

ACC 100001147283

PS/36

POSTAL SECTION - POSTAL SERVICES IN REGIONS I + SOUTH

SEPT 1944 - MAR 1945

POSTAL SECTION - POSTAL SERVICES IN REGIONS I & SOUTHERN & REGION VI
(AUG. 1944 - MAR. 1945)

SEPT 1944 - MAR 1945

PS. ~~44~~ / 36

Communications Sub-commission
Postal Section

Postal services in
Regions I & Southern
& Region VI

(August 1944¹ -
March 1945)

10977

Partial reviews in
Regions I & Southern
* Region VI

(August 1944¹¹ - March 1945)

1 9000 147 283

THIS FOLDER
CONTAINS PAPERS
closed Sept. 44
to MARCH 45
CATALOGUE.

W 142

Regions I, VI, & Southern

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transmittal Subcommission

Shipping Memos

destroyed.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHC/ba

12 March 1945

In reply
refer to: P.36.62/CS

Subject : Naples, Pre-censorship treatment.

To : Under Secretary of State for Posts and Telecomms.

Reference your 473448 1/4 of 8th March.

1. I am very pleased to learn that it has been possible to come to an arrangement which satisfies the requirements of censorship and at the same time meets your desire to improve the service.
2. In view of your remarks, I do not wish to press for the transfer of the pre-censorship work of packing, stamping and sorting to the first floor so long as effective measures are taken to ensure that correspondence due to be submitted to censorship is kept entirely separate from that not proper to be censored or that which has been passed by censorship.
3. I do not quite understand your reference to the work necessary at Naples Ferrovia in connection with the empty American parcel bags returned by the Rome, Palermo, and Naples Central Post Offices. If those Offices carry out the instructions given, the bags should arrive properly made up in 1 and the Naples Ferrovia Office should not need to do more than change the address labels before handing them to the Army Post Office.

J. J. Henderson
J. J. HENDERSON
Colonel,
Director.

2551

Copy to: Civil Censorship (with copy of 473448.1/4).

CROSS REFS.	
F	36

Date

PM:3	
	CROSS

0980

-8 MAR 1945

614

Ispett. Gen. Mov. Postale
Div. I Sez. I

COMMISSIONE ALLEATA
Posts And Telecommunications
Subcommission

Prot. n° 473448 I/4

Risposta n° P.36.56.C/S
e P.36 58/CS
del 7 e del 21.2.45

ROMA

OGGETTO : Ripartizione delle corrispondenze soggette a censura.

L'Ispettore Superiore recatosi a Napoli con l'incarico di accertare, in loco, quali provvedimenti potessero essere adottati, d'accordo con l'attuale dirigente del servizio di censura, col Sig. Direttore Provinciale e co. Titolare dell'ufficio postale della ferrovia, per la semplificazione delle suddivisioni delle corrispondenze da sottoporre a Censura, ha riferito che essendo state sopprese, fin dal 1° dello scorso mese di gennaio, le preventive e laboriose ripartizioni per ordine alfabetico, attualmente il servizio procede spedite ~~senza~~ ^{con sufficiente} intralci e remore.

E' stato altresì stabilito, d'accordo col Capitano Richard L. Gazzanelli, il prolungamento dell'orario pomeridiano dell'Ufficio di Censura, per cui le corrispondenze per espresso e quelle ufficiali, provenienti dalle ricevitorie succursali e dalla levata delle cassette sussidiarie, passate alla censura verso le 17.30 possono beneficiare delle partenze dei treni serali per le Calabrie, le Puglie e la Sicilia.

E' stata altresì esaminata la possibilità di aserire al desiderio di codesta Commissione Alleata, di trasferire, dal piano terra al primo piano, il lavoro di cernita e di bollatura delle corrispondenze; e quantunque nessuna particolare difficoltà avrebbe impedito di dar corso al provvedimento, è stato ritenuto opportuno di mantenere l'attuale ordinamento, per lasciar libero, al primo piano, un congruo spazio che sarà, con vantaggio, utilizzato qualora, come si prevede, non l'afflusso delle corrispondenze provenienti dall'estero; e ciò, a non tener conto dello spazio indispensabile per menare a termine lo smistamento dei sacchi vuoti appartenenti alle poste americane (dei quali fu disposto il concentramento a Napoli Ferrovia da parte degli uffici di Napoli Porto, di Palermo Ferrovia e Roma Ferrovia) e la formazione delle balle per il loro rinvio.

