del Governo Militare Alleato dal quale mi verrà rilasciato il permesso, mi renderà passibile di multa o imprigionamento, o che il mio permesso sarà revocato e il mio autoveicolo sarà confiscato.

Date (Date) _____ Firma [Signature]
Il richiedente

I hereby declare that the above mentioned vehicle will be used solely for the purpose stated and that violation of the ALLIED MILITARY GOVT. conditions will render me liable to fine or imprisonment or that my permit and confiscation of my vehicle or vehicles.

NOTE: — Per solo uso di ufficio (For office use only comments and recommendations)

La presente richiesta è in triplicato: una copia per A. M. G., una copia per G. I. P.

Form. Pet.-Fura. No. 1

This application to be made in duplicate, one copy for A. M. G., one copy for G. I. P.

10

13X - 1001 - 10000

- 1 - Tisbe Nicodemi fu Cherubino - Piazza Dante 164 - Fiat 24578 NA - HP 12
4 persone-
- 2 - Cpnte Domenico Dentice di Accadia - Riviera di Chiaia I85 - Fiat 22589NA
HP I9 - 5 persone
- 3 - Forte Maria - Via Filippo Maria Briganti 34- Bianchi 28I96NA- Sei posti -
- 4 - Cervizzi Vincenza - Via S. Maria del Pozzo 15- Fiat 68I3 NA- HP 16-6 posti
- 5 - Boffe Carmine - Via Panti Rossi 8 - Napoli - Lancia - 23040 NA- HP 14-
4 Posti-
- 6 - Luisa Barbato Ursumando - Via Renato Lordi 28 - Vomero- Fiat 1500- HP 20
NA 22782 5 persone-
- 7 - Grassini Vincenzo - Via Piedigrotta 16 - Lancia - 3I776 NA- HP 15- 6 po-
sti-
- 8 - Aversa Ida - Via Mariano Semmola 68 -Lancia -14406 NA - HP I9-
- 9 - Pasquale Lipardi - Corso Garibaldi 340- NA 22172- Fiat 1500 -Hp 19-4 posti
- 10- Francesco Garofalo fu Michele- Corso Vittorio Emanuele I8-24333 NA-
Lancia Aprilia - 4 persone-
- 11- Avitabile Concetta - Via Nuova Pizzofalcone 45 - 16446 NA- Fiat 503 -
6 persone-
- 12- Gervasio Giovanni - Via Foria 258 - 160I4 NA- Fiat HP 16- 6 posti

13- Pesqualina Tramontano - Corso Meridionale 47- 22100 NA- Lancia - 4 persone-

14- ~~Esposito Tubelli~~ - S. Antonio Abate 11- 28289 NA- Lancia - *90 Papanti*
14- ~~Esposito Tubelli~~ - S. Antonio Abate 11- 28289 NA- Lancia -
15- Domenico di Marzio - Riviera di Chiaia 44 - Fiat 616I NA- 6 persone- *Hand by Navy*
15- Mattia Nicola ~~2~~ Corso Umberto 1° 284- Fiat 1590I NA- 4 posti
16- Rag. Lavy Antonio - Viale Michelangelo 24- 25866 NA- Fiat 508- 4 posti-
17- Di Donato Raffaele - Corso Umberto 1° 411- 19518 NA- Lancia Artena -
18- *(correct Entry NE 359)*

19- Salvatore del Vecchio - Via Milano IC3 -2I87 CZ. Tiat 508 posti 4-
20- Vincenzo Raia - Via Conceria al Carmine 20- Lancia - 6 persone 239I4 NA
21- Mario Sorrentino - Via Satriano 5 - Lancia 264I5 NA-
22- Ufficio Prov.le della Zootecnica - Lancia Augusta --NA 3I778 -

HP 19 - 5 persone

- 3- Forte Maria - Via Filippo Maria Briganti 34- Bianchi 28I96NA- Sei posti -
- 4- Cervizzi Vincenza - Via S. Maria del Pozzo 15- Fiat 68I3 NA- HP 16-6 posti
- 5- Boffe Carmine - Via Panti Rossi 8 - Napoli - Lancia - 23040 NA- HP 14- 4 Posti-
- 6- Luisa Barbato Ursumando - Via Renato Lordi 28 - Vomero- Fiat 1500- HP 20 NA 22782 5 persone-
- 7- Grassini Vincenzo - Via Piedigrotta 16 - Lancia - 3I776 NA- HP 15- 6 posti-
- 8 - Aversa Ida - Via Mariano Semmola 53 -Lancia -14406 NA - HP I9-
- 9- Pasquale Lipardi - Corso Garibaldi 340- NA 22172- Fiat 1500 -Hp 19-4 posti
- IO- Francesco Garofalo fu Michele- Corso Vittorio Emanuele I8-24333 NA- Lancia Aprilia - 4 persone-
- II- Avitabile Concetta - Via Nuova Pizzofalcone 45 - 16446 NA- Fiat 503 - 6 persone-
- 12- Gervasio Giovanni - Via Foria 258 - 160I4 NA- Fiat HP 16- 6 posti

~~13- Pasqualina Tramontano~~

- 13- Pasqualina Tramontano - Corso Meridionale 47- 22I00 NA- Lancia - 4 persone-

~~14- Espedito Tubelli~~

- 14- Espedito Tubelli - S. Antonio Abate II- 28289 NA- Lancia - 4 persone-

- 15- Domenico di Marzio - Riviera di Chiaia 44 - Fiat 6I6I NA- 6 persone-

- 15- Mattia Nicola - Corso Umberto I° 284- Fiat 1590I NA- 4 posti

- 17- Reg. Lavy Antonio - Viale Michelangelo 24- 25866 NA- Fiat 508- 4 posti-

- 18- Di Donato Raffaele - Corso Umberto I° 4II- I95I8 NA- Lancia Artena - 6 posti -

- 19- Salvatore del Vecchio - Via Milano IO3 -2I87 CZ. Fiat 503 posti 4-

- 20- Vincenzo Raia - Via Conceria al Carmine 20- Lancia - 6 persone 239I4 NA-

- 2I- Mario Sorrentino - Via Satriano 5 - Lancia 264I5 NA-

- 22- Ufficio Prov.le della Zootechnia - Lancia Augusta -NA 3I778 -

- 23- Ing. Varone Alberto - della S.A.F.A. Via Foria 76- 244I5 NA- Fiat - 4 persone-

- 24- Pino Degni - S. Pasquale a Chiaia 84- 2I688 NA- Fiat - 4 persone-

- 25- Viola Severino- Via Marina Nuova I50- 1224I NA Fiat - 4 posti

4 VIA NICOLA TRAMONTANO NO 14.

23. Acquisito ed by AMG, no. 10/10/1989

Re. SALVATORE RITONDALE.

The following is a complete report of what I know of Lt. Ritondale, and his activities, up until the time I had placed him under arrest.

Early in November, sometime near the 15th of the month, it was brought to my attention by a civilian, namely Luigi Forte, who was at the time working for the Auto Transpotti Napolitano, that there was a Lt. of the Italian army, who was using six (6) army trucks to haul foodstuffs into town at ridiculous prices. We tried to locate the Lt. but were not very successful. But a few weeks later, I was called into the office of Lt. Amoruso, and he presented me to Lt. Ritondale and an Italian major. I had spoken of the officer in question many times to Lt. Amoruso, and therefore, when Ritondale went to see Lt. Amoruso, he called me in.

I then commenced to question Ritondale about the six trucks that he had in his possession, his answer was, that when the Italian army officials that were his superior fled when the fighting between them and the Germans, they, meaning Ritondale and the men and junior officers under him, numbering fifty four (54) being stranded, and left alone to fight things out, finally succeeded in recovering these six trucks that according to Ritondale at the time were not Italian army trucks, but recaptured civilian trucks. He, Lt. Ritondale stated further that being they had families to keep, went to the Alimintation people and put the trucks at their disposal for hauling food. I asked him how he accounted for the RE license plates on the vehicles, which are Italian Army licenses? His answer was, that he put them on himself.

I then asked him who authorized him to haul this food in these trucks, and he produced a letter signed by an American Officer which is attached. As we were in urgent need of trucks for transportation at this time, and he was working for Alimintation, and had permission to do so, I told him that that was all I wanted to ask. But at a later date, I think a period of a week, I heard that he was being tried or questioned by our authorities, I then told them all that I knew about him, and he as I was told, produced books and I don't know what else, and was released.

Then I was approached by an Italian Army major early in December, who asked me if I knew of the whereabouts of Lt. Ritondale, because at that time, the Italian army was authorized to reorganize and recover what equipment they could and they asked me for my help. I told the major I did not know where 168 could find Ritondale, but I would keep on the look out for him. Not more than two days later, I had two of Ritondale's trucks spotted and picked up and called and turned them over to the 10th Motorized reg't. to which the major was attached.

Luigi Forte

then I was notified by Lt. Col. Kraege that we were to supply enough trucks for a convoy to Foggia, to get grain. The same day that I heard of this convoy, I caught up with Ritondale. I told him to report with the remaining trucks to my office and he said he would be only too glad to do so. On the day he was to report with the rest of the convoy, on the way over, the Italian army confiscated two of the four remaining trucks; he reported this incident to me and I told him to send the remaining two and that it was alright about the other two. I also told him to report direct to me when he and the other trucks in the convoy returned.

The convoy returned on December 23rd, and Ritondale never showed up in my office. After not hearing from Ritondale for a long time, the commanding officer of the 10th Motorized reg't., came to see me in reference to Ritondale's whereabouts. I told him that I had not seen or heard from him and did not know where I could locate him, but he told me that the Italian Army authorities were looking for him and were going to put him on trial. I told the Colonel that if I should hear anything of his whereabouts, I would notify him at once.

On the 15th of January, a woman that spoke very good English and lives at Piazza Nicola Amore N. 10 by the name of Maria Mareo, came to my office at 1600 hrs, and told me that she had made arrangements to have a truck go out in the province and do some hauling for her the following day, but the truck in question was putting it off and putting it off, and she was afraid that they were trying to cheat her out of the deposit which she had paid them, the sum of £.20,000 (twenty thousand). I asked her who these people were and she produced the contract which is attached. It was a contract from one of Ritondale's men and signed for Lt. Ritondale, by a Capt. Bettino Bettino. I asked the woman when they were to make the trip, and she said she had an appointment with one of them this same afternoon at 1700 hrs, at her home. I asked her if she would cooperate and let me and a carabinieri accompany her to this appointment, she was willing and only asked that I get her money back for her, and I promised her I would.

We proceeded to her home to keep the appointment, but upon our arrival, we were told that someone had been there and left word that the trip could not be made the following day as the truck was broke down. I asked the lady if she knew where Ritondale lived, and she told me yes, at Via Antonio Villori 56, we then proceeded to the address, and found Ritondale, and the two missing vehicles, the vehicles were in the yard and Ritondale was upstairs in his home with some friends. I told him that he was wanted by the Italian authorities and he was to give the lady her deposit back, he agreed and paid her. I then asked him why he never came back to my office when the trip to Foggia was over, he said that he had just returned three days prior to my visit to his home from Foggia, where the trucks were broke down. I again mentioned the fact that the Italian authorities were looking for him, and he stated that

they would nev take him, he would get his men that they all left out in the street when the going got tough with the german, and they would have to shoot it out with them even if they came with a whole company of men. I then told him what if I were to take you, and he replied, I'll go with an American Officer but not with an Italian Officer. I told him to get his coat and hat on and that he was under arrest and that I was going to take him to the proper italian authorities. He obeyed and we proceeded to the headquarters of the 10th Motorized reg't., I presented the man Lt. Ritondale to a Captain, and told him that I had arrested him for them, and that the two trucks were at Ritondales home, the Captain answered me when I asked what he wanted to do about Ritondale, that he didn't want him or didn't know anything about him. I was ready to leave with Ritondale and take him to the Questura, when a major walked in, I told the major about Ritondale and the trucks, and he showed me the charge sheets and warrant for Ritondales arrest issued to the Carabinieri, I asked him to let me have them and which Cassermo of the Carabinieri were on the look out for him. I then took Ritondale to the Cassermo at Piazza Carita, and presented him to the Capt. in charge, I showed him the charge sheet, and he took Ritondale into custody, but before doing so, he asked Ritondale, how long he had been in the city, and Ritondale told him three days, I asked the captain if he sent out to apprehend Ritondale, and he said that he went to Ritondales home, and I asked if they talked to anyone of the family, his wife or someone, the captain said no, they only inquired in the neighborhood. The captain then read the charges and told me that there were five more officers on the same charges one of which is Capt. Bettino Bettino, but they had not sent out to get them yet. Ritondale said to that, they only want me because I didn't want the other officers to sell the trucks and make the money and forget the rest. I then asked the Capt. if they were going to get the rest of the gang of 54, he said not right now, and I suggested that I thought that they should round up all 54 of them as I also mentioned to Capt. Heath in our conversation, at which time he asked me to write this report.

Encl. Original of contract for hauling food.
Authorization to travel.

Joseph Di Antonio
JOSEPH DIANTONIO
1st. Lieut. Inf.

? 14 Feb. 1944

Note by R. E. H.

Found this letter & encls. (which had previously been shown to me by Lt. DIANTONIO about 20/1/44) in an envelope (attached) in my office at 8 P.M. on 14/2/44. At approx. 1000 Lt. Di Antonio rang me up to ask if I had received the a.m. papers. I said I had rec'd. the envelope but had not had a chance to read the papers. *R.E.H.*

2258

Subject: Italian Military Transport.

HQ 2 District
Ext 154
44. 20
18 November 1943.

To whom it may concern.

The L. Ten Ritonale Salvatore is in charge of the following vehicles and is authorized to travel from Bari to Naples in execution of duties with the Allied Armies.

Vehicle Nos	86003 R.E.	86008 R.E.	021459 R.E.
	70669 R.E.	82219 R.E.	85989 R.E.

John C. ...

F.H. WILKINSON,
Lieut-Colonel,
Deputy Provost Marshal

OGGETTO: MILITARI ITALIANI IN VIAGGIO

A chi possa interessare

Il S. T. Ritonale Salvatore #incorporato seguenti veicoli e sono autorizzati di viaggiare da Bari a Napoli per motivi di servizio con le forze ALIATE.

Veicoli numeri	IF 86003	R.E.	82219	R.E.	67
	70669	R.E.	021459	R.E.	
	86008	R.E.	85989	R.E.	

To whom it may concern.

The L. Ten Vittorio Emanuele Salvatore is in charge of the following vehicles and is authorized to travel from Bari to Naples in execution of duties with the Allied Armies.

Vehicle Nos	86003 R.E.	85000 R.E.	021459 R.E.
	70659 R.E.	82219 R.E.	85989 R.E.

John C. ...
P.H. FINGERMAN,
Lieut-Colonel,
Deputy Provost Marshal

OGGETTO - MILITARI CADUTI IN VIAGGIO

A chi potra interessare

Il S. T. Vittorio Emanuele Salvatore ha incaricato i seguenti veicoli e sono autorizzati di viaggiare da Bari a Napoli per motivi di servizio con le forze ALLEATE.

Veicoli numeri	IF 06003	R.E.	82219	R.E.	67
	70659	R.E.	021459	R.E.	
	86008	R.E.	85989	R.E.	

John C. ...
P.H. FINGERMAN,
Lieut-Colonel,
Deputy Provost Marshal

Spett. Della Società Ritrovale
Auto trasporti
Napoli

Con la presente resto stabilito che
il resto autotrasporto per 620 Targa AMG
Stood, eseguirà per conto con
viaggio di andata e ritorno Napoli-Potenza
per Bari-Squinzano, al giorno 12-1-43
al giorno 16 detto, per un unico viaggio
di 40 (minimo) di ore di alimentazione.

Per tale prestazione vi corrisponderà
un prezzo fisso di L. 40.000 (quaranta
migliaia) impegnandosi a corrispondere
ancora L. 8000 (ottomila) per ogni giorno
di ritardo oltre il giorno 16-1-43.

Ove il ritardo sia causato da guasto o
oltre ragioni da noi indipendenti, nulla
vi sarà dovuto.

Vi restiamo in tanto, a tutto ciò
impegnati, la somma di L. 20.000.

Auto trasporti

Napoli

Con la presente resto stabilito che
il costo autotrasporto per 620 Targa RMG
\$6000, esigibili per conto conto con
viaggi di andata e ritorno Napoli-Potenza
in Bari-Spinazzano, dal giorno 12-1-43
al giorno 16 detto, per un carico di
9.600 (minimo) di uccelli alimentari.

Per tale prestazione vi corrisponderemo
un prezzo fisso di \$70.000 (Settantamila)
impegnandoci a corrisporvi
ancora \$800 (ottomila) per ogni giorno
di ritardo oltre il giorno 16-1-43.

Ove il ritardo sia causato da guasto o
oltre ragioni da noi indipendenti, nulla
vi sarà dovuto.

65

Vi restiamo in tanto, a titolo di
caparra, la somma di \$20.000
(ventimila). Il rimanente a soldo vi
sarà corrisposto a viaggio ultimato.

per Solatore R. Lombardi

Cap. Petruscelli

(Napoli 11-1-43)

ALLIED MILITARY GOVERNMENT.
NAPLES CITY AND PROVINCE.

To Capt. Heath, G.2, Region 3. AMG.

Subject: FORTI Luigi.

Reference letter received from Giuseppe Bognanni and your note attached thereto dated 25th January, I forward herewith a report and statement made by a member of the Carabinieri.

There is not sufficient evidence to substantiate the denunciation of Forti, but all the facts have been submitted to The Procuratore Del Re.

Forti is a very mysterious person. He admits working for the Consorzio during September, and then for AMG during November and December without receiving any salary.

B.7
Lieut.
Public Safety Section,
4th Feb. 1944.

65

COMANDO DI POLIZIA CIVILE DEL GOVERNO MILITARE ALLEATO DI NAPOLI

Il sottoscritto FORTE Luigi fu Pasquale e di Pensa Amalia, nato a Napoli, il 21/11/1900-commerciante di autotrasporti, ivi domiciliato in Viale Regina Maria Cristina 18, dinanzi a brigadiere GIUTTARI Giuseppe, addetto al servizio presso il Comando di Polizia Civile dell'A.M.G.T. di Napoli, dichiara quanto segue:

"-In un giorno della fine del mese di Ottobre s.a., di cui non posso precisare, io prestavo la mia opera in qualità di tecnico alle dipendenze dell'ufficio del Consorzio per recupero automobili e di materiale automobilistico.

Trovandosi presso detto Consorzio il brigadiere GIUTTARI Giuseppe, per il recupero di quanto sopra detto, diedi incarico a questo di portarsi assieme ai carabinieri suoi dipendenti, nel garage sito in Via S. Mattia 57 per recuperare delle macchine, ivi esistenti, rubate o abbandonate. Seppi tale notizia da denunce anonime che pervennero al Consorzio Autotrasporti. Detto sottufficiale, il giorno dopo consegnò al Consorzio una macchina Fiat. 500, senza targa né libretto di circolazione. Al momento che il brigadiere Giuttari portò questa macchina, io non ci ero. Siccome precedentemente, siccome precedentemente io ero proprietario di un camion, che fu asportato dai tedeschi l'8 settembre 1943, e da subito sprada e distrutta, e tale camion portava il numero di targa N.A. 32369, ed avendo precedentemente trovata insieme ad un vicebrigadiere dei carabinieri, del quale non ricordo il nome, recuperato un camioncino Fiat 1100, senza targa, il Consorzio Autotrasporti e il Consiglio di Economia, mi autorizzarono a mettere provvisoriamente il numero di targa 32369 N.A. a questo camioncino, e per questo camioncino fu chiesto il passo per poter circolare per lavori che in quel periodo urgevano per il consiglio di economia. Questo camioncino fu poi consegnato alle Forze Armate Italiane, dal Consorzio, e precisamente al signor capitano Miraglia, aiutante di S.E. Basso, che rilasciò regolare ricevuta che tutt'ora provasi presso il Consorzio Autotrasporti. Allo atto della consegna, fu levata da questo camioncino, la targa N.A. 32369 e messa alla Fiat 500, recuperata dal brigadiere GIUTTARI. Il sottoscritto, nel frattempo, fu assunto poi all'ufficio del Comando Alleato, Palazzo S. Giacomo, sempre per il recupero dei mezzi abbandonati, e si premuro di consegnare al Tenente DI ANTONIO sia la macchina Fiat 500, sia un camion di marca CITROEN, senza targa che il sottoscritto perché di provenienza tedesca. La macchina ed il camion rimasero in consegna al Palazzo del Municipio.

Un mattino, dopo pochi giorni che lasciai la macchina nel palazzo del municipio, fu da me trovato un libretto di circolazione nel quale era segnato il numero di targa 31532 N.A., intestato alla Ditta Quantifici Savastano, con sede in Via Arenaccio 106, e supponendo che si trattasse della libretta della macchina recuperata, fu da me fatta dipingere quest'ultima targa e fatta applicare, in cambio della prima, sulla topolino stessa. Il Tenente DI ANTONIO compilò l'atto di requisizione, di questa macchina, appunto perché non si era sicuri chi fosse l'effettivo proprietario. Mi autorizzò però di chiedere il PASS a mio nome, di questa macchina, per usarla per ragioni di servizio dell'A.M.G. Andato via io dall'A.M.G., la macchina in parola è rimasta in possesso del Comando Alleato che l'ha consegnato ad un capitano americano di cui

x
recupero

x
e lo fenne
con se. ap. un
al libretto.

io non conosco il nome.

Durante il tempo in cui fui addetto nella qualità di tecnico presso l'ufficio Autotrasporti dipendente dal Consiglio dell'Economia, non ebbi alcuno stipendio, benchè speravo che mi si desse qualche cosa, come promessomi dal Commissario Prefettizio di Allora, Ing. ZICCARDI, ma dopo una ventina di giorni, e cioè verso il sei o sette novembre 1943, passai all'A.M.G. con la speranza pure di essere retribuito se nonchè dopo due mesi, trascorsi a vuoto, non ho avuto alcuno stipendio.

Quando mi venne contestato dal brigadiere GIUTTARI dinanzi al Tenente di ANTONIO, verso la fine di novembre l'applicazione delle targa 32369 N.A. e il cambiamento di questa con la 31532 N.A. alla macchina recuperata, nell'intervallo di una ventina di giorni, io mi giustificai dicendo che la macchina era della Ditta Quantificio Savastano, Via Arenaccia 106 esibendo un libretto di circolazione, del quale il brigadiere Giuttari si prese gli estremi.

Non so chi abbia cambiato il targhettino applicato nell'interno del cofano della macchina, sul quale vi sono notati i numeri del motore e del telaio, corrispondenti con quelli segnati in detto libretto di circolazione. In mia presenza non mi è stato mai contestato tale fatto e fatta prendere visione dei numeri esistenti sulla macchina.

Il targhettino che in questo momento mi si fa vedere applicato alla macchina, non mi riguarda in quantochè detta macchina sono circa 20 giorni che non è più usata da me che era usata da me era usata anche da altre persone.

Non ho altro di aggiungere ed in fede di quanto sopra, mi sottoscrivo:

Napoli li, 28 gennaio 1944.

Admiral Ford

To

CAPT. A.E. HECH

REGIA PREFETTURA

N A P O L I

The undersigned BOGNANNI GIUSEPPE of late Calogero, living in Naples, S. Mattia Street 57, exposes to you what follows:
On the October 7th a "Brigadiere of Reali Carabinieri" went to his residence summoned by this Society to sequester the car Fiat 500, because it had no regular documentations.

This car was to be kept in the deposit by this Society, without using it until the undersigned would be able to exhibit the duplicate of the circulation pass, stolen by the Germans when they stole that car; during their depredation.

The undersigned can demonstrate with testimonies that he bought the car in Rome, on August 29th 1943 from a car trader called LUIGI PAS-SARELLI or PETRONELLI; this can be confirmed by the mediators SCOTTA GIUSEPPE and MONTE CARMELO, living in Rome, and by Mr. AUTORINO ARMANDO living in Naples, vico S. Anna di Palazzo n. 22; the latter being at that time in Rome, asked for a lift in the car in order to come back to Naples.

This happened on September 5th, 1943.

It was impossible to make the practices for the regular documents of the car, because, few days later, an impossible situation arose, caused by the German's hostilities.

However the 13th of the same month, the car was stolen by the Germans. On 28th September 1943, the undersigned, being in Margellina Street, with several armed patriots, to fight the Germans and expell them, could occasionally notice his own car abandoned in the street; he ran and took it back into his garage. The car was found without its circulation pass and without its target.

When the Allied Army made Naples free, the undersigned asked and obtained the pass from the Intelligence Service Office, then in Crispi Street, with the delivery "Official pass" used to the service of two agents. These Agents on 28th of October, being obliged to leave Naples, for service, gave back the car to the undersigned.

Mean while on 25th of October 1943, the undersigned met in Crispi Street, Mr. FORTE LUIGI, of late Pasquale, to whom he spoke of the car, and said that it had no documents, because they had been stolen, as told above, and that he could not get those documents.

Knowing that Mr. FORTE, was competent as mediator of cars, he asked him for an advice, to which Mr. FORTE answered that there was nothing to do. So the said Mr. FORTE, profiting of his being employed in this Society, sent to the undersigned's garage the "Brigadiere" of the Reali Carabinieri GIUTTARI GIUSEPPE, to sequester the car, because without documents.

The undersigned understood Mr. FORTE's bad intentions, when, after the requisition, he kept the car for his own use, putting a target n. 32369 NA, which belonged to a car of his own, and about two weeks later, another target n. 31352 NA, which probably belonged to another car destroyed during the fight, and which he likely bought together with the circulation pass of the destroyed car.

The undersigned, perceiving that his car circulated with a regular motor pass, probably issued to Mr. FORTE, understood that Mr. FORTE had done this in order to become the exclusive owner of the car.

The undersigned begs You kindly to interest yourself on the subject matter, so that he might get his own car again.

Hoping that you will favorably give the matter consideration, the undersigned remains

Yours respectfully

GIUSEPPE BOGNANNI

Naples, 22th January 1944.-

To

CAPT. A. H. HEATH

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When the Allied Army made Naples free, the undersigned asked and obtained the pass from the Intelligence Service Office, then in Crispi Street, with the delivery "Official pass" used to the service of two agents. These agents on 28th of October, being obliged to leave Naples, for service, gave back the car to the undersigned.

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Naples 22 January 1944 Yours respectfully

GIUSEPPE BOGHIANI

To

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Hoping that you will favorably give the matter consideration, the undersigned remains

Naples 22th January 1944 Yours respectfully

GIUSEPPE BOGNANNI

Mr. Forte worked on his own behalf
from January 1943 up to ~~July 1943~~
end of August 1943 -

~~Since~~ His truck was taken by Germans
on September the 9th 1943 - from that
date he worked with the Consorzio
Autotrasporti; his boss were Ing.
Riccardi first and then Prof. Pastore.
Mr. Forte was in charge to pick
up cars and ~~private~~ trucks, which
were found abandoned in the streets.
In the first days of November 1943
he was employed by the A. M. G.
Transportation Section, where he was
up to the first days of January 1944.

Interview on 29/1/64.

2260

For Lt. Fielding -532f .
BHdec.

North American 22/1/44
A/17245

~~34611110~~
18th P.M. 6th FERNANDO
NA 25256

5.00 22 10/1

GOVERNO MILITARE ALLEATO

✓ 2686.

DOMANDA PER UN PERMESSO DI CIRCOLAZIONE
PER AUTOMOBILE

NUMERO DI TARGA DELLA MACCHINA

31532 NA

TIPO DI MACCHINA

500

MARCA DI FABBRICA

Fiat

NUMERO DEI POSTI

due

NOME ED INDIRIZZO DEL PROPRIETARIO

Luigi Forte

Viale Cristiana di Savoia 18

SCOPO PER CUI VIENE USATA LA MACCHINA

al servizio

Soll' A. M. G.

DATA

15.11.1943

FIRMA

Luigi Forte

69

TRF. A. 05 VTO-TSL-27208

Recommended by Dr. De Antonio

Bel.

This man waits for me on
transportation, kindly give him a pass.
Joseph D. Linton
1st Lieut. U. S. A.

GOVERNO MILITARE ALLEATO

1168

DOMANDA PER UN PERMESSO DI CIRCOLAZIONE
PER AUTOCARRO

NUMERO DI TARGA DELLA MACCHINA 32369 NA

TIPO DI MACCHINA 508 Autocarro

MARGA DI FABBRICA Fiat

PORTATA 2⁵ 6

NOME ED INDIRIZZO DEL PROPRIETARIO Luigi Forte

Viale Bristina di Savoia 18

SCOPO PER CUI VIENE USATO L'AUTOCARRO per lavoro

per il consiglio dell'economia

DATA 25-10-43

FIRMA



Luigi Forte

59

2273

OFFICIAL PASS

NAPLES NA ~~32369~~ ^{9/8}

AMG

Signature

W. Roberty Loh

L. FIELDING

We spoke. Herewith original and translation (sic!) of a statement by Sig Giuseppe BOGNANNI regarding his car & Sig Luigi FORTI. I shall be most interested to learn what happens for reasons you already know.

A. Heath
Capt. I. C.

25th January, 1944.

500 Fiat

1st plates - not known.

2nd .. believed 32367 NA (Described as 1168 for 500 autocarro)
To Forti) Actually belong to Forti (lost).

3rd. .. 31352 NA. Actually belong to Alfa Romeo truck.
(also 2636. - To Forti).

COMANDO DI POLIZIA CIVILE DEL GOVERNO MILITARE ALLEATO DI NAPOLI

N. 33 del rapporto.

Napoli li, 30/I/1944.

OGGETTO: Denuncia a piede libero contro Forti Luigi fu Pasquale e di Pensa Amalia, nato a Napoli, il 21/II/1900-commerciante di autotrasporti-ivi abitante in Viale Regina Cristina di Savoia N.18, per furto con circostanze aggravanti (abuso di fiducia) Art.624 e 625 del C. P.C.; di contraffazione di documenti (Art.468 del C.P.C., commesso in danno del Consorzio Autotrasporti del Consiglio di Economia

AL SIGN. PROCURATORE DEL RE DI

N A P O L I

Si comunica alla S.V.III/ma che il 29/IO/1943, lo scrivente, trovandosi in servizio presso il Consorzio Recupero Autoveicoli e Materiale Automobilistico, sito in Piazza dei Martiri di questa città, ebbe incarico da Forti Luigi fu Pasquale, in oggetto generalizzato, ivi in servizio in qualità di tecnico, di recuperare delle macchine esistenti in rimesse site alla Via S.Mattia 57 (S.Ferdinando), e fra le quali una Fiat. 500 che si sarebbe trovata in uno di essi locali, sprovvista di documenti. Il sottoscritto si portò sul posto e durante detto giorno, riscontro in regola N.3 taxi posti in un gagage di pertinenza di autisti di piazza. Venne però nella determinazione di farvi ritorno l'indomani per rintracciare un certo Bognanni Giuseppe, e controllare nel suo garage la macchina che, secondo le informazioni del FORTI Luigi, non era in regola. Di fatti, la mattina seguente, il Bognanni aperse il suo garage, ed in esso lo scrivente ha notato una Fiat 500, contrassegnata dal N° 093162 di motore e dal N° 89015 sulla dinamo, sprovvista di targa e di libretto di circolazione. Venne quindi disposto che per tale lacuna, la macchina di che trattasi sarebbe stata depositata presso il Consorzio recupero sopraspecificato, in attesa che il Bognanni avesse esibito il documento in parola, e poco dopo la topolino venne consegnata al Consorzio anzicitato.

Dal 30 detta detto mese il sottoscritto non fece ritorno al consorzio siccome comandato ad altri servizi internamente alla caserma Pastrengo, ed anche all'esterno.

Nei giorni successivi e cioè, dopo circa cinque giorni, il sottoscritto ebbe saltuariamente occasione, non volendo, di notare verso Via Chiaia e Via Roma, che la topolino, da egli recuperata, come sopra riferito, circolava guidata dal FORTI Luigi, (che ancora, come nel giorno della requisizione, trovavasi presso detto consorzio) provvista di una targa portante il N° 32369 N.A., e di un permesso di circolazione rilasciata dall'A.M.G.T applicato sul parabrise. Ciò si ripetè per varie volte, ma lo scrivente non ebbe mai la possibilità di procedere ad un controllo perchè impegnato in nuovi servizi in località disparate dalle vie percorse dal Forti, ed anche perchè lo stesso, passando a volte all'improvviso, non era possibile si potesse fermare. Dopo una ventina di giorni da quando il sottoscritto notò per la prima volta l'irregolarità intorno alla topolino di che trattasi, si accorse che alla stessa era stata cambiata la vecchia targa con la N.A. 31532. Poichè lo scrivente si trovava, verso la fine del mese di novembre a servizio presso questo ufficio, ebbe modo di accertare che la

2277
targa N.A. 32369, appartenente in precedenza ad un camioncino Fiat 521 in suo possesso, e che la targa N.A. 31532, si riferiva ad una topolino di pertinenza della Ditta SAVASTANO.

Noi brigadiere GIUTTARI Giuseppe, facemmo presente quanto sopra accerta al tenente americano addetto all'Ufficio Autotrasporti, presso il quale ~~il FORTI Luigi~~ il FORTI Luigi era ingaggiato, in qualità di tecnico, e alla presenza dello stesso Forti, questi, per propria sicurezza, è da premettere che in precedenza riuscì a far requisire la macchina in questione dall'A.M.G.T. di Napoli, e ad essere ingaggiato ivi per lavoro facendone uso egli stesso della macchina recuperata; dimodochè, a lungo andare, cioè quando gli alleati avrebbero lasciato Napoli, per stabilirsi verso il Settentrione, la topolino sarebbe rimasta in mano sua, ed egli ne sarebbe stato proprietario di essa. Tanto appare chiaro dalla manovra del Forti stesso che, al momento dell'addebito mosso gli dallo scrivente dinanzi al DI ANTONIO, si giustificò (fine di novembre 1943) esibendo un libretto di circolazione riguardante la Fiat 500 targata N.A. 31532, con numero di motore 085843, intestato alla Ditta QUANTIFICIO SAVASTANO, Via Arenaccia 106, insistendo che detta topolino (quella recuperata dal brigadiere Giuttari, siccome senza documenti) era macchina della ditta Savastano, come si rilevava dal libretto di circolazione esibito, e che non si poteva intestare il PASS alla Ditta stessa perchè il rappresentante di essa, non era in Napoli e che, siccome egli ne aveva avuto l'autorizzazione, continuava, per il suo servizio, a guidare ed a farne uso della macchina. Il tenente DI ANTONIO si espresse (sempre in buona fede, perchè il Forti lo seppe circuire di ogni affettata premura e rispetto) che la topolino era stata assorbita dall'Ufficio Autotrasporti dell'A.M.G., acchè tutto doveva finir lì. Il Forti Luigi, vi rimase in servizio fino alla fine della prima quindicina di questo mese, perchè i comandi superiori dell'A.M.G.T., espletate le rituali informazioni sul conto del Forti stesso, accertarono come egli aveva a suo carico, e presso il casellario di codesto Tribunale 17 precedenti penali, dei quali svariati per bancarotta semplice, per contraffazione di spiriti, per controbando di spiriti, e di altra natura. Accertarono pure che presso il Tribunale Militare di Napoli, vi era anche un precedente a suo carico consistente in un trafugamento di N.20 fusti di nafta e 10 fusti di olio per motore, in danno della marina germanica con il concorso di altre sette persone. Anche le informazioni private, interessanti il Forti, risultarono alquanto nere, risultando così, senza ombrosità, un figuro di loschi rimaneggiamenti, diretti tutti all'imbroglio per lucro. Così Luigi Forti, venne una quindicina di giorni orsono, dall'Ufficio dell'A.M.G., mandato via.

La pratica Forti, veniva seguita con meticolosa attenzione dal Tenente della Polizia Civile Alleata, di nazionalità inglese, a nome FIELDING, il quale in questa ultima quindicina, cioè il 26 andante, volle fare accertamenti presso la Regia Prefettura di Napoli, accertando che la macchina, cui è oggetto il presente rapporto, subì i mutamenti nei documenti matricolari, ad opera del Forti Luigi, riportando la impressione che il Forti stesso, attraversò una serie di cambiamenti dei connotati della macchina, avrebbe ambito farla di esclusiva sua proprietà. In correlazione a ciò, lo scrivente riserva di trasmettere a codesto Tribunale, dichiarazioni attestanti che il Forti, ebbe in precedenza a riferire a persone che gli domandavano intorno alla provenienza della macchina, che era sua perchè comperata. Il fatto dell'intenzione di appropriarsi della topolino cui trattasi, da parte del Forti stesso, viene identificato nel cambiamento, ~~effettuato~~ del targhetto, affisso mediante quattro viti, nell'interno del cofano della topolino recuperata, sul quale vi erano i contrassegni (N° del motore: 093162, dal quale il Forti ebbe a cancellare il numero inciso, e a mezzo di stampiglie vi segnò sopra il numero del motore riflettente alla topolino della Ditta Savastano, corri-

spondente a quel ¹ segnato nel libretto di Circolazione fatto comparire dal Forti stesso, dinanzi al Tenente DI ANTONIO, come dianzi cennato. Da questo targhettino, si nota chiaramente la contraffazione del documento della macchina, cosparso di scalfiture, metre quello che lo scrivente notò allorquando recuperò la macchina in garage Bognanni, era, come venne a suo tempo, applicato da competenti della Fiat, all'atto della fabbricazione della macchina stessa.-----

Per i fatti suesposti, lo scrivente, avutone il permesso da tenente Fielding, il mattino del 2° andante, invitò il Forti Luigi in questo ufficio per l'espletamento da parte del sottoscritto degli atti a suo (di Fort) carico. Dalla dichiarazione resa da egli nello stesso giorno, si nota in modo non dubbio che egli fu l'ideatore di una progettata metamorfosi dei dati matricolari della macchina in questione per il fine ben determinato di appropriarsi a tempo opportuno (Vedi dichiarazione annessa.-----

Si fa presente a codesto Tribunale che il Forti nel pubblico napoletano è, specialmente nella Piazza Automobilistica di Napoli, è ritenuto per un individuo dedito al commercio di macchine provenienti da truffe o furti e da altre losche manovre; che come sopra detto, a suo carico esistono una ridda di precedenti penali, dall'esame dei quali, la Signoria Vostra ha un quadro esatto nei riguardi dell'attività del Forti Luigi.-----

Il sottoscritto, brigadiere Giuttari Giuseppe, si riserva opportuno seguito, per quanto riguarda altre macchinazioni del Forti in argomento.-----

IL BRIGADIERE A PIEDI

GIUTTARI Giuseppe

Giuseppe Giuttari

CONSORZIO AUTOTRASPORTI NAPOLETANO

N A P O L I — P A L A Z Z O D E L L A B O R S A

Il Consorzio Autotrasporti Napoletano nasce come Ente di coordinamento e disciplinatore dei trasporti di cose con automezzi.

Dopo un periodo di stasi durante l'occupazione tedesca, il Consorzio, con l'ingresso a Napoli delle Armate Alleate, ha dovuto fronteggiare le numerose richieste di automezzi da parte del Comando Alleato e da parte di Enti, Società e privati svolgenti attività di pubblico interesse.