Assicurati, comunque, per conforme dichiarazione del Cap. Gazzanelli, che il lavoro preliminare delle corrispondenze da censurare procede con regolarità e sollecitudine, nessun inconveniente essendo derivato dallo spostamento, dal primo piano al pianterreno, del lavoro di cernita e di bollatura.

Il predetto Capitano dirigente il servizio della Censura, ha espresso altresì il proprio compiacimento per la possibilità di effettuare la timbratura delle posta censurata a mezzo di macchina bollatrice.

Quanto sopra esposto valga ad assicurare codesta Commissione

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con sufficiente

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Quanto sopra esposto valga ad assicurare codesta Commissione che l'importante e delicato servizio di cui trattasi, procede adesso, regolarmente, in modo soddisfacente per le esigenze di servizio delle

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poste italiane e per quelle dei competenti organi del Comando Alleato;
e dei risultati ottenuti, lo scrivente rivolge un particolare ringraziamento a codesta Commissione Alleata che ha preso a cuore la questione, e che se ne è interessata fino alla soddisfacente attuale soluzione. =

~~IL SOTTOSEGRETARIO DI STATO FANO~~

0983

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

IL SOTTOSEGRETARIO DI STATO FINO

C. G. S. H. S.	B/Fwd:
FILE 7-56	

Date 8 MAR 1945

TRANSLATION

8 March 1945

N° 473448 I/4

Subject : Assignment of correspondence subject to Censorship.

The Superior Inspector, having been to Naples to ascertain on the spot what arrangements could be made (in agreement with the present Director of the Censorship service, the Provincial Director and the official in charge of the Ferrovia P.O.) to simplify the sub-division of correspondence to be submitted to Censorship, has reported that, since the troublesome alphabetical sorting was discontinued on 1st Jan., the service now proceeds with sufficient speed and without hindrances.

Arrangements have also been made in agreement with Capt. Garzarelli for the prolongation of the afternoon hours of work of the Censorship Office so that the express and official correspondence received from the vicinitorie branch offices and the collections from the subsidiary letter boxes, passed to Censorship about 5.30 p.m. may take advantage of the night trains for Calabria, Puglia and Sicily.

Consideration was also given to the possibility of meeting your Commission's desire of transferring from the ground floor to the first floor the sorting and stamping of the correspondence and, (although no particular difficulty would have been experienced in making this alteration) it was considered desirable to maintain the present arrangement so as to leave free on the first floor a large space which will be used with advantage when, as is foreseen, the incoming foreign correspondence increases; a further consideration is that the space is indispensable for the sorting of empty bags belonging to the American Post (of which the concentration was arranged at Naples Ferrovia from the Naples Port Office, Palermo and Rome Ferrovia) and the making up of the bundles to be returned.

Anyhow, in consequence of agreement with Capt. Garzarelli you may rest assured that the preliminary pre-censorship treatment of the correspondence proceeds regularly, and no inconvenience has arisen from the removal of the sorting and stamping from the first floor to the ground floor.

The above Captain, in charge the censorship service, has also expressed satisfaction concerning the possibility of stamping the censored mail by means of a stamping machine.

The foregoing is written with the object of assuring your Commission that the delicate and important service concerned now proceeds regularly and satisfactorily for the needs of the Italian Posts and the competent branches of the Allied Command and, as regards the results obtained, I particularly thank your Commission which has taken to heart this question, and has shown so great an interest until the present satisfactory solution.

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THE UNDER SECRETARY OF STATE

FROM: Ministry of Posts and Telecomms.
TO: Communications Sub-Commission
DATE: 10 March 1945.
REF N°: 47654/I/2

Subject: Postal transport Rome-Naples.

Ref. your P.41.74/CS we inform you that the new railway service Rome-Naples, via Iversa, will be, with advantage, used for postal purposes.

In agreement with the I.R.S., the postal van travelling with trains 783 (via Cassino) and 83 (via Formia) will be forwarded from Naples to Gioia Tauro by the train 83.

In consequence of the use of the new railway service the road service Rome-Naples will be suspended, from March 16th; and later we will notify you which provincial road services (at present used for mail transportation within Frosinone and Littoria Provinces) will be suppressed, limited or modified as soon as we will have arranged, in agreement with the Provincial Directions concerned, the new organization of the distribution service.

2548

UNDER SECRETARY OF STATE

See original

in P.41.82

36

0987

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/bs

21 February 1945

In reply
refer to : P.36.58/CS.

Subject : Naples Censorship Arrangements.

To : Under Secretary of State for Posts and Telecomms.

1. In order that full consideration may be given to the request made in your letter 473416 1/4 of 20th February 1945, will you please have the attached forms completed to show the present arrangements.

2. An "ACS" die has now been obtained and it is hoped that it will be possible to use this on the reserve stamping machine at Naples and thus obtain an appreciable saving in time in censor-stamping the correspondence.

W. Green
major
J.L. HENDERSON
Colonel,
Director.

CROSS	57
FILE	
36	

W. Green

NAPOLI FERROVIA

Dettagli dei più importanti dispacci in partenza.

Ora fino a cui la corrispondenza potrebbe essere ritirata dalla Censura per essere inclusa nei dispacci	Ora di chiusura del dispaccio nell'Ufficio	Ora di partenza del treno od automezzo.	Destinazione del treno od automezzo.
			2546

NAPOLI FERROVIA

Dettagli dei principali gruppi di disprezzi in arrivo dagli Uffici in Napoli Provincia e delle raccolte delle cassette di Napoli Città/

[illegible]

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Off. 167



MINISTERO DELLE COMUNICAZIONI

Direzione Generale delle Poste e dei Telegrafi

Ispett. Gen. Mov. Post

Servizio Dir. 1 Sez. 1

Prot. 473416 1/4 Allegati

Risposta al f. N°

del

Roma. 20 FEB 1945

Commissione Alleata Post And
Telecommunications Subcomis=

OGGETTO Ripartizione corrispondenze per censura.- sion Via Veneto
R O M A

L'Ufficio poste di Napoli Ferrovia comunica che, per disposizione dell'Ufficio Alleato di censura, dal 1° corrente la corrispondenza dev'essere smistata nei consueti modi e non più secondo l'ordine alfabetico; e che debbono, pertanto, ritenersi superate le difficoltà precedentemente riscontrate nella manipolazione della corrispondenza da sottoporsi alla revisione per censura.