Fremendo che il Consorzio non è proprietario di automezzi è evidente le sforze che esso giornalmente deve compiere per provvedere alla precettazione degli automezzi consorzisti i cui proprietari tendenzialmente preferiscono, per ovvie ragioni, di sfuggire ad ogni forma di controllo.

In base a tali considerazioni il Consorzio, sin dai primi giorni dell'Amministrazione Alleata, prospettò la necessità - onde fronteggiare le richieste più urgenti e di provata utilità - di creare un autoparco con un certo numero di autocarri provenienti da requisizione.

A tal fine il Consorzio, che già disponeva di n.3 autocarri recuperati nell'epoca dell'occupazione tedesca, trovò un locale adatto ad essere adibito a parcheggio e continuò a prospettare la necessità di realizzare quanto proponeva.

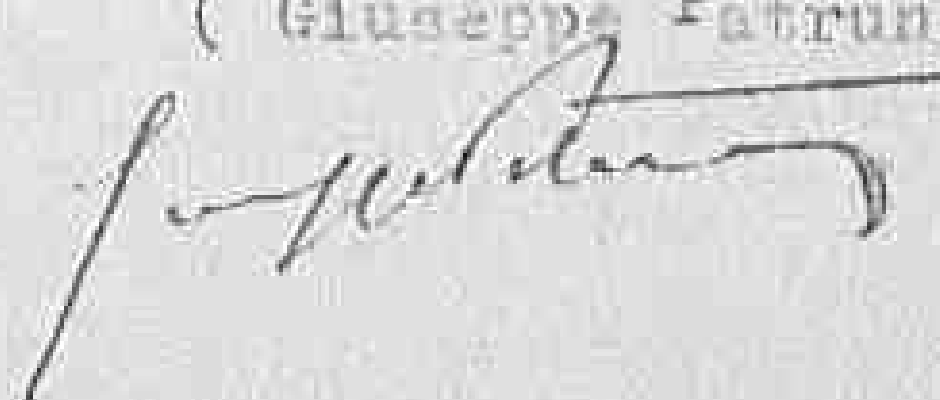
Ogni insistenza fu però vana perché l'Ufficio Trasporti dell'A.M.G. fece conoscere che il locale anzidetto rimaneva di pertinenza del Comando Alleato ed uguale sorte fu riservata ai 3 autocarri di cui innanzi.

Nel locale pare furono in seguito portati altri autocarri requisiti che dovrebbero tuttora trovarsi ivi giacenti.

Il mancato appoggio del Comando Alleato nella costituzione delle anzidette parcheggi in aggiunta alle difficoltà continue sorte nel corso del lavoro per incomprensione delle difficili condizioni in cui si trova ad operare il Consorzio, hanno fatto sì che esso, pur avendo dato il suo non indifferente contributo al Comando Alleato, non ha potuto dare quanto sarebbe stato suo desiderio se veramente spalleggiato nel suo non facile compito.

Continuo, pertanto, su una fattiva intesa con il Comando Alleato onde poter risolvere tutti quei problemi che oggi ostacolano il suo lavoro.

IL COMMISSARIO PREFETTIZIO
(Giuseppe Patrone)



Nell'ambiente automobilistico di Napoli è noto che presso l'Ufficio trasporti del Comando Militare Alleato con Sede in Palazzo S. Giacomo piazza Municipio si verificavano delle anomalie per la concessione dei permessi di circolazione per autotreni ed autovetture, ed ancora per la erogazione di carburanti.

Infatti l'opinione pubblica parla come per il passato bastava avvicinare un tal Sig. LUIGI FORTI, e previa stabilizzazione di premi in denaro, aggirantesi dalle L. 5.000.00 alle L. 10.000.00 (se non oltre ancora, a secondo della urgenza o meno di quanto richiesto) venivano rilasciati a vista, o quasi, i richiesti permessi che in un primo momento erano stati negati.

Se in quanto sopra esposto, il Sig. Ten. DE ANTONIO (Capo dell'Ufficio trasporti del Comando A.M.G.) ne era a conoscenza non è dato sapere, però, sempre per riportare quando si dice nell'opinione pubblica, anche questi doveva partecipare agli utili per lo meno se non in danaro, in natura o divertimenti.

Un fatto ufficialmente noto è che il citato Sig. FORTI era sempre in compagnia del Ten. De Antonio sia nelle ore di Ufficio come in quelle di libertà o riposo, anzi si vedevano anche a pranzo tutti i giorni insieme presso il Ristorante "GIACOMINO" sito in Napoli via S. Carlo dove le consumazioni venivano pagate dal Forte.

E' importante aggiungere, pure, che ai pranzi non mancava la compagnia di donne, e che il Ten. Di Antonio visitava, a volte, il Forte presso la sua abitazione in Viale Maria Cristina di Savoia.

Risulta, sempre per sentito dire oltre a quanto innanzi, che, molti trasportatori, i quali non riuscivano ad ottenere assegnazioni di carburanti ufficialmente perché non potevano giustificare i trasporti da effettuare, sempre attraverso il Forte gli era facile, e previe un forte premio in danaro (L. 10.000.00) ottenevano direttamente dal Comando A.M.G. i buoni di prelievo che non erano mai inferiori ai L. 1.000. Litri.

E' noto ancora che nella recente campagna del grano comandata a Toggia molti trasportatori erano stati mobilitati per adempiere a tale servizio e sempre, mercé il pagamento di una tangente (vedi L. 10.000) venivano esentati con l'aggiunta però, che ufficialmente figuravano far parte della colonna stessa.

Tutto ciò come è facile arguire porta di conseguenza logica la sfiducia nel popolo tutto, verso quelli che invece sono e devono essere considerati i nostri veri liberatori solamente per la ingordigia di alcuni uomini nostri connazionali che il Comando Militare Alleato ha preso come informatori senza tener conto dei precedenti, morali, civili, politici ed infine penali degli stessi, i quali a loro volta hanno incrinato qualche volta anche senza responsabilità, funzionari del Comando Militare Alleato con evidente, palese discredito del Comando tutto.

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Si noti pure, e sempre secondo quanto si dice, che in occasione della campagna del grano il sig. Piero Cutolo, anch'esso trasportatore, offrì in casa sua, un pranzo al quale parteciparono il sig. FORTE ed il Ten. DE ANTONIO.

Infine poi, ed in occasione della recente indisposizione del Ten. De Antonio, il precitato sig. Cutolo, visitandolo nel suo domicilio, ebbe

ad offrirgli un premio in danaro che però venne dal Ten. De Antonio decisamente rifiutato. Il Cutolo, a tale rifiuto, si giustificò dicendo che, il suo atto era in conseguenza di continue insistenze fattegli dal Forte perchè a sua volta avrebbe dovuto versarlo al Ten. De Antonio.

Chiarito questo punto il Cutolo precisò che anche altri tra sportatori si trovavano ad essere pressati a tali versamenti ed il De Antonio chiese di vederli tutti e chiarire con loro come lui mai aveva diviso con il Forte non solo ma che non era neanche a conoscenza come questi incassava del danaro servendosi del suo nome e che in conseguenza tutto quanto era stato versato precedentemente era stato incassato unicamente e solamente dal Forte.

CONSORZIO NAPOLETANO AUTOTRASPORTI

NAPOLI - PALAZZO DELLA BORSA

Napoli 21/2/44

AL

Capt. John A. McKay

Security Intelligence

Provincia Building - Stanza 43

Napoli

Giusto la richiesta fattami in proposito espongo quanto segue:
Nell'ottobre 1943 con decreto prefettizio approvato dalle Autorità Militari Alleate il 3 novembre successivo, fui nominato Commissario Prefettizio presso il Consorzio Autotrasporti Napoletano che alla epoca aveva sede in Napoli alla Piazza dei Martiri n.58 (Palazzo Partanna) .

Il 7 novembre 1943 mi furono fatte le consegne dal Commissario uscente ed iniziai la mia attività presso il predetto Consorzio Autotrasporti .

All'atto stesso in cui ebbi ad insediarmi provvidi a fare un esame della situazione del personale(in ispecie Sirigente) e procedetti, per ovvie ragioni di opportunità, a vari licenziamenti .

Ai margini del Consorzio svolgeva attività non ben definita né comunque retribuita, il sig. Forte Luigi sulla cui opera ebbi a chiedere ragguagli al Presidente del Consorzio allora in carica che mi spiegò come il Forte, pur senza essere comunque dipendente del Consorzio, nei giorni della occupazione tedesca, si era prodigato per il recupero di autocarri abbandonati che aveva poi consegnati al Consorzio e che successivamente, giusto ordine del ten.Di Antonio, furono portati in un locale della S.A.N.I.E.(Via Posillipo) ove rimasero a disposizione dell'A.M.C. dove credo trovansi tuttora .

Nei giorni seguenti, potetti constatare che il Forte era persona gradita al Comando Alleato(Ufficio Trasporti) e pertanto in ogni movimento il Forte fu presente così come fu presente a tutti i contatti che quasi giornalmente, per necessità inerenti al mio Ufficio ⁵³ dovetti tenere con il detto Ufficio del Comando Alleato (ten.Di Antonio).

Con il passare del tempo il Forte finì col dedicare completamente la sua attività al Comando Alleato e pertanto ci tenni a chiarire definitivamente la sua situazione invitandolo a decidersi di entrare a

CONSORZIO NAPOLETANO AUTOTRASPORTI

NAPOLI - PALAZZO DELLA BORSA

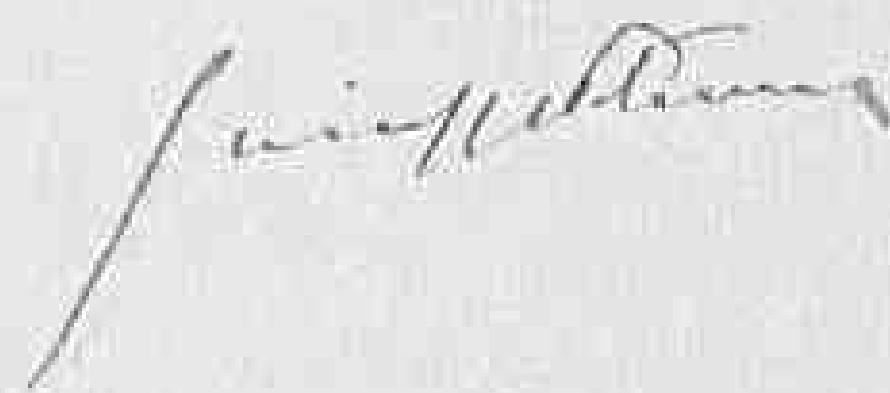
far parte del personale retribuito del Consorzio o differentemente ad evitare ogni sua forma di attività per il Consorzio stesso.

Il Forte, che ormai dedicata la sua giornata lavorativa allo A.M.G., dichiarò di essersi già sistemato presso lo stesso.

Da allora il Forte diradò le sue visite e compare di Tanto in tanto al Consorzio solo quale ambasciatore dell'Ufficio Trasporti della A.M.G. -

Ai primi di febbraio il Forte, dopo lunga assenza, capitò presso gli Uffici del Consorzio, ed avendomi dichiarato che continuava a vedersi con il ten. Di Antonio, gli affidai, perchè avesse a consegnarla allo stesso, una lettera che l'ing. Guadagnini della S.A.P.A., nostra consorziata, mi aveva affidato perchè io la consegnassi allo Di Antonio che nè io nè lo stesso ing. Guadagnini sapevamo essere stato sostituito, proprio in quei giorni, da altro ufficiale.

IL COMMISSARIO PREFETTIZIO
(Giuseppe Patruno)



Organization for the
Subtraction of Flour from
the American Deposits.

It is necessary ^{to say} that flour from
American sources is gathered
and piled in the large deposits
"Vittello" on St. Giovanni Teduccio.
From this store the flour
is transported by trucks
and carts to the various
distributors who on their
part distribute it to the
people who need it at
small quantities. The
said distributors, because
of the payment of \$4 per
quintal have the precise
duty to receive the flour
and to store it in their
own deposits until the
individual ~~to~~ or small
seller does not come to
retrieve it.

For this particular reason ⁵⁷ they
are furnished with a bill
of lading on which the following
details are made:
The number of sacks (flour)

received ²during the day
the number of sacks sold
to the resellers
the remainder which has
to be registered in the
shops.

Local distributors proceed
toward unlawful operations
by appropriating themselves
off large quantities of flour
which subsequently they
resell to clandestine
distributors of the black
market. In this manner
the enrichment of several
distributors who until
the arrival of the Anglo-
American troops ~~were~~
were compelled to ~~live~~
make simple gains
particularly controlled in
order to live honestly, ~~were~~
were noted.

The subtractions are
effected in ~~the following~~
~~summarized~~: two different
methods:

50

① During the transportation
of the flour from the deposits
"Vitel" to the various

O B O

distributors as we already
know the flock is retired
through "Brow" passing the
names of the individual
distributors. During the way
some truck in an abrupt
intended lay and place
unloads part of the load
the

È necessario premettere che la farina di provenienza americana viene accantonata nei grandi depositi di "Vitellos" situati a S. Hironi e Teduccio. Da detto deposito la farina viene trasportata a mezzo autocarri e carretti ai vari distributori vi che a loro volta la distribuiscono ai rivenditori al minuto. Detti distributori, dietro compenso di L. 4 al quintale hanno il preciso compito di ricevere la farina ed immagazzinarla nei loro depositi fino a che i singoli rivenditori non la vendano e ritirare.

Per detto scopo sono muniti di un registro di carico sul quale vengono giornalmente segnati:

Il numero dei sacchi ricevuti durante il giorno

Il numero dei sacchi ceduti ai rivenditori

la rimanenza che deve essere registrabile nei magazzini.

Alcuni distributori compiono operazioni illecite, appropriandosi di notevoli quantità di farina, che poi rivendono a spacciatori clandestini del mercato nero. In questo modo si spiegano improvvisi arricchimenti di noti distributori che fino all'arrivo degli Anglo-Americani per i loro notevoli guadagni (particolarmente controllati) erano costretti a condurre una vita modesta.

Le sottrezioni vengono effettuate in due differenti modi:

1°- Durante il trasporto della farina dal Deposito "Vitellos" ai vari distributori. Come è noto la farina viene ritirata mediante "buoni" intestati ai singoli distributori.

Durante il trasporto qualche autocarro in determinati giorni a luoghi scarsi parte della mercanzia con il tacito consenso del distributore intestatario.

Un'altra delle sopravvissute fa precise indicazioni per poter cogliere su fatto i responsabili con un tempestivo intervento della Polizia Militare Americana.

2°- In determinati giorni della settimana alcuni distributori esercitano clandestinamente numerosi quintali di farina a rivenditori non autorizzati del mercato nero con il tacito assenso dei rivenditori autorizzati.

Sarebbe sufficiente fare effettuare un controllo, prima dell'apertura del magazzino del distributore per constatare l'integrità dell'esistenza nel rispetto a quanto constatato sul registro di carico.

Si attende una comunicazione da parte di un informatore per poter effettuare una sorveglianza al momento opportuno militante a rappresentare della polizia militare in uno dei distributori sottoindicati.

È necessario premettere che la farina di provenienza americana viene accantonata nei grandi depositi di "Vitelio" situati a S. Pivano e a Teduceo. Da detto deposito la farina viene trasportata a mezzo autocarri e carretti ai vari distributori, che a loro volta la distribuiscono ai rivenditori al minuto. Detti distributori, dietro compenso di Lit. 4 al quintale hanno il preciso compito di ricevere in carica ed immagazzinare nel loro deposito sino a che i singoli rivenditori non la vendano a ritirare.

Per detto scopo sono muniti di un registro di carico sul quale vengono giornalmente segnati:

Il numero dei sacchi ricevuti durante il giorno

Il numero dei sacchi ceduti ai rivenditori

La rimanenza che deve essere registrabile nei magazzini.

Alcuni distributori compiono operazioni illecite, appropriandosi di notevoli quantità di farina, che poi rivendono a speculatori clandestini del mercato nero. In questo modo si spingono improvvisi arricchimenti ai noti distributori che fino all'arrivo degli Anglo-Americani per i loro costosi sussidi (particolarmente controllati) erano costretti a condurre una vita modesta.

Le sottrazioni vengono effettuate in due differenti modi:

1°- Durante il trasporto della farina dal Deposito "Vitelio" ai vari distributori. Come è noto la farina viene ritirata mediante "Buoni" intestati ai singoli distributori. Durante il trasporto qualche autocarro in determinati giorni e luoghi scarica parte della mercanzia con il tacito consenso del distributore intestatario. Con cura della scrivante sono precise indicazioni per poter cogliere su fatto i responsabili con un tempestivo intervento della Polizia Militare Ameriana.

2°- In determinati giorni della settimana alcuni distributori merciano clandestinamente numerosi quintali di farina a rivenditori non autorizzati del mercato nero con il tacito accordo dei rivenditori autorizzati. Sarebbe sufficiente fare effettuare un controllo, prima dell'apertura del magazzino del distributore per constatarne l'irregolarità dell'esistenza rispetto a quanto contrassegnato sul registro di carico.

Si attende una comunicazione da parte di un informatore per poter effettuare una sorpresa al momento opportuno unitamente a rappresentanti della polizia militare in uno dei distributori sottobindiciati.

- GIACOMO GAGLIARDI
- RUISO
- MARIO PASQUALE

Corso Umberto I°
Borso S. Abate
Piazza della Borsa (dietro)

L'informatore si raccomanda di non segnalare nulla all'A.M.G.

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Ill/ce sig. Generale Immel
Comandante la Polizia Militare della Regione 3
8.11.43

a per conoscenza :

- 1) Comando Forza Armata Italiana -Sole
- 2) A.S.E. El Presidente del Tribunale Militare Italiano-Boche
- 3) A.S.E. Pietro Badoglio

Il sottoscritto Mitodale Salvatore fu Umberto si permette esporre a V.S. Ill/ma quanto accaduto, per gli opportuni provvedimenti del caso:
Al pari di molti Ufficiali del R.E. Italiana, nel mese di settembre del 1943 fu esonerato dal servizio e battuto sul lunario in Italia delle orde tedesche e fasciste.

Non potendo più oltre subire ad assistere ai soprusi e vessazioni che fascisti e tedeschi commettevano ai danni della povera popolazione civile e militari sbandati, l'esponente invitò il popolo e militari delle Stazioni Stella, S. Carlo all'Arena, Vasto e S. Lorenzo a sollevarsi in armi.

Dissestava le armi in precedenza nascoste, armò un primo nucleo di soldati installando armi di mitragliatrici, carri piastri, artiglieria, ecc. per combattere l'adversario nemico.

In apripista combattimenti, molti furono gli atti di valore e molte serghe generose fu versate, ma la vittoria arrivò agli eroi della notte sfornate di Napoli ed alle vittorie e serghe troppo Anglo-americane, furono commutati circa duecento prigionieri tedeschi e fascisti e molte armi.

Furono anche presi ai tedeschi vari automezzi che furono messi a disposizione dell'Ufficio Alimentazione di Napoli con autorizzazione del Allied Force Government Military che servirono a trasportare derrate alimentari e farina per l'affamata popolazione civile, servizio decisamente disimpegnato dal sottoscritto gestore e con la collaborazione di un gruppo di circa 50 Ufficiali-sottufficiali e militari di truppa reduci delle quattro guerre.

Instancabilmente tale gruppo di patriotti lavorò giorno e notte per la messa di efficienza di tali automezzi, tutti in cattivissime condizioni di uso, per trasportare la merce nei tanti ospedali di Bari, Calabria ecc. ecc.