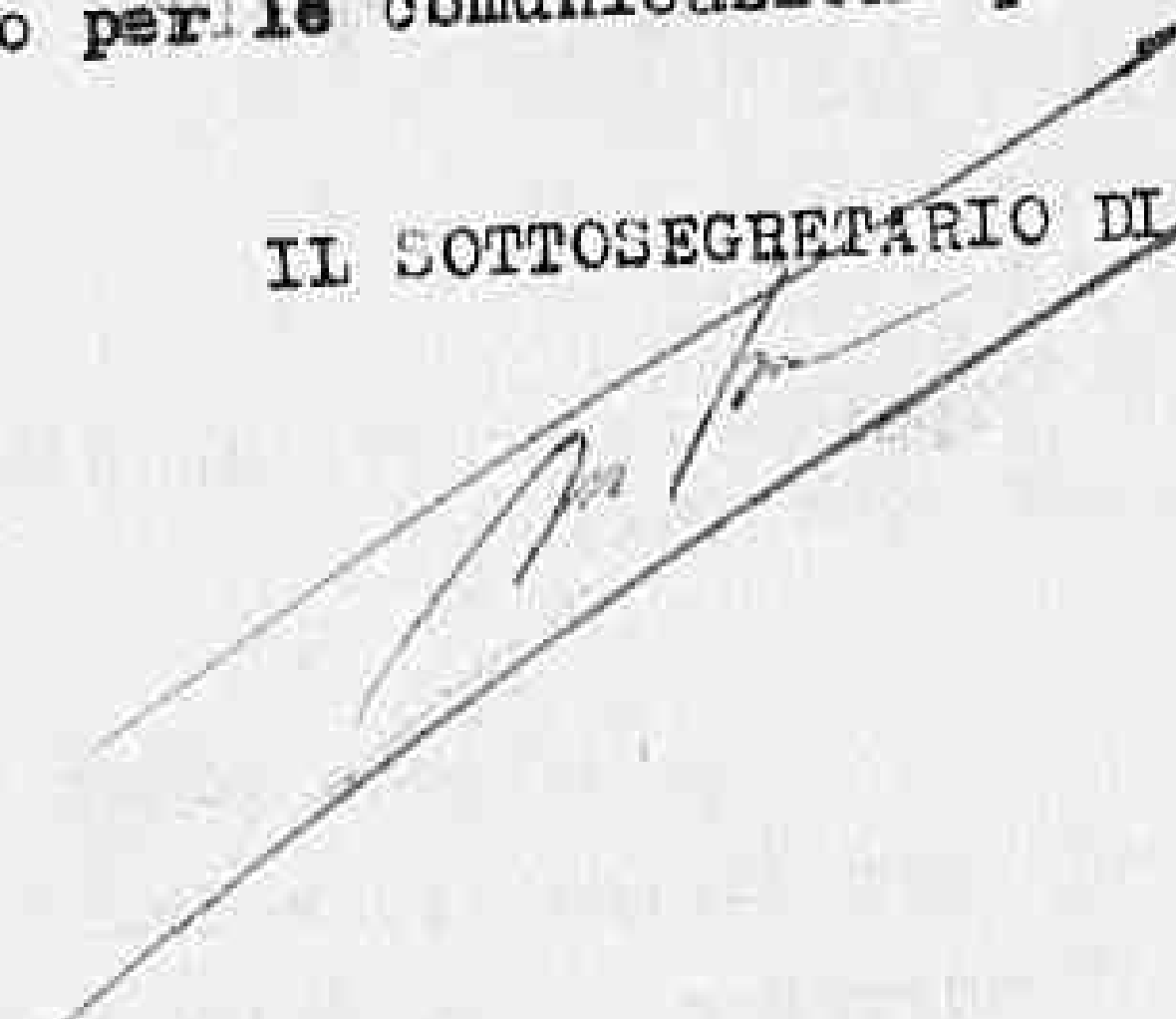
Mentre si ringrazia cotesta Commissione per l'efficace interessamento alla soluzione di tale questione, si prega esaminare se sia possibile conseguire un prolungamento dell'orario pomeridiano del personale addetto all'Ufficio della Censura, in modo da ottenere che molte corrispondenze possano essere inoltrate, al sud di Napoli, con i treni della sera, anzichè il giorno successivo.

Eppoi chè consta alla scrivente che trattative intese a raggiungere tale scopo, sono avviate tra gli organi locali del Comando Alleato e la Direzione Provinciale delle Poste di Napoli, si confida che un benavolo intervento di cotesta On. Commissione potrebbe appianare

2048
REF.
FILE
36
Date

eventuali difficoltà e rendere attuabile il provvedimento
con indubbio vantaggio per le comunicazioni postali.

IL SOTTOSEGRETARIO DI STATO



SUBJECT: Sorting of correspondence for 20 February
Censorship.

57 B.

Naples Ferrovia P.O. notifies that following a disposition of the Allied Censorship Office from 1st February. The correspondence must be sorted in the normal way and not following the alphabete order; and that they must consider surmounted the difficulties preceedingly met in the treatment of correspondences to be submitte to the censorships revision. While we thank your Commission for its successful interest towards the solution of the question, we beg you to examine if it could be possible to obtain an extension of the noon office hours of the personnel attached to the Censorship Office, so to obtain that many correspondence may be forwarded to the South of Naples with the evening trains, instead of the following day and as it result to us that negotiations on the purpose are in hand between the local Allied Offices and the Provincial Direction of the Naples Post, we hope that a kindly intervention of your commission could facilitate any eventual difficulties and made possible the actuation of this provision which would be, without doubt, an advantage for the postal communications.

THE UNDER SECRETARY OF STATE

FOR PP.TT.

2514

HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

7 February 1945

In reply
refer to : P.36.56/13.

Subject : Sorting Office Arrangements.

To : Under Secretary of State for Posts and Telecomms.