Si dimostrò al popolo che tale gruppo di patriotti ex appartenenti al R.E. Italiano, nonostante l'essere stato abbandonato alla mercé dei barbari unni e fascisti, aveva riscattato l'onore col battagliare e ricacciare il nemico e che tentava a fianco delle truppe alleate alleviare le piaghe sociali con l'impegnarsi anche nel campo dell'alimentazione.

Agli automezzi furono applicati gli stessi numeri di targhe di sei auto-mezzi militari in riparazione presso la Società Lucania (tuttora in possesso exd- segretaria la manutenzione sui pernoschi Official Pass.

Tale stato di cose intaccò l'onore e la suscettibilità di alcuni Ufficiali del R.E. Italiano (usciti dall'Italia) avevano stati respinti onore.

- 1) Comando Fucce Armato Italiano - Sede
- 2) A.S. 2. il Presidente del Tribunale Militare Italiano - Sede
- 3) A.S. 2. Pietro Badoglio

Il sottoscritto Ritondale Salvatore fu Umberto si permette espone a V.S. Ill.ma quanto accaduto, per gli opportuni provvedimenti del caso: Al pari di molti Ufficiali del R.E. Italiano, nel mese di settembre del 1943 fu esonerato dal servizio e portato sull'iso. rice in Italia della erde tedesca e fascista.

Non dettando più sicuro subito ad assistere ai soprusi e vessazioni che fascisti e tedeschi commettevano ai danni della povera popolazione civile e militari sbandati, l'esponente iniziò il popolo e militari delle Sezioni Stella, S. Carlo all'Arma, Veste e S. Lorenzo a sollevare in armi.

Dissottando la armi in precedenza nascoste, armò un primo nucleo di soldati installando armi di mitragliatrici, campi minati, bersagli, ecc. per combattere l'edile nemico.

In espressioni combattimenti, molti furono gli atti di valore e molte sagge gesta fu versate, ma la vittoria andò alle armi della quattro giornata di Napoli ed alle vittoriose e numerose truppe Anglo-americane, furono consegnati circa duecento prigionieri tedeschi e fascisti a molte armi.

Furono anche presi ai tedeschi vari automobili che furono messi a disposizione dell'Ufficio Alimentazione di Napoli con autorizzazione del Allied Force Government Military che servirono a trasportare derrate alimentari e farina per l'affameato popolazione civile, servizio lunevolmente disimpegnato dal sottoscritto pastore e con la collaborazione di un gruppo di circa 50 Ufficiali-sette Ufficiali e militari di truppe reduci delle quattro giornate.

Instancabilmente tale gruppo di patriotti lavorò giorno e notte per la messa di efficienza di tali automobili, tutti in cattivissime condizioni di uso, per trasportare la merce dai lontani capoluoghi di Bari, Calabria ecc. ecc.

Si dimostrò al popolo che tale gruppo di patriotti ex esponenti al R.E. Italiano, nonostante l'essere stato abbandonato alla mercé dei barbari opini e fascisti, aveva riscattato l'onore del battaglione e ricacciare il nemico e che tentava a fianco delle truppe alleate alleviare la piaga sociale con l'impegnarsi anche nel campo dell'alimentazione.

Agli automobili furono applicati gli stessi numeri di targhe di "sei auto-mobili militari in riparazione presso la Società Lucania" tuttora in possesso onde segnare la manutenzione sui percorsi Officiali Paesi.

Tale stato di cose intascò l'onore e la suscettività di alcuni Ufficiali del R.E. Italiano (usciti dalle tane ove erano stati nascosti durante le quattro giornate di combattimento) i quali non insinuano intrighi e vigliaccherie per annientare tale pugno di eroi che riuscì ad evitare, con proprie energie, la totale distruzione di Napoli.

Non riusciti con la forza, sei riusciti col falso; infatti venne accusata il sottoscritto di insubordinazione militare nel perchè era latore di una lettera d'invito che il Comando Militare Alleato faceva al Comando 2^a Armata della Campania onde empiere la questione di un sequestro di

= 2 =

autorenze, regolarmente autorizzate.

La senza alcuna ragione arrestato e poco dopo rilasciato in libertà e caricato in volo male dall'Ufficio del Sig. Capo di Stato Maggiore.

Si chiamano "TRANSDOM DELLA PATRIA" nel perché quello Ufficio su- balterno aveva avuto il coraggio di combattere i Tedeschi e di aver avu- to alle proprie ispezioni circa mille armati ed Ufficiali superiori in grado; perché aveva esagerato alla lettera gli ordini del ricercatore in GOVERNO DI S.M. RADOGLIO nel combattere per primo contro i Tedeschi; per- ché aveva sopravvissuto ai Tedeschi, coi sangue di tanti eroi, autorenze ita- liani e di averli imbastiti col consenso delle Forze Alleate per una san- ta causa e cioè di anticipare parte della popolazione civile affamata; perché aveva retribuito col compenso dei trasporti quel gruppo di combat- tenti lasciato sul lastrico con la loro famiglia e senza riempirsi il proprio portafogli, ed aver rinviato ai reali vigilianti e traditori le loro golpe e malefatte.

POCCONE LA CONSERVATIVA LOPICHI E LORE MOLO: da circa un mese trovansi come comune delinquente rinchiuso nelle Carceri Giudiziarie di Poggie- reale, e disposizione del Tribunale Militare Italiano, denunciato quale Ufficiale del R. Esercito e non come civile.

Appl. effetti della vigenti leggi e disposizioni, fin dal mese di set- tembre U.S. doveva considerarsi in carcere (contributo dato a tutto il 30 settembre 1943).

Distaccato dopo tanto essere dalla famiglia e da ben cinque figli, non gli è stato nemmeno concessa la libertà provvisoria, mentre al contra- rio, i rei, vigiliantemente godono il frutto del reale trattamento, sia nei confronti della Patria, che dell'esercito liberatore Alleato.

A richiesta di V.S. Ill.ma il sottoscritto esibirà tutti i documenti di rite, con le relative dimostrazioni di testimonianza e di fatti pre- guardati di interesse e di per fine immediatamente a questi abusi e saprà che si commettono per vigliaccheria ai danni di coloro che ef- fettivamente hanno combattuto i tedeschi, non a minacciarli per salvare il proprio posto, bensì realmente al fianco degli Alleati.

Con osservanza

Napoli, 6 febbraio 1944
Carceri di Poggioreale

Piero Catolo fu Teodoro nato in Napoli il 26/11/1900 da Teodoro Catolo ed Oliva Tafone e dimissionato a Milano di Marina di Santa Co. Tenente del 1° Reggimento dei Bersaglieri in congedo.

Fernato con la macchina dai tedeschi nel settembre 345 riuscì a fuggire con tutta l'auto del campo di concentramento del Purgatorio a Poggioreale. D'accordo con le Autorità italiane (Consiglio dell'Economia) nascondeva in località Vergini ingente quantità di carburante e nottetempo ne curava gli accessi nonostante la presenza di forze armate tedesche che presiedevano altri posti di rifornimenti carburanti vicini, e con giornaliera presenza soviva le ricerche teutoniche riuscendo a salvare tutto il carburante che metteva poi a disposizione del Consiglio dell'Economia per fronteggiare il fabbisogno dei trasporti alimentari.

Nelle giornate di reazione contro i tedeschi, capeggiava insieme ad altri il movimento erigendo barrierte in via del Mille e Parco Margherita allo scopo di sbarrare il passaggio ai carri armati tedeschi che da e per il loro comando sito al Park Hotel cercavano di passare. Concorrevano a rinviare e prima scoppiare dinamite messa dai tedeschi in edifici (palazzo acqua viva) e a fare prigionieri. Avuto sentore che il 29 settembre in Piazza Carlo III il popolo combatteva contro i tedeschi che commettevano rapresaglie, ventina le divise di bersagliere ed accorrevano sul posto. Constatato che i tedeschi si erano ritirati sulla salita che da Piazza Carlo III conduce al Campidoglio e che dalla prima svolta facevano apparizione con mitragliatrici di mitragliere allo scopo di mantenere sgombrato la via di uscita ai retardatori, insieme ad una cinquantina di armati improvvisati erigeva una barriera all'inizio della salita potenziandola con mitra gliere del vicino posto di metropolitani, mitragliere servite 45 alcuni valorosi metropolitani volontari.

Il 30 settembre la barriera ancora meglio potenziata resisteva ancora ai tentativi tedeschi di sgominarla. Avanzato allo scoperto per una ricognizione, il tenente Catolo veniva fatto segno a colpi di granata tirate con mortaro e benché ferito al collo da numerose schegge restava sul posto,

recandosi solo a tarda ora all'ospedale dei Pellegrini per farsi estrarre le schegge (operazione fatta dal prof Tritto Giovanni) e guarita dopo 30 giorni a causa della infezione dovuta al molto tempo trascorso senza essersi fatto medicare. Ritornato sulla barricata subito dopo la operazione si manteneva a contatto col Comitato d'azione di Piazza Dante e personalmente con S.E. Picardi prendeva accordi ed otteneva rifornimenti di viveri ed armi per i combattenti napoletani.

Il giorno seguente accompagnava la prima camionette alleata in Prefettura insieme al Conte Pellegrini (direttore della Set) e subito dopo si univa agli avamposti alleati che inseguivano il nemico sulla via di Capochino Acerra.

We are investigating the activities of an individual named Luigi FORTI, who assisted you in work as the mechanic in connection with transport. FORTI is at present in custody and is to be charged with having received bribes for allowing favor, or promise of favor to certain civilians engaged in transport. Now it is known that you were closely associated with FORTI during the period in question, although it is desired that you have some opportunity of stating what you know of the matter, I must tell you, that anything you say may be used as evidence.

- (1) ~~What was the nature of your association with FORTI?~~
What was the nature of your association with FORTI?
- (2) ~~What was the nature of your association with FORTI?~~
What was the nature of your association with FORTI?
- (3) What was the nature of your association with FORTI?
- (4) What was the nature of your association with FORTI?
- (5) What was the nature of your association with FORTI?

2

- 6 What was said about payment of FORTÉ.
- 7 What actual work was carried out by him, and what results did he achieve? What do you consider "good" about his work?
- 8 When did you first learn of FORTÉ's criminal record & when & what action did you take?
- 9 Were your suspicions aroused about him at any time whilst he was working for you?
- 10 What were the facts on these occasions?
- 10A What was the last appearance of FORTÉ at your office?
- 11 What do you know of FORTÉ's family?
- 11A How did you meet FORTÉ's wife?
- 12 Were you or intimate some time with FORTÉ or his family?
- 13 When did you last see FORTÉ and when did you receive news of a from him ~~(that)~~?
- 14 What investigations did you make ⁴² after Capt Beall's information for investigation, as a result of the letter of 10/1/49.

3

- (15) Senneni - Babola?
What efforts to take action against
FORTE?
- (16) RITONDALE?
- (17) What is the significance of
process dated ^{10th} 10th January?
VISCOSIT case
- (18) What was the office procedure for
patent permits?
- (19) What the questions did you put to
applicants to ascertain genuineness of the
claims
- (20) ~~What was the~~
What duty was it to keep and issue patent
application forms.
- (21) Major Fletcher's letter
What does it represent?
- (22) Frank's request by the Corcoran
intentionally avoided!

PRIOLD, DAM

41

DAVELLI D'AKOTO.

GIOVANIOLI.

Statement of MATERASSO Antonio,
 merchant - food and wines - Riviera di Chiaia
 48, Naples who says: -

I have known by repute a man named
 Luigi FORTE for several years, as a man
 who had considerable knowledge of transport
 contractors and their business, but I did
 not know him personally and had little to
 say to him, as I knew he had a bad character
 and penal record. But about three months
 ago I needed to hire a truck to transport
 wine from ~~Napoli to Portici~~ ^{Bridging to Napoli}, ~~Portici~~ ^{Industria}.
 I found some difficulty in hiring
 a truck and approached FORTE, asking if
 he could hire one for me. He took me to a
 transport contractor named SCUDIERI, from
 whom I hired a truck and whom I paid
 55,000 lire (¹⁰⁰⁰ ~~55~~ lire per quintale). Afterwards
 I paid FORTE ²⁰⁰⁰ ~~2000~~ lire as commission for
 having found the truck for hire. This was
 purely a personal payment and the sum
 paid was named by myself. In fact, FORTE
 was dissatisfied with the amount and said
 it was not enough. However, it was a private
 payment and, although I knew he was not that
 Antonio Materasso

²
semi-employed by Luigi Di Aragono at the
Allied Transport Office. The matter seemed to
have no connection with his employment there.
Questo indagine che a me è stata fatta
in italiano è vera autunno 1945

HEADQUARTERS.
ALLIED CONTROL COMMISSION.
Security Intelligence Branch.

9th February, 1944.

Subject:- Issue of overprinted stamps in Naples by Region 3.

To :- Colonel A.E.Young.

1. With reference to the above subject, I have now interviewed Lt. Col. Progers, Postal and Telecommunications Sub-Commission, at Salerno, and Lt. Macnamara.

2. The facts briefly are that after the occupation of Naples, Region 3 issued certain Italian Postage stamps bearing an overprint "GOVERNO MILITARE ALLEATO". Only a limited number were on sale and then the issued either ran out, or was cancelled.

3. Lt.Col. Progers saw Brigadier Hume and Major Rogers, of Region 3, about the third week in November, 1943, and discussed various postal matters as Lt.Col.Progers wished to make sure that the same policy was being pursued in both Salerno and Naples over all postal matters. He asked why it had been necessary to overprint on Italian stamps and Brigadier Hume said because he had information that a large quantity of Italian stamps had been stolen, and that by issuing overprinted stamps it was making the stolen ones valueless. Lt.Col.Progers said that he considered the overprinting quite unnecessary.

4. A copy of Lt.Col.Progers' report, dated 25-11-43, is attached. This report was sent to Captain Stone, A.C.C.Brindisi, who replied saying he did not consider overprinting necessary. Lt.Col.Progers has only used Italian stamps in Salerno-Provence.

5. It gradually came to the notice of Lt.Col.Progers that a "Black Market" in these overprinted stamps had been started due to the limited quantity available. He drafted a report on the subject, copy attached, dated 2-2-44, but the report has not yet been submitted, but it is useful as it sets out the position as known to Lt.Col.Progers.

6. I have also seen Col.Henderson at Salerno, ~~copy attached~~ ³⁹ who showed me a letter, from Lt.Col. A.G.Brown to Captain M. Hay, dated 29-1-44. Copy attached, original in the possession of Col.Henderson. The letter sets out in no uncertain terms Lt.Col.Brown's views about the overprinting of these stamps.

-2-

It confirms that only 20, 35 and 50 centesimi were overprinted and gives figures for the total number of stamps overprinted. It is not known if these figures are correct.

7. According to Lt. Col. Progers the Italian postal authorities had available in Naples at the time of the Allied entry a quantity of stamped post cards bearing 15 and 30 centesimi stamps. The 15 was for delivery inside the City and the 30 centesimi was for delivery outside Naples. The Allies decided to make a flat rate of 50 centesimi for all deliveries inside and outside Naples, both post cards and letters, so that it was necessary to put 35 and 20 centesimi stamps on the post cards and 50 centesimi on letters.

8. It is reported that Brigadier Hume is a stamp collector, but none of the officers I have interviewed can positively confirm this.

9. Major Head of the Postal and Telecommunications Sub-Commission is at present checking the postal system of Region 3 with Major Rogers. I am hoping to see him to-day when I hope he can supply me with the following information, or obtain it in the near future during the course of his work:-

- (a) Who actually authorized the overprinting and for what reason.
- (b) The denomination of the stamps overprinted and the quantity.
- (c) Particulars of the stock of stamps held by the Italians at the time of the Allied entry.
- (d) Why overprinting was stopped and on whose authority.
- (e) The average number of stamps used weekly in Naples.

10. In the A.M.G.O.2 Book of Instructions, 2nd Edition, on page 16, page 66, and page 178, page 6, mention is made of a special issue of A.M.G.O.2 stamps to be used. These special stamps were apparently only used in Sicily and not in any other Region.

Liz Scott. Dan Escobar introduced him
to Major Thomas, to find him transport
Prof. de Antonio Patrullo, Dan & Escobar to
Escobar introduced him to Dr. ANTONIO.

Shortly afterwards the new Consulate was founded,
and about this time F. brought in three books
of the Consulate. Confere - Manning -
Major Thomas. Lt. General, Dr. de Antonio, Scott
and Patrullo. Next day F. & Prof. Patrullo

went to Dr. Antonio. Promised from Consulate
that he would be given a percentage of sale
of monthly salaries. ^{Dr. Antonio told him} Col. Krag said that he
must work in the office of Dr. Antonio and not at
Consulate - all in November. Dr. Krag said, after
with Professor. Next day F. reported back
to DA. He said that a man Escobar
who he had seen, asking for a gun's name
function. Obtained a statement from Dr. Antonio
Col. Krag approving him. While he, Dr. Krag
signed by Col. Krag. To sleep at home and
Liz Scott & Dan Escobar introduced him to Patrullo. 37

Next day F. & Escobar, Manning, explain

10 November - Dr. Juan (2 months).

Captain HEATH G.2 - Region 3

1. All passes for motor vehicles in Naples were issued by Lieut. Di Antonio until about 2nd. February. Then information was received that passes were being obtained by civilians for 3000 lire (passes permitting vehicles to be used on the road).
2. Employed in Lieut. Di Antonio's office at the Municipio, using a desk but not on the A.M.G. payroll as an employee, was Luigi PORTE, who it was ascertained had about 17 convictions for fraud. His particular work was the requisitioning of cars for Lieut. Di Antonio for Region 3. Captain Heath received information that PORTE was the link between civilians and Region 3 for the obtaining of car permits at prices agreed upon. PORTE was using a car - No. NA 31532.
3. Subsequently information was received that a man named Renato PACCHINETTI, Via Duomo 202, third floor, door 19, ~~was acting as an intermediary with a certain~~ Lieutenant, in obtaining a car permit for one, Vincenzo GARGIULO, Via Florida 118, the agreed price being 1,000,000 lire. On 28th January, GARGIULO called upon PACCHINETTI to ask about the permit and was told that he would have to wait a little while because the "Lieutenant" could not carry out this favour owing to there being previous applications, but that everything had been prepared as he could confirm by calling at Via Cesare Battista 15, and that the Receipt No. was 365. Capt. Heath ascertained that at about the time in question Di Antonio was on the sick list.
4. PORTE is about to be prosecuted by the Procuratore del Re on charges of fraudulent use of motor car number plates. Capt. Heath will supply a full report on the subject of this matter.
5. Giuseppe IANIEL, Capt. Heath's informant, upon instructions ~~from~~ PORTE personally at the latter's Travel Agency in Galleria Umberto, and applied to him for assistance in obtaining a travel permit to visit other parts of Southern Italy. PORTE told him to call again in about a week - when the permit would cost him about 800 to 1000 lire (This interview took place two or three days ago).
6. Lieutenant FIELDING, who worked in the same office with Di Antonio, can give further information.

Ses
Capt.
HEATH

① 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 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employed in the office of the Municipio, using a desk but not on the A.M.G. payroll as an employee, was Luigi FORTE, who it was ascertained had about 17 convictions for fraud. His particular work was the requisitioning of cars for the Militia. Di Antonio for Region 3. Captain Heath received information that FORTE was the link between civilians and Region 3 for the obtaining of car permits at prices agreed upon. FORTE was using a car - No. NA 31532.

3. Subsequently information was received that a man named Renato PACCHINETTI, Via Duomo 202, third floor, door 19, was acting as an intermediary with a certain Lieutenant, in obtaining a car permit for one, Vincenzo GARGIULO, Via Floria 118, the agreed price being 13000 lire. On 28th January, GARGIULO called upon PACCHINETTI to ask about the permit and was told that he would have to wait a little while because the "Lieutenant" could not carry out this favour owing to there being previous applications, but that everything had been prepared as he could confirm by calling at Via Cesare Battista 15, and that the Receipt No. was 366. Capt. Heath ascertained that at about the time in question Di Antonio was on the sick list.

4. FORTE is about to be prosecuted by the Procuratore del Re on charges of fraudulent use of motor car number plates. Capt. Heath will supply a full report on the subject of this matter.

5. Giuseppe IANIEL, Capt. Heath's informant, upon instructions saw FORTE personally at the latter's Travel Agency in Galleria Umberto, and applied to him for assistance in obtaining a travel permit to visit other parts of Southern Italy. FORTE told him to call again in about a week - when the permit would cost him about 800 to 1000 lire (This interview took place two or three days ago).

6. Lieutenant FIELDING, who worked in the same office with Di Antonio, can give further information.

7. About 25 January Capt Heath saw Colonel Kragie (American Officer - Region 3) and casually mentioned that he had heard that motor car permits were being bought for agreed prices. He told Capt. Heath of two cases of which he, personally, knew - Baroness AVEZZANO, member of OVRA, and also a jeweller who was a friend of Brigadier NUBER's landlord (? one of the brother's LORENZO). Col. Kragie on learning that the man was a jeweller and had no reason to travel declined to grant a permit, but subsequently Col. Kragie saw the car bearing a license being used on the road.

See
Capt.
HEATH

① Inquiry of
of the
of the
of the

? Action

③ Stated
3
1/2

Enquiry of
Lt. Fielding
re full parties
of all passes
issued.

? Particulars
Baroness AVEZZANO
and
Jeweller
of the
car permits
④ Stated of
Colonel Kragie

Page 2

8. It is alleged that cars requisitioned for Region 3 are being sold by an American officer and another officer believed to be Colonel BORG (British-Maltese). Further information is being obtained by Captain Heath. It is suggested that the number plates of such cars are changed by the civilians who acquire them, licenses being then issued by Di Antonio bearing the new index nos. ~~One case of this nature is said to be known to Colonel Doche.~~

See
Colonel
Doche by

9. Lieut. RITONDALE, Italian Army, used 6 Italian Army lorries for black market purposes. He was arrested by the CC.RR and is now in Poggioreale Prison, Naples.

See:
(i) CC.RR.
(ii) RITONDALE
prisoner.

Di Antonio is known to have been present in the room when RITONDALE was arrested, and claims that he was the officer who effected the arrest. The CC.RR, however, say that they did not effect the arrest upon his request, but acted independently, and found Di Antonio in the room when they called to arrest RITONDALE. Immediately on entering Di Antonio jumped up from his seat, pulled out a revolver and said to RITONDALE, "I arrest You".

(i) *Interrogation*
(ii) *of RITONDALE*

10. Recently on instructions of a superior officer D.A. had to refuse renewal of certain car permits and was instructed to supply particulars of such vehicles to Major Fletcher - Region 3 for requisition purposes.

(i) *of D.A.*

A number of cars on the list supplied by D.A. could not be traced on enquiry, and the inference is that they were bogus numbers.

See:
(i) Lt. Fitching
(ii) Maj. Fletcher

11. Capt. Heath says that he has received info. that a woman named Signorina PISA was acting as an intermediary for purchase of car permits by civilians, and was entertaining an American officer, apparently for the purpose. Capt. Heath will supply further info.

(i) *Interrogation*
(ii) *of Signorina PISA*

12. Lieut. ZERRA, Motor Pool Officer and DI ANTONIO are very friendly and are apparently working hand in glove ? What happened to 75 Jeep tyres which were obtained from DID for the Motor Pool

13. About the middle of January, Capt. Harvey WINGATE (American) T.C.U.P.W & M - Municipio said he had information that D.A. was selling car permits and that he knew of three instances (no names or other parties given)

See:
Capt. H. Wingate

14. A man named MAGLIENO Guido, 2 Via Brancaccio, (Squadrista) said to have obtained 3000 lire from MARZULLO, Via Matteo Schilizzi 10, for permit for car

(i) *of Maglieno*
(ii) *of Marzullo*

See:
(1) CC.RR.
(ii) RITONDALE
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15. D.A.'s position is now taken over by Major GILES

D.A. lives 16 Via Caracciolo with Lt. Fielding and Col. Docherty.

16. Capt. Heath's informant can purchase 10,000 cigs. which will be delivered in a van by an American officer. Capt. HEATH AWAITING OUR INSTRUCTIONS.

Dr. SAVELLI, a lawyer, is said to be big steer in Black Market

and to have received 14 lorry loads

See:
(i) Lt. Fielding
(ii) Maj. Fletcher

9. * Signorina PISA
of Signorina PISA

See:
Capt. H. WINGATE

(4) Subsistence of
MAGLINO AND
(10) Subsistence of
MARZULLO

Page 3

of goods.

18. Alfonso ARTURO MINNA, Chief of Alimentation Office

Captain Heath tried to get this man removed. Joined Fascist Party in 1926. 31 year Secy to Jannelli, Under Secy. to Minister of Communications. Report sent to R.C.A.O. Naples but no action taken.

F.S.S. also agree that this man should be removed

19. Major Gre (American) Region 3 Company Commander Always plenty of money to spare. Has bought his

own car, does not carry A.M.G. numbers?

20. Captain WANDROPER, British Camp Commandant, about to marry an Italian woman of very rich parents. His future father-in-law said to have lent him money

21. Brigadier Hume very friendly with Cardinal

ASCALES. Many permits and passes issued to clergy.

22. Two restaurants are frequented by Region 3 senior officers, both supply food and wine which undoubtedly comes from the Black Market; -

GIACOMINO, almost opposite the British Officers' Club.

ZITERESA, by the Old Castle.

Lieutenant MacMURRAY

- L. Lieut. M. has heard Col. Kregie lunches at the Ziteresa Restaurant daily and never pays his bill. Sometime in December 1943 Brigadier HUME ordered that three separate issues of postage stamps be purchased to Allied Military Government (the denominations of the stamps are believed to have been 15, 35 and 50 Lire). Very shortly afterwards they were either exhausted or called in and ordinary stamps were again put into use. The effect of this would be to create a great value from the philatelist's point of view, in respect of the particular leaves. According to Colonel PROVERO (British - Salerno) this was totally unnecessary and the only time purchasing might become necessary is when a particular denomination of stamp is exhausted and cannot be replaced. Brigadier HUME is himself a collector of stamps.

ENQUIRIES:

WHO GAVE AUTHORITY AND WHY?
WHO CANCELLED THE ISSUE AND WHY?
WHAT WERE THE INSTRUCTIONS GIVEN TO REGION 3 ON ASSUMING AUTHORITY?
FULL DETAILS CONCERNING ISSUES TO BE OBTAINED THROUGH COL. PROVERO.

3. Two brothers named LORENZO own four separate flats in a building, one of which they occupy themselves, the other three (not requisitioned) being occupied by Brigadier HUME and his officers.

One of the brothers LORENZO has an interest in a restaurant (SEE COL. YOUNG FOR DETAILS).

The other brother is Chief of the Administration Office in Naples. The significance of these facts is very strong.

4. The "ZITERESA" Restaurant was once put out of bounds to all Allied personnel, and later the ban was removed.

WHAT WERE THE FULL CIRCUMSTANCES WHICH LED TO THIS BEING PLACED OUT OF BOUNDS, AND WHY WAS IT SUBSEQUENTLY PLACED WITHIN BOUNDS.

ENQUIRY:CAPTAIN RALKCAPTAIN GORDON

5. Captain KERR Aide to Brigadier LUSH told Lieut. MacMurray that there had been some kind of trouble

and ordinary stamps were again put into use. The effect of this would be to create a great value from the philatelist's point of view, in respect of the particular issues. According to Colonel PROGERS (British - Salerno) this was totally unnecessary and the only time surcharging might become necessary is when a particular denomination of stamp is exhausted and cannot be replaced. Brigadier Hume is himself a collector of stamps.

ENQUIRY:

WHO GAVE AUTHORITY AND WHY?
WHO CANCELLED THE ISSUE AND WHY?
WHAT WERE THE INSTRUCTIONS GIVEN TO REGION 3 ON ASSUMING AUTHORITY?
FULL DETAILS CONCERNING ISSUES TO BE OBTAINED THROUGH COL. PROGERS.

3. Two brothers named LORENZO own four separate flats in a building, one of which they occupy themselves, the other three (not requisitioned) being occupied by Brigadier HUME and his officers.

One of the brothers LORENZO has an interest in a restaurant (SEE COL. YOUNG FOR DETAILS). The other brother is Chief of the Alimentation Office in Naples. The significance of these facts is very strong.

4. The "ZITERRA" Restaurant was once put out of bounds to all Allied personnel, and later the ban was removed.

WHAT WERE THE FULL CIRCUMSTANCES WHICH LED TO THIS BEING PLACED OUT OF BOUNDS, AND WHY WAS IT SUBSEQUENTLY PLACED WITHIN BOUNDS.

ENQUIRY:

CAPTAIN FALK

CAPTAIN GORDON

5. Captain KERR aide to Brigadier LUSH told Lieut. MacNamara that there had been some kind of trouble with Col. Kregde in Bari, over Black Market

SEE Captain KERR

6. According to Major Humphreys (British) wine was shipped about a month ago from Region 1 to Region 3 and is said to have "got into wrong hands" and to have been sold at a great profit. Details are said to be known to the Food Sub-Committee (Col. LEGGE and Major Humphreys - both British officers).

Lt. Meldin

D.A. arrived in the first few days of the occupation and was employed in the Labour Office. P. was the first person to issue passes for motor vehicles while. End October/Beginning November called in white and issued pink. During period until 31st Dec. P. was only person to sign these permits. P. Had nothing to do with petrol permits. When application was made for a permit and backed by the signature of an accredited Officer of the Forces P. granted the permit. Shortly after the occupation D.A. was transferred from Labour Office to some job in connection with the Alimentations. In this capacity he used to call on P. with applications for car permits and ferry permits. P. refused some of the car permits and for those in respect of which a permit was issued he made D.A. sign the application form. Now until about 16 Jan. Col KRAGE was C.A.O. Naples City. Now Col. Mancini is S.C.A.O. Naples Province and City. Lt. Col. WERNER is Deputy for the City. Lt. Col. BORG is Deputy for Province. Col. KRAGE is now R.C.A.O. RES.3. All P's passes expired on 31. 12. 43. D.A. took over on 1st. and issues passes for cars and petrol. Now applications are in duplicate and submitted to the C.I.P. who transfer them to D.A. If submitted, he issues a green motor car permit and a red petrol coupon. The green signs both and decides the amount of petrol. The green passes are serially numbered. C.I.P. keep record of applications and possibly the duplicate form. Indeed PORTI worked for D.A. but was not on A.M.G. payroll but was always in the office in P.'s office. The TONTI had 17 previous convictions. Some time early in January following this, P. submitted a report to Col. BORG pointing out the unsuitability of PORTI and enclosing list of convictions. BORG apparently spoke to D.A. as Visalio saw a note on his report addressed to D.A. "act as discussed last night". PORTI disappeared. P.A. saw P. and asked him what was the meaning of the report - he said PORTI was a good man and had helped him considerably. PORTI told P. that he had been working for the C.I.P. but this is untrue.

D.A. has fallen out with his girl friends and P. can find her if required.

signature of an accredited Officer of the Forces P. granted the permit.

Shortly after the occupation D'A. was transferred from Labour Office to some job in connection with the allotment. In this capacity he used to call on P. with applications for car permits and lorry permits. P. refused some of the car permits and for those in respect of which a permit was issued he made D'A. sign the application forms.

Until about 16 Jan. Col. FRASER was C.A.O. Naples City. Now Col. KANDOLA is C.A.O. Naples Province and City. Lt. Col. WERNER is Deputy for the City. Lt. Col. ROSE is Deputy for Province. Col. FRASER is now R.C.A.O. Reg. 3.

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Until ROBERT worked for D'A. but was not on A.A.C. payroll but was always to be seen in D's office. The ROBERT had 17 previous convictions.

Sometimes early in January following this, P. submitted a report to Col. ROSE pointing out the unsuitability of ROBERT and enclosing list of convictions. ROSE apparently spoke to D'A. as Fielding saw a note on his report addressed to D'A. "not to be discussed last night". ROBERT disappeared.

D'A. saw P. and asked him what was the meaning of the report - he said ROBERT was a good man and had helped him considerably. ROBERT told P. that he had been working for the C.I.P. but this is untrue.

D'A. has fallen out with his girl friend and P. can find her if required.

D'A. has done the requisitioning of cars for Reg. 3. On 6.1.44 Capt. GRAM said to P. that it "looked as if one of our officers was going to be put in charge for selling a motor car" - said it was an American Officer.

P. issues curfew passes: travel permits are issued by Capt.

per
Capt.
Gram

33

Col. DOHERTY.

Lt ZERRA gave passes to lorries (Italian owned) to do A.M.G. work, and it was found that they were doing Black Market work at the same time.

Di Antonio lives at 16 Via Caracciola.

That money has Di Antonio sent home. Has he ever drawn any money from the American Field Cashier.

Lt. Macnamara (continued)

Lt Col. Brown late C-4 Palermo, now at A.F.H.Q with Col. Fitch. Brown is a stamp collector and was indignant because he could not purchase any of the discharged A.M.G stamps. Brown knows Brig. Hume is a stamp collector. Brown American. Capt. Ray (British) also stamp collector can give further information.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Security Intelligence Section

15 th February 44

Lt Col Stephen J. BORG says:-

I am now Assistant S.C.A.O. Naples Province, with an office in the Municipio. I was acting S.C.A.O. Naples City, from about 15th December, 1943, to about 2nd January, 1944, with no regular assignment. Prior to 15th December, 1943, I had heard that there was some one undesirable working in the Transportation Office. He was an Italian civilian, whose name I did not know at the time.

Towards the end of December, 1943, I was shown a report by Lt Douglas Batson, dated 28-12-43, attached to which was a copy of the criminal record of Luigi Forte. Although this is dated 28th December, 1943, it did not reach me until 29th December, 1943, and on receipt of which I sent for the Transport Officer, Lt Di Antonio. It was about 5-0pm in the evening.

I asked Lt Di Antonio what he knew about Forte. He replied that he knew Forte had not a clean sheet, but he implied that he did not consider Forte's convictions bad enough to outweigh the good work Forte had done in the office. (Transportation).

I told Di Antonio that in spite of all the good work done by Forte, he would have to be discharged at once as we could not employ a man with such a record in the office.

I did not know that Forte was not on the pay roll of Region III. Also, I did not know in what capacity Forte was employed in the Transport Office. I have never interviewed Forte and do not know him by sight.

The next day, 30th December, 1943, Lt Di Antonio returned to my office with the file duly endorsed, "Complied with", in pencil. He handed me the file. 31

This statement has been made to the best of my recollection owing to the lapse of time, and owing to the fact that once Forte was dismissed, and I had records of the action taken, the matter was entirely dismissed from my mind.

Lt Colonel.

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Lt Colonel.

Santo Lato - Vale Nam (with 2-10-10)
20-

Commercial - 28 a. - 1945 -

I am engaged in buying clothing and materials from Noera and Lucha firms which I resell. I am also engaged with my father-in-law, Armando Luto, same address, who is a military ^{clothing store} ~~tailor~~. He has also two small ~~long~~ ^{small} ~~lorned~~ ^{lorned} ~~we~~ ^{we} ~~use~~ ^{use} ~~to~~ ^{to} transport materials and also to carry food for the administration and to transport furniture. We obtained regular permits. The numbers are 11379 NO and the Lote 10490 NO. The big motor-in-law is the registered owner of the first vehicle and my wife of the other. My father-in-law has also a private car N. 32144 for business. I have known Luigi Lote for three or four years and have never had any business dealings with him. In December of 1943, Lote came to my office and asked permission to use it to deliver his Luto. I said to him that I did not like the idea but that as long as only a few people came it would be all right. Then in the next few days, very many people came to see Lote in my office, but next door to me and I could not see what was going on. Lote had told me that he wanted to see me and I had told him that I had told the

from Noera and Luriga from which I received. I also engaged with my father-in-law, demands limits, some address, who is a military ^{clothing dealer} ~~business~~. He gave also two small ~~long~~ ^{long} ~~small~~ ^{small} which we use to transport materials and also to carry food for the remuneration and to transport furniture. We obtained regular permits. The numbers are 11379 NA and 1140 NA. The my mother-in-law is the registered owner of the first vehicle and my wife of the other. My father-in-law has also a private car No. 32144 ~~for business~~.

I have known Luigi Forte for still or four years and have never had any business dealings with him. In December of 1943, Forte came to my office and asked permission to use it. I denied his limits. I said to him that I did not like the idea

but that as long as only a few people came, it would be all right. Then in the next few days, very many people came to be ^{done} in my office, that next door to me and I could not see what was going on. Forte had told me that he wanted to use it as a transport office as he had left the Allied command where he had been working. There

was no agreement about payment because he told me that he intended to open another office in a few days and that he would run his business there. He only told me that his business was transport and that I had no occasion to know whether he was regular

in what he did. I saw Lora in the office not more than three times in December but I have reason to believe that he went up here in the afternoon when I was not there. About the days after he first came, having seen the crowd of people who were coming out for him, I told him that he must not use my office any more. He told me that his lawyers were much less now and that few people would come. I never saw him at the office at all after that, but I can't say whether he came there as I was not always there myself. Some mornings as I was leaving home I saw some of the people who had come to the office at Lora's house in Viale Maria di Savoia and I said that Lora was doing his business in his own house. I have never seen Dr. Di Antonio in my office and in fact, I do not know him, but I have seen him in the company of Lora in a car and I was told that this was Dr. Antonio. I had seen several times at Lora's house because my wife is a friend of his family, but I have not seen him for the last three weeks. I have never seen Dr. Di Antonio at Lora's house, but I know from conversation of friends that he was in the habit of going there to play poker and that he went with Lora often to lunch at Giacomini's. I swear that I have never had any business dealings with Lora and I

ground of people who were coming to look for him, I told him that he must not use my office any more. He told me that his business was much less now and that few people would come. I never saw him at the office at all after that, but I can't say whether he came there or I was not always there myself. Some mornings as I was leaving home I saw some of the people who had come to the office at Fort's house in Viale Italia at Sanza and I don't know how he was doing his business in his own house. I have never seen St. Di. Antonio in my office and in fact, I do not know him, but I have seen him in the company of Fort in a car and I was told that Fort was Dr. Antonio. I have seen several times at Fort's house, because my wife is a friend of his family, but I have not seen him for the last three weeks. I have never seen St. Di. Antonio at Fort's house, but I know from conversation of friends that he was in the habit of going there to play poker and that he went with Fort often to lunch at Giacomini's. I swear that I have never had any business dealings with Fort and I know that my father-in-law has not had any dealings with him either. The forms which you found in the office were not mine; they belonged to Fort. I know that the people come there for applications for motor car permits, petrol permits and oil permits and as all that kind of people was coming there, I got the idea that he was

receiving money from them. I have seen at least 100 persons
coming to the office and when they talked, I was done
very quickly. I know that two of people were
Alejandro and, Barone Hernandez. The latter came twice
to ask for Lote, who was not there and I told him
to go to the house. This statement is true and has
been read to me in Spanish.

11/12/44.

Joel Lacey

**TOOK BRIBES,
7 YEARS**

Another step forward in the fight against the Black Market is announced.