1. The attached MEMO. is connected for your information.

2. You may wish to instruct one of your Inspectors when visiting Naples to look into the developments mentioned in sections (1) and (2).

CROSS REFS	
FILE	1. 1. 1. 1.

Date

copy to civil benchmark

[Signature]
J.L. HENDERSON
Colonel,
Director.

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F. 36

HHC/ob

MEMO.

7 February 1945

Naples Sorting Office. Inspection Week ending 3rd February 1945.

(1) Division of Correspondence prior to censorship.

By agreement with the Allied Censor Control Officer the pre-censorship sorting of correspondence into alphabetical order of the names of addressees and senders was ceased. The Officer in charge of the Sorting Office was advised to draw up, in consultation with the Censor, a sorting plan providing for all the necessary pre-censorship selections which can usefully be made at a single handling. The importance of having sorting fittings labelled to agree with the approved plan was stressed.

(2) Sorting Arrangements.

When the Ferrovia Office was re-occupied it was arranged that the pre-censorship work of facing-up, stamping and sorting etc. of the correspondence posted in Naples City and Province should be performed in the room on the first floor adjoining the censor station; whereas the handling of correspondence after censorship and of correspondence not due to pass to censorship was dealt with in the main sorting office on the ground floor. The object of this arrangement was to prevent any possible confusion between correspondence due to pass to the Censor and that already censored or exempt from censorship. This arrangement was discontinued and the uncensored correspondence from Naples City collections and Naples Province arrivals is now dealt with in the main sorting Office. The result is that correspondence from other provinces not due to pass censorship was observed in the censor station mixed with the Naples correspondence and there is the danger that the reverse also applies. Moreover, as the stamping machine now stands in the transit office there must be considerable waste of effort in carrying the correspondence to and from it. The alteration was stated to be on the instructions of the Provincial Director and as he was absent from Naples I could not discuss the case with him. The reason is stated to be the need for the expansion of the Foreign Road (which is on the first floor) but I think that such expansion could easily have been achieved without sacrificing the advantages of the original arrangement. In the circumstances I recommended that further consideration be given to the matter and that, in any case, if the pre-censorship work was to continue to be performed in the main sorting office, it should be entirely segregated from the other work.

By agreement with the Allied Censor Control Office, the pre-censorship sorting of correspondence into alphabetical order of the names of addressees and senders was ceased. The Officer in charge of the sorting office was advised to draw up, in consultation with the Censor, a sorting plan providing for all the necessary pre-censorship selections which can usefully be made at a single handling. The importance of having sorting listings labelled to agree with the approved plan was stressed.

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(3) Censor Stamping.

The second stamping machine at Naples Ferruvia is stated to be now in working order. It would save a good deal of time if this machine could be provided with a die to stamp the letters "OS" and placed at the disposal of the censor office which at present uses hand stamps. Enquiries into this possibility will be made at once.

W. H. Green

W. H. GREEN, Major.

Mod. 167



MINISTERO DELLE COMUNICAZIONI

Direzione Generale delle Poste e dei Telegrafi

Servizio IV Div. III Sez. I
 Prot. N° 440037 Allegati 1
 Risposta al f. N°
 del

Roma.

8 Feb. 1945

POSTS AND TELECOMMUNICATIONS
 SUB COMMISSION
 R. O. I. A.

OGGETTO: Trasporti postali
 a Napoli.

Con riferimento al recente colloquio tra
 il Sig. Maggiore Green ed un funzionario di questa Am-
 ministrazione circa il servizio dei trasporti postali
 a Napoli, eseguito dall'Ufficio Trasporti Campania, si
 è inviata a quella Direzione Prov. P.T. la lettera di
 cui, per doverosa conoscenza, si rispetta copia.

IL SOTTOSGREGARIO DI STATO

(FALCO)

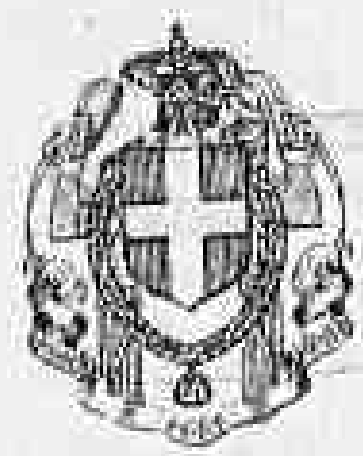
Director	
D/Director	
Chief Telecomm.	
Chief Postal	
H. C. Line O.	
Asst. Chief Postal	
Censorship	
Chief Clerk	

CROSS. REFS.	
FILE P41	B/fwd.