Luigi Forte, formerly employed in the Transportation Section of A.M.G. in Naples, was sentenced to seven years' imprisonment for accepting bribes in connection with the use of transport for Black Market operations.

He was employed in the early days of the liberation of the city, and on several occasions accepted bribes of 10,000 lire each from civilians who wanted to avoid having their cars requisitioned, and wanted to obtain A.M.G. passes for their cars.

Union Jack

22 March 1944-27

HEADQUARTERS
ALLIED CONTROL COMMISSION
A.P.O. 394
(SECURITY INTELLIGENCE)

27 February, 1944

Subject : Luigi FORTE, detained at Questura

To: Duty Officer, C.M.P., Questura.

With reference to the above mentioned Italian, now
in custody at the Questura at the disposition of Colonel A.R. Young,
A.C.C. - Security Intelligence :-

It is now requested that Luigi FORTE be held at the
disposition of Major Andrew WAY, A.M.G. Public Safety, No 3 Region H.Q.,
Prefettura, who is the officer in the case for prosecution of FORTE.

It is suggested that FORTE be transferred to Flegareale Prison
to await trial on certain charges, the appropriate authority being
informed that the question of FORTE being liberated on bail is strongly
opposed and should not be granted without reference to Major WAY.

For Colonel A.R. Young
For Colonel A.R. YOUNG
Director - Security Intelligence A.C.C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
(SECURITY INTELLIGENCE)

CONFIDENTIAL

24 February, 1944

SUBJECT:

Unsatisfactory employment of an Italian - Luigi FORTE -
by Lieutenant Joseph Di ANTONIO, A.M.G. Naples City
Transportation Officer.

TO:

Colonel A. E. YUNG

1.

This report deals with certain very unsatisfactory features surrounding the former employment (unpaid) of an Italian - Luigi FORTE - in the A.M.G. Transportation Office, Naples City, under Lieutenant Joseph Di ANTONIO (AM.).

2.

It is alleged that FORTE, during the course of his employment as above, obtained money unlawfully from civilians, under promise of securing them undue advantages from the A.M.G. Transport Officer - Lieutenant Di ANTONIO. FORTE is now in custody awaiting prosecution and, in that connection, is the subject of my report of 16 February, 1944, a copy of which is submitted herewith (marked "A") together with statements of witnesses and copy of the penal record of FORTE. (Copy of Penal Record attached - marked "B").

3.

According to information received from Lieutenant Di ANTONIO, Professor PETERHO (Director of the Consorzio Autotrasporto Napoletano) and from FORTE himself, the latter was a man who had interested himself for a number of years in arranging transport deals, living on commissions. Documents which were examined at FORTE's apartment tend to confirm this.

4.

In late October, 1943, FORTE came to the A.M.G. Transportation Office, Naples City, in the company of Professor PETERHO (Consorzio Autotrasporto) and Signor SCUTTI (Director of Alimentazione) who informed Lieutenant Di ANTONIO that FORTE had an extensive knowledge of transport conditions and would be very useful in locating hidden motor vehicles and parts, suitable for requisition purposes.

5.

Apparently, FORTE attended several conferences at the A.M.G. Transportation Office, Naples, in the company of the above-mentioned Italian officials, and which were also attended by Major STRAUSS and Lieutenant Di ANTONIO. One of the outcomes of the conferences was that FORTE would be engaged to work directly under Lieutenant Di ANTONIO. This decision was made at the suggestion of the Lieutenant.

6.

The agreed nature of FORTE's work under the Lieutenant was the locating and requisitioning of motor vehicles and parts. (See A.M.G. Authority attached, dated 16 November, 1943 - marked "B") (25) Lieutenant Di ANTONIO, early in his statement (copy attached - marked "C") says that during the period when FORTE worked under him - "late November, 1943 to shortly after Xmas 1943" - FORTE did not help in any other way. Later in his statement, however, Lieutenant Di ANTONIO,

2.

Luigi PORTE - in the A.M.G. Transportation Office, Naples City, under Lieutenant Joseph Di ANTONIO (AM.).

It is alleged that PORTE, during the course of his employment as above, obtained money unlawfully from civilians, under promise of securing them undue advantages from the A.M.G. Transport Officer - Lieutenant Di ANTONIO. PORTE is now in custody awaiting prosecution and, in that connection, is the subject of my report of 19 February, 1944, a copy of which is submitted herewith (marked "A") together with statements of witnesses and copy of the penal record of PORTE. (Copy of Penal Record attached - marked "B").

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According to information received from Lieutenant Di ANTONIO, Professor PETRUCCI (Director of the Consorzio Autotrasporto Napoletano) and from PORTE himself, the latter was a man who had interested himself for a number of years in arranging transport deals, living on commissions. Documents which were examined at PORTE's apartment tend to confirm this.

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The agreed nature of PORTE's work under the Lieutenant was the locating and requisitioning of motor vehicles and parts. (See A.M.G. Authority attached, dated 12 November, 1943 - marked "B") 25 Lieutenant Di ANTONIO, early in his statement (copy attached - marked "B") says that during the period when PORTE worked under him - "late November, 1943 to shortly after Xmas 1943" - PORTE did not help in any other way. Later in his statement, however, Lieutenant Di ANTONIO, after the names CUTOLO and SCUDIERI (witnesses) had been mentioned to him, agreed that occasionally, when he was very busy, PORTE had been allowed to write out permits for the issue of motor fuel, ready for the Lieutenant's signature.

7.

There is reliable evidence, however, to show that PORTE's activities in the office went far beyond those mentioned as above. It is apparent from the statements of Maria GUIDA (attached - marked "B") a clerk employed in the Lieutenant's office, and of Michele SCUDIERI and Piero CUTOLO, transport contractors (statements attached - marked "C" and "D" respectively) that PORTE spent the greater part of his time in the Transport Office, interviewing civilian callers and rejecting or accepting their applications to see the

Lieutenant in connection with authorisations for obtaining motor fuel and other transport matters. According to Signorina GUIDA, FORTIS "behaved more or less as if he were in charge of the A.M.C. Transport Office".

8.

It is perhaps significant that during the period of his serving under Lieutenant DI ANTONIO, which was, in fact, for at least two months, FORTIS (according to the Lieutenant's statement) only found 2 trucks, about nine cars and about 40 tyres, suitable for the purpose of requisitioning. These figures would not indicate that FORTIS devoted much of his time, during the two months in question, to the locating of motor vehicles and parts.

9.

Lieutenant DI ANTONIO states that, during the time FORTIS was employed, nothing happened to arouse the Lieutenant's suspicions concerning him. Yet, there is the evidence of Signorina GUIDA that FORTIS was constantly receiving callers and taking them into the corridor for conversations which, apparently, were not intended to be overheard.

10.

Also, there is the evidence of Signor GIROLLO that, on about 21-22 December, 1943, on instructions received by letter from the Consorzio, he presented himself at Lieutenant DI ANTONIO's office. Both the Lieutenant and FORTIS were in that office when GIROLLO entered. FORTIS led him outside and demanded the sum of 10,000 lire - "for the Lieutenant's protection". Having been paid that amount, FORTIS is alleged to have re-entered the Lieutenant's office, leaving GIROLLO outside. After a few minutes, GIROLLO says that FORTIS came out to him again and said that the Lieutenant was not satisfied with the amount, but that he (FORTIS) had told the Lieutenant that the amount would be paid every month.

11.

Further, there is the evidence of Signor SCUDIERI that on one occasion (late December, 1943 or early January, 1944) he went to Lieutenant DI ANTONIO's office to apply for a permit for the supply of naphtha. On entering the office he saw both the Lieutenant and FORTIS, but it was the latter who asked him the nature of his business. SCUDIERI told FORTIS that he wanted a permit for a supply of naphtha and FORTIS immediately, without any further enquiries, asked him whether 1,000 litres would be enough. SCUDIERI said that this amount would suffice and FORTIS at once wrote out an authority which the Lieutenant then signed and stamped, without asking any questions as to the specific purpose for which the naphtha was required. Having signed the permit, the Lieutenant handed it back - not to SCUDIERI - but to FORTIS, who is alleged to have placed it in his pocket in the Lieutenant's presence and to have asked SCUDIERI to come outside. There, he made it clear to the latter that he would only be given the permit on payment of 10,000 lire. GIROLLO paid FORTIS this amount, was given the permit and subsequently obtained the said amount of naphtha on production thereof.

12.

From the foregoing, it will be seen that, if the suspicions of Lieutenant DI ANTONIO were not aroused against FORTIS, then it can only be said that they ought to have been aroused.

Lieutenant Di ANTONIO states that, during the time FORTE was employed, nothing happened to arouse the Lieutenant's suspicions concerning him. Yet, there is the evidence of Signorina GUIDA that FORTE was constantly receiving callers and taking them into the corridor for conversations which, apparently, were not intended to be overheard.

Also, there is the evidence of Signor CUTOLO that, on about 21-22 December, 1943, on instructions received by letter from the Consorzio, he presented himself at Lieutenant Di ANTONIO's office. Both the Lieutenant and FORTE were in that office when CUTOLO entered. FORTE led him outside and demanded the sum of 10,000 lire - "for the Lieutenant's protection". Having been paid that amount, FORTE is alleged to have re-entered the Lieutenant's office, leaving CUTOLO outside. After a few minutes, CUTOLO says that FORTE came out to him again and said that the Lieutenant was not satisfied with the amount, but that he (FORTE) had told the Lieutenant that the amount would be paid every month.

Further, there is the evidence of Signor SCUDIERI that on one occasion (late December, 1943 or early January, 1944) he sent to Lieutenant Di ANTONIO's office to apply for a permit for the supply of naphtha. On entering the office he saw both the Lieutenant and FORTE, but it was the latter who asked him the nature of his business. SCUDIERI told FORTE that he wanted a permit for a supply of naphtha and FORTE immediately, without any further enquiries, asked him whether 1,000 litres would be enough. SCUDIERI said that this amount would suffice and FORTE at once wrote out an authority which the Lieutenant then signed and stamped, without asking any questions as to the specific purpose for which the naphtha was required. Having signed the permit, the Lieutenant handed it back - not to SCUDIERI - but to FORTE, who is alleged to have placed it in his pocket in the Lieutenant's presence and to have asked SCUDIERI to come outside. There, he made it clear to the latter that he would only be given the permit on payment of 10,000 lire. CUTOLO paid FORTE this amount, was given the permit and subsequently obtained the said amount of naphtha on production thereof.

From the foregoing, it will be seen that, if the suspicions of Lieutenant Di ANTONIO were not aroused against FORTE, then it can only be said that they ought to have been aroused.

In addition, the Lieutenant does not appear to have taken due note of the fact that FORTE's services under him were being given without any official payment whatsoever. FORTE was neither on the payroll of the Consorzio Autotrasporto, nor of A.M.G. Early in his statement, Lieutenant Di ANTONIO says that throughout the time of FORTE's working under him, he (the Lieutenant) was under the impression that FORTE was on the payroll of the Consorzio Autotrasporto. Later in his statement, however, Lieutenant Di ANTONIO says, "After about two or three weeks of his (FORTE's) working for me, I wanted to put him on the A.M.G. payroll and so I gave full particulars about him to Colonel DOWNTY to have FORTE vetted". It would seem that the question of whether FORTE was on the Consorzio payroll must, therefore, have arisen at that time or previously and the implication is that from then onwards the Lieutenant must have been aware that FORTE was not on either payroll, i.e. during the last five weeks that FORTE was working under him.

PAGE 3

14.

A very unsatisfactory feature of the case is that Lieutenant Di ANTONIO seems to have allowed a very intimate friendship to develop between himself and FORTE. They were recognized as close friends by officials at the Consorzio Autotrasporto and by persons generally, engaged in the transport business. There is evidence, too, that the Lieutenant and FORTE could be seen almost every day, lunching together at the Giacomino Restaurant and sometimes FORTE would pay for the meals. At the restaurant they were also looked upon by reason of their general demeanor as being intimate friends. On one occasion, it is known that FORTE accompanied the Lieutenant to CUTOLO's house; although it is known that the original intention of Lieutenant Di ANTONIO was to inspect a prospective room which he hoped to occupy, they stayed together as friends for a social evening at the house with a number of Italians who were there. Even after FORTE's "diemissal" from the Transportation Office, they appear to have been in close contact. It is quite apparent that Lieutenant Di ANTONIO did not break contact with FORTE until 3 January, 1944, at the earliest, and then only under great pressure from Captain HEATH, Region 3 Security Officer and others. (See Lieutenant Di Antonio's letter of 3 January - addressed to Captain Heath - attached, marked "H").

15.

On 10 January, 1944, Captain Heath sent Lieutenant Di ANTONIO a letter (of which the Lieutenant has verbally acknowledged receipt) asking that he supply Captain Heath with any information in his possession for the purpose of an investigation into the alleged activities of FORTE in using his connection with the A.M.G. Transportation Office for making personal profit. Captain Heath states that he has received no assistance or information whatsoever from Lieutenant Di ANTONIO to assist in the matter, although the latter did subsequently call upon him to discuss certain irregular transport activities which, however, had no bearing at all on the investigation of FORTE. (Copies of Captain Heath's letter and statement are attached - marked "I" and "J" respectively)

16.

There is every indication that Lieutenant Di ANTONIO, in spite of the invidious position in which FORTE had placed him by these activities, did not make the slightest effort to have the alleged activities thoroughly investigated and to have the facts brought before the proper authority for the prosecution of FORTE, although pressed to do so both by Captain Heath and the two transport contractors - SCUDINKI and CUTOLO - from whose statements it will be seen that on two occasions between about 25-28 January, 1944 they brought the facts to the attention of Lieutenant Di ANTONIO and asked him whether they could take action with a view to having FORTE prosecuted, but the Lieutenant told them to "keep their mouths shut" and that he would handle the matter personally. Subsequently, within 24 hours of their conversation, FORTE had been apprised of the facts discussed by them with the Lieutenant, and called at CUTOLO's house to remonstrate with him for having called upon the Lieutenant to discuss the matter.

17.

It seems unlikely that anyone, other than Lieutenant Di ANTONIO, could have informed FORTE of the discussions

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attention of Lieutenant Di ANTONIO was to inspect a prospective room which he hoped to occupy, they stayed together as friends for a social evening at the house with a number of Italians who were there. Even after FORTS's "dismissal" from the Transportation Office, they appear to have been in close contact. It is quite apparent that Lieutenant Di ANTONIO did not break contact with FORTS until 9 January, 1944, at the earliest, and then only under great pressure from Captain HEATH, Region 3 Security Officer and others. (See Lieutenant Di Antonio's letter of 9 January - addressed to Captain Heath - attached, marked "H").

15.

On 19 January, 1944, Captain Heath sent Lieutenant Di ANTONIO a letter (of which the Lieutenant has verbally acknowledged receipt) asking that he supply Captain Heath with any information in his possession for the purpose of an investigation into the alleged activities of FORTS in using his connection with the A.E.G. Transportation Office for making personal profit. Captain Heath states that he has received no assistance or information whatsoever from Lieutenant Di ANTONIO to assist in the matter, although the latter did subsequently call upon him to discuss certain irregular transport activities which, however, had no bearing at all on the investigation of FORTS. (Copies of Captain Heath's letter and statement are attached - marked "I" and "J" respectively)

16.

There is every indication that Lieutenant Di ANTONIO, in spite of the invidious position in which FORTS had placed him by these activities, did not make the slightest effort to have the alleged activities thoroughly investigated and to have the facts brought before the proper authority for the prosecution of FORTS, although pressed to do so both by Captain Heath and the two transport contractors - SCUDIERI and CUFOLIO - from whose statements it will be seen that on two occasions between about 25-28 January, 1944 they brought the facts to the attention of Lieutenant Di ANTONIO and asked him whether they could take action with a view to having FORTS prosecuted, but the Lieutenant told them to "keep their mouths shut" and that he would handle the matter personally. Subsequently, within 24 hours of their conversation, FORTS had been apprised of the facts discussed by them with the Lieutenant, and called at CUFOLIO's house to remonstrate with him for having called upon the Lieutenant to discuss the matter.

17.

It seems unlikely that anyone, other than Lieutenant Di ANTONIO, could have informed FORTS of the discussions which the Lieutenant had had with SCUDIERI and CUFOLIO. This is some indication that Lieutenant Di ANTONIO was in contact with FORTS even as late as 28 January, 1944. The Lieutenant maintains in his statement, however, that following FORTS's dismissal at the end of December, 1943, the only occasion upon which he has made contact with him was "early in January" when the Lieutenant was "stuck" for trucks and seeing FORTS in the Gasoline Restaurant asked him to find ten trucks for use in a convoy and FORTS subsequently found five trucks for him.

18.

Also attached hereto (marked - "K") is a copy of a statement made by Lieutenant-Colonel S.J. BORG, then Acting S.O.A.C., Naples City, showing that on 29 December, 1943, on receipt of a report from Lieutenant D.M. BARNES - Public Safety Division - showing that FORTS had a criminal record, he asked Lieutenant

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D1 AMFUSIO what he knew about PUNK. Lieutenant DI ANTONIO replied that he was aware that PUNK had convictions but that he did not consider them had enough to outweigh the "good work" which PUNK had done.

19.

As PUNK had twelve previous convictions, including the offenses of unlawful wounding, smuggling, fraud, larceny and bankruptcy offenses, and as the results which PUNK had obtained in his work - location of motor vehicles and parts (which Lieutenant DI ANTONIO maintains was his sole work, it is difficult to determine how this Lieutenant could make the statement shown above in paragraph 18.

20.

Nevertheless, Lieut-Colonel Borg instructed Lieutenant DI ANTONIO to discharge PUNK and, on the following day, 30 December, 1943, received the papers back from the Lieutenant, marked "Complied with".

21.

Complaint has been received from N.A.P. Police that on three occasions, civilian cars bearing no valid A.M.G. permit were impounded by them. In each case, several days later, the owners came back and produced valid car permits back-dated to 10 January, 1944. (prior to the date of impounding), signed by Lieutenant DI ANTONIO. In his statement, Lieutenant DI ANTONIO explains that during the period in question, all permits were being dated "10 January, 1944", quite irrespective of the date when they were actually issued. He states that there was no logical reason for the use of that particular date but he understood generally that he had to adopt that procedure. Inquiries have not disclosed any evidence that the cases mentioned in this paragraph arose from PUNK's activities, but the possibility is undoubtedly there.

22.

The only comment which need be made upon the implications of the facts contained in this report is that PUNK's activities could have led to serious consequences both for the Allied Military Government and for Lieutenant DI ANTONIO, personally. Yet, the Lieutenant appears to have shelters and protected PUNK, who was obviously liable to prosecution on the facts brought to the attention of Lieutenant DI ANTONIO.

23.

In the circumstances, there would appear to be every evidence of incompetence, of negligence on the part of Lieutenant DI ANTONIO, as well as harmful association with an Italian of known bad character, and there are even more serious inferences which might be drawn from the facts. Certainly, the Lieutenant is placed in something of the category of an "accessory after the fact" in the offences committed by PUNK. Therefore, it is suggested that a copy of this report and attachments be forwarded to the appropriate authority with a view to Lieutenant DI ANTONIO being called upon to answer for his extraordinary behaviour in this matter.

Lieut. Col. Borg
Lieutenant.

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HEADQUARTERS
ALLIED CONTROL COMMISSION (Security Intelligence)

19th February, 1944

Subject: Luigi FORTE

To: Colonel A.S. Young

1. The subject of this report - Luigi FORTE, resident at Via Regina Maria Cristina di Savoia 16, Naples - is at present in custody at the Questura, pending the charging of offences in relation to his having obtained money from persons with a view to securing undue favour of the Allied Military Government - Region 3 - in connection with transport matters. The circumstances of the case are as follow:
2. Luigi FORTE, is apparently a man who has been engaged on a commission basis in arranging transport deals of various kinds in Naples over a number of years. Therefore, both prior to, and after, the Allied Occupation he had an extensive knowledge of transport conditions and location of vehicles, and had up to the time of the Occupation been occasionally engaged by the Consorzio Autotrasporto di Napoli in locating and confiscating cars and car parts. He was not on the payroll of the Consorzio, however, but apparently made his living from commissions and was usually in evidence in the Consorzio Office.
3. It is apparently the case that shortly after the Occupation, he was taken to the A.M.G. Transport Office at the Municipio as a person suitable for use in seeking out and requisitioning trucks, cars and tyres. Again, he was not on the payroll of either the Consorzio or of A.M.G. However, he performed services under Lieutenant J. Di ANTONIO, A.M.G. Transport Officer, at the Municipio from about the last week in November 1943 until 30th December, 1943, and during this time was a very close associate of the Lieutenant, at whose instigation he had been employed.
4. There is evidence that he became allowed to do work other than that for which he had been authorised, namely the receiving of visitors to the A.M.G. Transport Office, who came to make application for motor fuel or seeking other facilities in connection with the use of cars or trucks. Evidence is also available that he did, on two occasions at least, demand and obtain considerable sums of money from such persons with the promise that he would secure official favour in connection with transport matters.
5. Maria GUIDA, Via Tauro 169, Naples, was employed during the relevant period (covering the time of FORTE's employment) at the A.M.G. Transport Office, Municipio, as a clerk. She says that she had often seen FORTE receiving callers who came to see

Page 2.

Lieutenant Di Antonio, some of whom were turned away without seeing the Lieutenant. Signorina GUIDA says that FORTE behaved more or less as if he were in charge of the A.M.G. Transport Office. Often, she says, FORTE would be called out into the passage by these visitors. She has frequently seen him engaged in conversations with such persons in the corridor and gained the impression that they were conversations which were not intended to be overheard. She is unable to give any more evidence of the activities of FORTE, except that, during the last few days in which he worked at the office, he told her to send anybody who might enquire for him to "his brother's" office at Via Roma, 210. Subsequently, she sent a number of persons there at various times, but they later returned, saying that they had been unable to find anybody there.

5. Michela SODDIERI, a transport contractor, of Via Scavillupo 370, Naples, states that shortly ^{after} the Allied Occupation, he had been instructed by Lieutenant Di Antonio to provide a truck for a food convoy, but that owing to certain repairs not having been made to the vehicle in time, he failed to place it at the disposal of the Lieutenant.
7. About two days later, FORTE called at SODDIERI's house and demanded money, claiming that he had "fixed" the matter of Soudieri having failed to supply the truck to the Lieutenant. FORTE also made it clear to Soudieri that if he wished to remain in business, he would do well to keep in Forte's favour, in view of the latter's "influence" with A.M.G. Transport Office. In consequence of what FORTE had said, Soudieri at once paid him the sum of 10,000 lire.
8. Some time later, at about the beginning of January, 1944, SODDIERI went to the A.M.G. Transport Office at the Municipio, in order to obtain a permit for the supply of naphtha for his trucks. He was received in the office by FORTE, in the presence of Lieutenant Di Antonio. After he had told FORTE that he wanted an authorization to obtain naphtha, FORTE at once asked whether 1,000 litres would suffice and, on receiving the answer that this would be enough, FORTE prepared a written authority for the supply of the amount of naphtha stated, and handed it to Lieutenant Di Antonio for his signature and the Official Stamp. When this had been completed, the Lieutenant handed the document to FORTE, who asked Soudieri to come outside the office. On their arrival outside, FORTE made it known to

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SCUDIERI that he would only hand over the permit for naphtha on payment of 10,000 lire. This was paid and the supply of naphtha was subsequently obtained by SCUDIERI on production of the permit in question.

9. Piero CUTOLO, a transport contractor, of Chiatamore 55, Naples, states that on about 31-22 December, 1943, he presented himself at the office of Lieutenant Di Antonio, on instructions received through the Consorzio. In the office he found both the Lieutenant and FORTE. The latter called him outside and there demanded money from CUTOLO, saying that the Lieutenant wanted it, and in reply to questions adding, "Then Lieutenant Di Antonio won't give you any trouble and will give you protection". FORTE named 10,000 lire as the amount to be paid and CUTOLO at once gave him this amount. Then, FORTE placed the money in his pocket and immediately re-entered the office. After a few minutes he came outside again and, in answer to the enquiry of CUTOLO - "What did Di Antonio say?", FORTE replied, "The Lieutenant says that it is not enough" and went on to say that he had asked the Lieutenant to be satisfied for the moment as the amount would be paid every month.

10. Later, shortly after FORTE's dismissal from the office, CUTOLO called at Lieutenant Di Antonio's apartment, with the intention of paying further money, in accordance with what FORTE had told him on the previous occasion. CUTOLO was received by the Lieutenant who was ill in bed; he handed the Lieutenant some money in an envelope, but after opening it the Lieutenant very angrily refused to accept it and denied all knowledge of the activities of FORTE in this connection. CUTOLO then told the Lieutenant that he knew of another transport contractor who had paid FORTE money under similar circumstances and mentioned the name of SCUDIERI. At the Lieutenant's instructions he brought Scudieri to the apartment during the following evening and the facts of the latter's case, as aforementioned, were related to Lieutenant Di Antonio. The two contractors expressed a wish to prosecute FORTE but the Lieutenant told them to leave the matter entirely in his hands. On the day following, Sunday - 28th January, 1944 - FORTE called at CUTOLO's house and commenced to argue and to remonstrate with him on the subject of his having related the facts to the Lieutenant. CUTOLO told him that he must suffer the consequences and sent him away.

11. Lieutenant Di ANTONIO, in his statement, says that FORTE was introduced to him late in October, 1943 by officials of the Consorzio di Trasporto, as a man useful in finding hidden motor vehicles and component parts, suitable for

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requisition purposes. The Lieutenant states that, subsequently FORTE became employed solely on that work and so far as he knew took no other part in the affairs of the Transport Office. The Lieutenant, throughout the time of FORTE's working under his supervision was under the impression that FORTE was on the payroll of the Consorzio. It is perhaps significant that whilst working under Lieutenant Di Antonio, FORTE received no wages or other emoluments from either the Consorzio di Trasporto or from A.E.G. Transport Office. Later in his statement, the Lieutenant agrees that, occasionally, when he was very busy, FORTE would assist in the Transport Office, filling out permit forms for the supply of motor fuel, ready for the signature of the Lieutenant. (The evidence of the previous witnesses indicates, however, that FORTE was in the habit of regularly receiving callers and handling their business - sometimes rejecting them and turning them away). Lieutenant Di Antonio says, however, that during the time FORTE was working under him he saw nothing to arouse suspicion of FORTE's activities. He dismissed FORTE on learning that he had a long penal record.

12.

On 14th February, 1944, FORTE's flat at Via Regina Marie Cristina di Savoia 18, Naples, was searched by Major Andrew Kay and Lieutenant Fielding - both of Region 3 - together with officers of A.E.G. Security Intelligence, and FORTE was placed under arrest. No incriminating evidence in respect of the alleged offences was found, but in his bedroom, Lieutenant Fielding found a small calibre revolver loaded in every chamber, which FORTE admitted belonged to him and which he had no authority to possess. FORTE was subsequently questioned as to his activities at the Transport Office but he has consistently denied having at any time taken money from any persons during his period of employment there, or since. He maintained that throughout the time, he has been keeping himself, his wife and child on money which he had saved, and declared that in "working for nothing" his object was to make himself indispensable in Transport affairs with a view to possibly securing at a later date a good post or other legitimate advantage. He has not made a written statement.

13.

An office which he was said to have been using - at Via Roma 219, Naples - was also searched by the same officers on 14th February, 1944 and a quantity of forms of application for car permits and initial issue of motor fuel, was found. Enquiries show that such forms can be readily obtained from

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the Italian - O.I.P. - organisation, without difficulty. It is, however, evidence that FORTE had either done business or intended to do business at that office with persons who wanted to obtain such permits.

14.

The above constitutes all the available evidence concerning FORTE's activities. The witnesses appear to be persons of good character and unprejudiced in the matter and it is submitted that the facts are sufficient upon which to base a prosecution against FORTE, who has a long penal record, a copy of which is attached hereto, together with copies of the statements of the witnesses.

15.

There are a number of unsatisfactory features in relation to the circumstances under which FORTE was working with Lieutenant Di Antonio at the A.M.S. Region 3 Transport Office. These circumstances do not affect the actual prosecution of FORTE and are the subject of a separate report to be submitted.

Louis V. Gale
Louis V. Gale
Lieutenant.

15th. February, 1944.

STATEMENT OF: Mary Guida, Via Tasso 169, I Latina "C", Napoli.

Age 23.

I am employed as a clerk at the Municipio, Naples, in the Transport Office and was employed by Lt. Di Antonio as soon as the office opened for the first time. My work at first consisted of translating letters and copying, but from 29th. December, 1943, when we started to issue car permits at the office instead of at the C.I.P., I was engaged on preparing the documents in relation to passes for the signature of Lt. Di Antonio. About the 18th. November, I returned to work after being sick for 8 or 9 days and found a man in the office whom I now know as Luigi Porti. This man was receiving people who wanted to see Lt. Di Antonio, that is to say, he took part of my job and either allowed people to see the Lieutenant or turned them away after listening to their story. Porti seemed to have a lot of authority in the office, in fact, he acted as if he were the boss and not the Lieutenant. My-- Very often people who wanted to apply for permits had Porti called outside into the passage. I have sometimes seen them talking outside as I passed through the hall and I must say I got the impression that they did not want this conversation to be overheard. I never actually did hear what was being said even when Porti talked to callers inside the office. In these days Porti was in the office almost all day and he always went to lunch with Di Antonio. They seemed to be very great friends, and certainly Porti seemed to know all about cars and where they could be requisitioned. I have heard Porti say sometimes to the owners of cars in the office 'I am here to help your interests, I don't know what might happen if I were not here to help you.' Three or four times the Lt's fiancée, whose name I don't know, came to the office and sometimes Porti took her out shopping in his car or went to lunch with her and the Lieutenant. They seemed to be very good friends together, all three of them. This condition of affairs remained until early in January, 1944, when he did not come any more. I did not know why Porti stopped coming and I never heard the Lieutenant say anything about it, but my friends said that he had not been dealing straight and that he had been accepting bribes. In the last few days in which Porti was at the office, he told us to send anybody who might enquire for him to his brother's office at 22/ 210 Via Roma. I sent quite a lot of people up there and many of them came back to say that they could not find anybody there. I have often been offered money by people coming to the office, but I can't remember the names of any of them because there were thousands of them.

I have read this statement, which is true.

(Signed) Mary Guida.

Statement taken at dictation and signature witnessed.

the signature of Luigi Di Antonio. About the 18th, November, I returned to work after been sick for 6 or 9 days and found a man in the office whom I now know as Luigi Forti. This man was receiving people who wanted to see Lt. Di Antonio, that is to say, he took part of my job and either allowed people to see the Lieutenant or turned them away after listening to their story. Forte seemed to have a lot of authority in the office, in fact, he acted as if he were the boss and not the Lieutenant. My-- Very often people who wanted to apply for permits had Forte called outside into the passage. I have sometimes seen them talking outside as I passed through the hall and I must say I got the impression that they did not want this conversation to be overheard. I never actually did hear what was being said even when Forti talked to callers inside the office. In these days Forti was in the office almost all day and he always went to lunch with Di Antonio. They seemed to be very great friends, and certainly Forti seemed to know all about cars and where they could be requisitioned. I have heard Forti say sometimes to the owners of cars in the office 'I am here to help your interests, I don't know what might happen if I were not here to help you.' Three or four times the Lt's fiancée, whose name I don't know, came to the office and sometimes Forti took her out shopping in his car or went to lunch with her and the Lieutenant. They seemed to be very good friends together, all three of them. This condition of affairs remained until early in January, 1944; when he did not come any more. I did not know why Forti stopped coming and I never heard the Lieutenant say anything about it, but my friends said that he had not been dealing straight and that he had been accepting bribes. In the last few days in which Forti was at the office, he told us to send anybody who might enquire for him to his brother's office at 210 Via Roma. I sent quite a lot of people up there and many of them came back to say that they could not find anybody there. I have often been offered money by people coming to the office, but I can't remember the names of any of them because there were thousands of them.

I have read this statement, which is true.

(Signed) Mary Guida.

Statement taken at dictation and signature witnessed.

(Signed) John A. McKay, Capt.

10th February, 1944

STATEMENT of SCUDIERI Michale, transport contractor,
age 45, residing at Via Posillipo 390, Naples, who says:-

"I was born in Naples and practically all my life have been in business here as a transport contractor. I know Luigi FORTI, but have never had any dealings with him, because I know him by repute to be a convicted criminal. Before the arrival of the Allies I often had to attend the office of the Consorzio di Trasporto in the course of my business, and I often saw FORTI there. I do not think he was actually employed there but believe that he was usually merely "hanging around" in the building, perhaps working on commission for some contractor or other, or for some purpose of his own. Shortly after the Allied Occupation, I learned at the Consorzio that FORTI was employed by the Allied Government at the Municipio, and like everybody else I was surprised that this was so, because of his having a criminal record. About six weeks ago, I received a letter from the Consorzio asking me to report personally to Lieutenant Di ANTONIO at the Municipio - this was on a Sunday. I went to see him and he asked me how many trucks I had. I replied that I had two trucks, one of which was out of town, the other being in the garage here and under repair. I said that I expected the repairs to be completed on the following day but that the other truck was not expected to return to the city for three or four days. Lieutenant DIANTONIO told me to report two days later (Tuesday) at the Municipio with the repaired truck to go on a food convoy. Unfortunately, it was not possible for the repairs to be completed within the time available and I reported to Lieutenant Di ANTONIO as instructed but without the truck. The Lieutenant asked me, using a very crude Italian expression, whether I was trying to fool him. I replied that I was speaking the truth and that the truck was available for his inspection, if he wished to see it. He said no more to me and I went home. About two days later, FORTI came to my house and said, "I have fixed everything up for you about the truck", and when I asked him exactly what he meant, he said that he was referring to the fact that my truck had not been made ready for the convoy and he added, "Now you had better pay off". I was unwilling to pay him any money but he made it clear that if I wished to remain in business, I would have to keep in his favour because of his influence at the Municipio. Therefore,

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Michale Scudieri

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Continuation of Statement of SCUDIERI Michele

" I offered him 3,000 lire but he insisted on being paid 10,000 lire, saying, "Don't forget that there is also Di ANTONIO at the office and I have got to pay him off too". And so, I paid him 10,000 lire before he left me. About a month ago, I needed some naphtha for my trucks and I went to the Municipio, to Lieutenant Di ANTONIO's office to apply for the necessary permit. When I entered the office, FORTI was sitting at a desk and the Lieutenant was at another. FORTI came up to me and asked what I wanted, and I replied that I wanted naphtha to run my trucks. FORTI immediately said, "Would 1,000 litres be enough?" and I answered that it would be enough. Then FORTI wrote in Italian on a blank sheet of white paper, an instruction for me to be supplied with 1,000 litres of naphtha. He then placed the paper on the desk in front of Lieutenant Di ANTONIO, who signed it and placed an official stamp on it. Neither of them asked me any questions whatsoever, as to what specific purpose I wanted the naphtha. The Lieutenant then handed the signed and stamped paper to FORTI, who asked me to come downstairs with him. This I did, and on our arrival below, he pointed to his side jacket pocket, in which he had placed the paper immediately after the Lieutenant had given it to him. After pointing to his pocket, FORTI said to me, "If you want this paper to get your naphtha, you had better pay off with 10,000 lire". This amount I paid him at once and he gave me the paper and I subsequently obtained the stated amount of naphtha. About ten days ago, another transport contractor - Piero CUTOLO - visited my house and told me that he had just visited Lieutenant Di ANTONIO at the latter's house, the Lieutenant being ill. He said that he had offered the Lieutenant some money, as he had not been able to find FORTI at the Municipio. CUTOLO said that the Lieutenant was angry and had told CUTOLO to bring me to his house to have a talk. So, the next day, I went with CUTOLO to the Lieutenant's house where he was in bed and we had a conversation in the bedroom. Lieutenant Di ANTONIO asked me if I had ever given money to FORTI and I answered "Yes". The Lieutenant asked why I had given him money and I answered that it was because FORTI had promised to give me protection in running my business, and that I understood that some of the money was to have gone to Lieutenant Di ANTONIO, himself, for his

Michele Scudieri 15

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Continuation of Statement of SCUDIERI Michele

"interest in the matter. Lieutenant Di ANTONIO, then replied that he (the Lieutenant) had no need to accept money himself, as his parents in America were wealthy. He spoke to us for some time, blaming PORTI for all that had happened and finished the conversation by telling us that we must not relate any part of the discussion to any other person. Then we left. Two days later I learned that Lieutenant Di ANTONIO was no longer holding the same position in the Municipio and I have not seen him since, neither have I since seen PORTI. This statement has been read to me in Italian by Lieutenant Carl.E.FEHR of the Allied Control Commission, and it is true.

Signed.....*Michele Scudieri*.....

Statement taken down by me through Lieutenant Carl.E.FEHR and signature witnessed by me.

Carl E. Fehr
.....
Lieutenant

12th February, 1944

STATEMENT of Piero CUTOLO, age 33, of Chiattamore 65, Naples, a transport contractor, who says :-

"I was born and have lived all my life in Naples and for about 15 years, up to the Allied Occupation, I was an agent for the principal Italian petroleum companies, including A.G.I.P., and during the course of my business owned and controlled eight trucks for carrying supplies of benzine.

Shortly after the Allied Occupation I presented myself to Allied officers, including Major STRANDE and Major TOSCAFO, who told me that only military vehicles would be used for transporting benzine or gasoline. Consequently, I decided to convert my trucks into general goods vehicles and to go into business entirely on my own account as a transport contractor. Very soon afterwards, I learned that all questions of transport were dealt with at the Allied Office at the Municipio, under the control of Lieutenant Di ANTONIO and an Italian named FORTE.

We Neapolitan business men were surprised to see a man such as FORTE, a man of known disrepute and a criminal record over the past fifteen years, acting as the Allied officer's right hand man. We found that the office of Lieutenant Di ANTONIO and FORTE controlled everything in relation to transport and all our dealings had to be done with them rather than the Consorzio di Trasporto.

On 21st or 22nd December, 1943, on instructions by letter from the Consorzio, I presented myself at the office of Lieutenant Di ANTONIO, where I was approached by FORTE, who said, "CUTOLO, we want some money from you". I asked, "Why?" and FORTE said, "Because Lieutenant Di ANTONIO wants it". Again I asked, "Why?" and he said, "Then Lieutenant Di ANTONIO won't give you any trouble and will give you protection". I asked how much money I would have to pay and FORTE said 10,000 lire. I must say that all this conversation took place outside Di ANTONIO's office, from which FORTE had led me. Lieutenant Di ANTONIO was in his office when I went outside with FORTE.

However, I paid FORTE the ten thousand lire outside the office; he at once placed it in his pocket and went straight into Lieutenant Di ANTONIO's office. I waited outside and while

Page 2Continuation of Statement of Piero GUTOLO

he came out after a few minutes, I asked, "What did Di ANTONIO say?", because I naturally had doubts about FORTE. Then FORTE replied, "The Lieutenant says that it is not enough" and went on to say that he had asked the Lieutenant to be satisfied for the moment as this amount would be paid every month. I told FORTE that it was impossible for me to pay such an amount every month, and he replied "We'll see!" Nothing further happened and I left the building.

About a week later, approximately 3rd January, 1944, I met FORTE in the street, at which time I knew that he no longer worked under the Allied Government. I asked him why he was no longer employed at the Municipio, to which he replied, "Well, they wanted to make me a regular employee, but I wanted to be free to do as I pleased". I asked him whether he was still seeing Di ANTONIO and he said, "Oh Yes! I still see him and am on the best of terms with him". That was all the conversation.

The first time I had any personal contact with Lieutenant Di ANTONIO was in the first week in December, 1943, when I had been instructed by the Consorzio to report at his office. Nothing special happened ~~there~~ and he merely asked me questions as to how many trucks I had, their condition and the general nature of my business. I have since seen him several times on similar matters, when nothing unusual transpired.

Lieutenant Di ANTONIO has also visited my house for dinner, accompanied by FORTE, late in December, 1943. There were a number of my friends present and nothing of an unusual nature took place. The visit arose from Di ANTONIO having mentioned to me previously that he was looking for a place in which to live. I had an apartment above me, rented by Baronessa ZEZZA, who was out of town. I have never visited FORTE's house, and the occasion I have just mentioned was the only time Di ANTONIO has been in my house. FORTE, however, visited me again, which visit I will speak about later in my statement.

The next time I saw Di ANTONIO outside of his office, was when I visited him, having learned he was sick, at his house. This was on about 25th January, 1944 and I spoke to him whilst he was in bed. No other person was present during the discussion which took place between us, but when I first entered, a Major (Medical) was present and an American soldier, but ~~they~~ ¹² left after about an hour when the conversation was on general lines.

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After they left, I told Lieutenant Di ANTONIO that FORTE had asked me to pay 10,000 lire a month for the Lieutenant, and I asked Di ANTONIO whether this was true. At the same time I produced from my pocket an envelope which contained 10,000 lire. The Lieutenant took the envelope, opened it and gave an expression of surprise when he saw the money inside, saying, "What is this for?". I replied, "It's because FORTE told me that I have to pay you off". Di ANTONIO then said, "I want to know what this is all about, I don't know anything about it". I then told him the story, as I have already told it in this statement, and I told him that I was not the only one, because the same thing had happened to Signor SCUDIERI. Di ANTONIO said that he wanted to talk to SCUDIERI and told me to bring him to his (Di Antonio's) house. I then said, "As you didn't receive the money, I am going to denounce FORTE to the Police". Lieutenant Di ANTONIO said, "No, don't do that. I'll take care of FORTE. If this is all true I will make him die of hunger". He also said, "How could you think that I would take money from FORTE when I am a secret agent agent of the United States". Then he said, "Come back to-morrow with SCUDIERI" and I left the house.

I then went to SCUDIERI, told him what had happened, and that Di ANTONIO wanted to see him. The next day we went together to Di Antonio's house at about 18 hours in the evening. He was alone in bed when we saw him and conversed with him. He immediately asked SCUDIERI, "How much money did you give to FORTE?" and SCUDIERI answered, "I gave him about as much as CUDOLO gave him". Then Di ANTONIO repeated, "I am going to make this crook die of hunger". Then SCUDIERI and I told him what we knew of FORTE's criminal past. Di ANTONIO then said, "I didn't know all that but I would like to know how it came about that this man was sent to me from the Consorzio and got into my office". At this juncture, two young women entered the room, whom I cannot now identify, they spoke on familiar lines with Di ANTONIO and I gathered that they were his fiancée and her sister. We asked to be excused and before we left, Di ANTONIO told us not to mention a word to anyone about the matter discussed, and that he would take care of FORTE.

The next day, SCUDIERI and I saw Di ANTONIO again at his house and asked whether he had taken any action against FORTE or whether we should take the action.

Page 4Continuation of Statement of Piero GUTOLD

He said, "No, do nothing as I told you before. Keep your mouths shut and I will take care of FORTE".

On the following day, which was a Sunday, 28th January, 1944, FORTE called at my house in the evening at about 8 PM and said to me, "Why did you such a foolish thing as to go to Di ANTONIO and speak about the money?". I said that I went there because he (FORTE) had told me that I had to pay the Lieutenant 10,000 lire a month. He replied, "You have really put me in a mess". I then said, "How do I come in. Either it is true that you paid Di ANTONIO and the matter is between the two of you, or if you did not pay Di ANTONIO, then you must suffer the consequences". I then cut the conversation and sent him away.

Only Di ANTONIO could have told him that SCUDIERI and I had visited the Lieutenant's house to talk about FORTE having taken money. I had not mentioned the visit to anyone and I do not think that SCUDIERI mentioned it.

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

(Signed) .Piero. GUTOLD.....

Statement taken down and read over through Lieutenant Carl E. FERR, U.S. Army, and signature witnessed by me.

.....Louis. J. GALE.....

Lieutenant.

A.C.C. Security Intelligence Branch.

STATEMENT of Joseph Di Antonio, 1st.Lieutenant, U.S. Army,
A.C.C., who says :-

17th February, 1944

Luigi FORTE was brought to my office late in October, 1943 by officials of the Consorzio di Trasporto, who had been called in for conferences. Among the officials were Professor Patrucco (who had recently been appointed Director of the Consorzio) and Signor SCOTTI (Chamber of Commerce). Also present at the conferences were Major STRAUSS and myself

I understood that he (Luigi FORTE) had been doing very good work for the Consorzio and had been working on confiscations with several Garabánieri.

As I had no help whatsoever in my office or for requisitioning I therefore suggested that Luigi FORTE be employed directly under me at the Municipio. Throughout the time that he was subsequently for me, I was under the impression that he was on the payroll of the Consorzio di Trasporto. He actually worked under me from about the last week in November 1943 until shortly after June 1944.

Early in January 1944, however, I was "stuck" for trucks and I saw FORTE in the Cincquino Restaurant and asked him to get me ten trucks and he later actually got me five.

Shortly afterwards I received a telephone call from Captain Heath (G.I. - Region 3) telling me that it was desirable to sever all connections with FORTE owing to his penal record. This I did and replied to Captain Heath by letter on 8-9th January, telling him I had done so. Since then I have had no contact with FORTE.

After about two or three weeks of his working under me I wanted to put him on the A.M.C. payroll and so I gave full particulars about him to Colonel Doherty to have FORTE vetted. About a further three weeks afterwards, a report on FORTE showing his penal record, was sent in to me by Colonel Doherty and I at once told FORTE, that owing to his record he could not be allowed to work under A.M.C., and I sent him away. Then I endorsed the report with the action I had taken and returned it to Colonel Doherty.

The work which FORTE had been doing for me and which it had been agreed he should do was the tracing of hidden cars and tyres. During the course of his work he found two trucks (a three-ton and a six-ton) for requisitioning, about nine cars and about forty tyres in good condition. That was his only job and he did not help me in anything

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Continuation of Statement of 1st. Lieut. J. Di Antonio

else.

During his employment nothing happened to arouse my suspicions as to his honesty. I have never heard that he used any office or had any business at any office away from the Municipio. I don't know much about FORTE's family, although I met his brother - wife and son three or four times, in the street a couple of times, and twice in the office. He (the brother) was said to be a Captain in the Italian Army. I did not associate socially with FORTE but on occasions had lunch with him at Giacomino's.

The letter which you have shown me dated 10th January, 1944 is a copy of one which I received from Captain Heath. About two days after I received the letter I went to see Captain Heath and told him what I have already told you about FORTE.

One evening when I was in bed with influenza, CUTOLO, a transporter, called on me and handed me an envelope. When I opened it I found money inside and asked what it was for and he told me that FORTE came to him and asked him for 10,000 lire as a "regalo" and that he (CUTOLO) was under the impression that it was to be paid every month.

I asked CUTOLO if he had been given any favours through FORTE and CUTOLO said, "No". I then told him that he must have been fooled by FORTE and should have told me about it at the time when it happened. I told him that I could hardly believe what he had said and he then said that there were others and named another transporter - SO UBERAL.

I told him to bring SOUBIERI along to see me and they came to my room the following night. I then questioned him and he told the same story as CUTOLO. They wanted him prosecuted and I told them that if what they had said was true, they could go right ahead and prosecute him. I told them that so far as FORTE had tried to involve me that I would handle the matter my way.

The procedure for civilians to apply for motor fuel was that they had to go to C.I.P. and complete an application form in duplicate, one of which remained with C.I.P. and one with AMG. (at my transportation office). Actually the applicant left both forms with the C.I.P., the application being both for licence and fuel ration - initial issue. A receipt would then be given by them by C.I.P. and they would be asked to call back in four to five days. C.I.P. would then send both copies⁸ to my office. I would consider the application and, if approved I would sign both copies, sending one back to C.I.P. with the

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Continuation of Statement of 1st. Lieut. J Di Antonio

pink petrol ration ticket and coupons attached, also signed. Both would bear also the official stamp. After the initial issue had been granted any application for a supplementary issue had to be made by letter in duplicate through C.I.P. The only persons who, prior to the operation of the present system, were able to obtain motor fuel directly by approaching me personally were transporters who worked specially for me - amongst them were SCUDIERI and CUTOLO. In such a case the issue of motor fuel in reasonable quantity would be granted automatically by me, knowing the work on which they were engaged. In such a case, FORTI might, when I was very busy, be permitted to write out the necessary permit, ready for the official stamp and my signature, if he were in the office at the time.

With regard to our permits dated 10th January, 1944, I must say that this was done in conjunction with Captain Fagan, the 10th being made the issuing day. There was no logical reason for it. When a person made application for a car permit, he was always issued with a receipt pending issue of the permit. He would have to hand back the receipt, (usually bearing the date of issue) to C.I.P. before receiving the car permit. In this way, a man might apply on 1st January for a car permit. C.I.P. would give him a receipt bearing that date. Then C.I.P. would send the application to me. I might not actually approve the application until 17th January, 1944; then the permit would be issued showing the regulation date 10th January, 1944. The actual date of application can be taken from the receipt or the original application form. FORTI had no dealings with any of these car permits.

I have read this statement and it is true.

(Signed) Joseph Di Antonio
1st Lieut. Inf.
February 17, 1944.

Statement taken down by me in the presence of Lieutenant
Carl S. FRANK, U.S. Army, Security Intelligence, A.C.C.

(Signed) Louis V. Gale; Lieut.
Security Intelligence Branch, A.C.C.

ALLIED MILITARY GOVERNMENT
HEADQUARTERS, NAPLES CITY
MUNICIPIO

November 16, 1943

To Whom It May Concern:

1. Mr. Luigi Forte, officer of the Consorzio Autotrasporti, Napoletano is an employee of A.M.G. Naples City, transportation office.
2. He is authorized to collect for the Consorzio Autotrasporti Napoletano and AMG, all abandoned cars, trucks or similar material, or any of these means or materials held illegally by other persons.
3. If needed, the officers of the Civil or Military police will give him their aid.

(Signed) Carl A. Kraege

Senior Civil Affairs Officer

A chiunque interessi:

1. Il Sig. Luigi Forte, funzionario del Consorzio Napoletano Autotrasporti, e' impiegato presso l'Ufficio Trasporti del Governo Militare Alleato per la citta' di Napoli.
2. Egli e' pertanto autorizzato a raccogliere per il Consorzio Napoletano Autotrasporti, e per il Governo Militare Alleato (AMG), tutte le automobili e autocarri abbandonati, nonche' tutti gli automezzi arbitrariamente usati da altre persone.
3. Se necessario, i funzionari della Polizia Civile e Militare dovranno assisterlo nella sua attivita'.

(Signed) Carl A. Kraege

Senior Civil Affairs Officer

COPY - TRANSLATION "G"

JUDICIAL FILE CABINET

SUBJECT: Accusations against FORTE Luigi,
son of the late Pasquale and PERSA Amalia.
Born in Naples, 21st November, 1900.

CERTIFICATEPROCURA DEL RE IMPERATORE AT THE NAPLES TRIBUNALE

We testify that our files show that the record of the
above named is as follows :

- Pretore of Naples - (Judge of Peace) the 13 May 1924,
 fined 400 lire for having hurt and
 wounded someone.
 Tribunale Naples - (Court of Naples) 26 June 1924,
 fined 60 lire for smuggling alcohol
 Court of Appeal - 30 June 1927. Fined 15,000 lire
 Naples three hundred and ninety of fine
 more a tax of 7,000 lire for smuggling.
 Court of Appeal - 22 February 1928.
 Naples Five months imprisonment for wounding.
 Court of Appeal - 22 February, 1935.
 Naples 1 year 10 months 15 days imprisonment
 and a fine of 202,351 lire, and a sum
 of 106,392,40 lire for having cheated
 and not paying a tax. He also was fined
 2,000 lire for smuggling alcohol. He
 was also accused of not having paid a
 further tax but was absolved because of
 insufficient evidence.
 Court of Appeal - 19 October, 1939. 1 year imprisonment
 Naples and fined 2,000 lire for tampering with
 alcohol and cheating on taxes.
 Court of Appeal - 4 December 1931. 5 months imprisonment
 Naples and fined 500 lire for stealing.
 Tribunale Naples - 1 July, 1932. Declared bankrupt.
 Pretore of Naples - 1 March 1935. Fined 200 lire for
 violation Art. 115 P.S.
 Pretore of Naples - 30 March 1935. Fined 300 lire.
 violation of Art. 115 P.S.
 " - 22 June 1935. Fined 300 lire - ditto
 " - 2 December 1934. " ditto ditto
 " - 4 February, 1935. " 100 lire 5 ditto

He has also been charged in 1931, 1933, 1934, 1939 with
 four offences including - fraudulent insolvency, offences
 against bankruptcy laws and illegal pawning. (all four cases
 dismissed owing to lack of evidence).
 Naples, 7 December, 1943.

ALLIED MILITARY GOVERNMENT
NAPLES PROVINCE
MUNICIPIO

9 January, 1944

SUBJECT : Mr. Luigi Forte

TO : Capt Heath.

Sir:

In compliance with our telephone conversation on January 9, 1944. All contacts with Mr Forte have been severed as of this date.

Not knowing the status of the case as you wished it prior to our conversation by telephone, he was helping with the obtaining of transportation for me that was requested by Capt. Kline. But now he no longer has any connection with this office or any other office, with my complete knowledge of the case.

Any other information that I may be able to give you in reference to this case or any other, I am at your disposal at any time you may wish.

JOSEPH DI ANTONIO
1st Lt Inf(A.M.G.)
Naples City, Transportation
Officer.

J/DA/

United States **CONFIDENTIAL**
(Equals British **CONFIDENTIAL**) "I"

HEADQUARTERS
REGION 3, ALLIED MILITARY GOVERNMENT
APO 394, U.S. ARMY

Ref: G2/FC/57

10 January 1944

Subject: Luigi FORTI

To: S.C.A.D. Naples City.

Attention of:- Lieut. Di Antonio, T.O.

1. Reference is made to your letter dated 9 January 1944 regarding Subject, with whom it is understood you have severed all contacts as from that date.
2. As you are already aware, Subject has a penal record and it is desired to clear up several points regarding his activities during the past few months and his connections with A.M.G. It is not clear whether he was in fact ever officially employed by, or on the payroll of A.M.G. Your statement to the effect that he was employed by the "Consorzio Auto-Transporti Napolitani" does not appear to be correct if Sig. Franco of the S.A.T.N. in a statement to this G-2 yesterday, (following our telephone conversation) is to be believed.
3. It is obviously desirable to obtain reliable information as to his exact status as there are indications that he has been profiting by his connection with A.M.G. for his own personal gain. This matter is now being investigated and it is obvious that any information in your possession will be invaluable in confirming or refuting any allegations against his person.

(Signed) A.E. HEATH
Captain. I.G.
G-2.

Copy to:-
Public Safety (Col. Francis)

I, the undersigned, Anthony Eric HEATH, Captain, Intelligence Corps, 115080, Regional Security Officer, Public Safety, report the following :-

1. As a result of various information which had come into my possession, on 9 January 1944 I telephoned Lieut. DIANTONIO at the Naples City Headquarters, Municipio, to enquire whether correspondence affecting a certain Mr. Luigi FORTI had been seen by him and what action had been taken: inasmuch as Mr. FORTI was known to have a penal record. It was therefore very necessary that he, Lieutenant Di Antonio, should sever all contacts with him. I added that I understood that these papers had been sent to his office by Public Safety, Region 3 Headquarters about 10 days before and I could not understand why, as had been reported, that Mr. FORTI was still in contact with A.M.G. He replied that he would endeavour to find the papers and shortly afterwards, called me up on the telephone to say that for one reason or another, these papers could not be traced. In answer to my inquiry as to whether his contacts with Mr. FORTI had been severed, Lieut. Di ANTONIO replied that in fact, Mr. FORTI's activities had ceased some time in December, but he could not recall the exact date. I pointed out to him that he and Mr. FORTI had been seen lunching together at Giacomino's Restaurant a day or so prior to our conversation. Lieut. Di ANTONIO said that he now understood what was meant by severing all contacts and that from that date i.e., 9 January 1944; he would cease all relations with Mr. FORTI.

2. On 10 January 1944, I received from Lieut. Di ANTONIO, the letter produced and dated 9 January 1944. In reply, I sent a letter to Lieut. Di ANTONIO dated 10 January 1944, carbon copy of which is produced.

3. Some days passed - I do not recollect the exact date, before I saw Lieut. Di ANTONIO who came into my office to explain some of the activities in which he had been engaged and in particular, his connections with a certain Lieut. RIFORDALE whom, he informed me, he had been instrumental in arresting as a result of an inquiry by a certain woman with whom RIFORDALE had made a contract. He produced the original contract which I read and returned to him. We discussed certain matters relating to black market activities generally and apart from one or two telephone conversations relating to activities concerning a firm operating in the Castellammare di Stabia area, no further contacts were made with him.

4. The next official reference made to Mr. FORTI was on 14 January 1944 when I found a statement and documents addressed to me by Lieut. Di ANTONIO and which I produce. Incidentally, Lieut. Di ANTONIO confirmed the receipt of the above mentioned letter in a telephone call at approximately 1000 hours on 14 February 1944.

14 February, 1944

(Signed) Anthony Eric HEATH

Naples, Region 3 HQ.
Allied Military Government.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Security Intelligence Section

15 th February 44

Lt Col Stephen J. BORG says:-

I am now Assistant S.C.A.O. Naples Province, with an office in the Municipio. I was acting S.C.A.O. Naples City, from about 15th December, 1943, to about 2nd January, 1944, with no regular assignment. Prior to 15th December, 1943, I had heard that there was some one undesirable working in the Transportation Office. He was an Italian civilian, whose name I did not know at the time.

Towards the end of December, 1943, I was shown a report by Lt Douglas Batson, dated 28-12-43, attached to which was a copy of the criminal record of Luigi Forte. Although this is dated 28th December, 1943, it did not reach me until 29th December, 1943, and on receipt of which I sent for the Transport Officer, Lt Di Antonio. It was about 5-0pm in the evening.

I asked Lt Di Antonio what he knew about Forte. He replied that he knew Forte had not a clean sheet, but he implied that he did not consider Forte's convictions bad enough to outweigh the good work Forte had done in the office. (Transportation).

I told Di Antonio that in spite of all the good work done by Forte, he would have to be discharged at once as we could not employ a man with such a record in the office.

I did not know that Forte was not on the pay roll of Region III. Also, I did not know in what capacity Forte was employed in the Transport Office. I have never interviewed Forte and do not know him by sight.

The next day, 30th December, 1943, Lt Di Antonio returned to my office with the file duly endorsed, "Complied with", in red pencil. He handed me the file.

This statement has been made to the best of my recollection owing to the lapse of time, and owing to the fact that once Forte was dismissed, and I had records of the action taken, the matter was entirely dismissed from my mind.

Lt Colonel.