Date 3/2/45

F. 36

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MINISTERO DELLE COMUNICAZIONI
Direzione Generale delle Poste e dei Telegrafi

Servizio IV Div. III Sez. I
Prot. N° 440087 Allegati 2
Risposta al f. N° 42977/3°
del 10.1.45

Roma, 29 GEN 1945

Al sig. DIRETTORE PROV. ED. P.C.

N A P O L I

OGGETTO: Trasporti postali
a Napoli.

In relazione al foglio sopranotato significarsi che in seguito ad un colloquio tra un funzionario di questa Direzione Generale e il Sig. Maggiore Green, questi, con l'approvazione del Colonnello Heed, ha rilasciato il documento qui accluso, dal quale rilevasi che viene lasciata libertà di decidere al Sig. Capitano Jefferson, pur non avendo nulla in contrario che si possa addivenire a una approvazione dell'obbligazione provvisoria mediante opportune modifiche alle clausole di essa.

Si tratterebbe precisamente di modificare le clausole dal N.1 al N.3, nel senso qui appresso indicato:
Art.1 - L'Ufficio Trasporti della Campania provvederà all'esecuzione del servizio suddetto, impiegando, e meno di giustificati impedimenti, 7 autotirgomi nei giorni festivi e 5 nei giorni festivi, secondo gli orari e gli itinerari stabiliti dall'Amministrazione e che potranno essere variati in qualsiasi tempo. La prestazione complessiva giornaliera dei detti

./.

ti autotirgomi non dovrà superare 75 ore e 390 Km.

Art.2 - L'Ufficio Trasporti suddetto manterra nella dovuta efficienza gli autotirgomi di cui all'art.1 e provvederà alla pronta riparazioe di quelli che dovessero subire guasti od avarie.

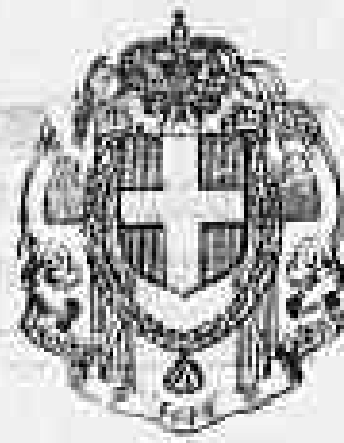
Art.3 - In corrispettivo del detto servizio l'Amministrazione delle Poste pagherà a rate mensili posticipate l'annua somma di Lire duemilioni trecentotredicimillesecento (Lire 2.313.600,00) con quietanza del Direttore Generale dell'U. T.C. Sig. Pragliola Salvatore in Luigi, ovvero del Direttore Amministrativo Sig. Finoja Alessandro in Luigi, separatamente, oppure mediante versamento sul conto corrente postale n.6-19110 intestato all'Ufficio Trasporti della Campania. Tale corrispettivo stabilito sulla base delle tariffe annesse al D.M. 31 maggio 1944, è esente dall'imposta sull'entrata, come previsto dal Decreto medesimo, e s'intende soggetto a revisione nel caso che intervenissero variazioni sulle tariffe, tasse ed imposte.

Qualore per i giustificati impedimenti di cui all'art.1 il servizio venisse effettuato con un minor numero di automezzi di quello stabilito, il canone contrattuale verrebbe ridotto in parte proporzionale agli automezzi effettivamente adoperati.

Il resto del testo dell'obbligazione dalla parola: " In qualunque caso di decadenza ecc. " dovrebbe rimanere

./.

Mod. 167



MINISTERO DELLE COMUNICAZIONI

Direzione Generale delle Poste e dei Telegrafi

Servizio _____ Dir. _____ Sez. _____
 Prot. N° _____ Allegati _____ Roma. _____
 Risposta al f. N° _____ M _____
 del _____

OGGETTO: _____

re integralmente.

Dato quanto precede, si reputa opportuno un abboccamento della S.V. con il Sig. Capitano Jefferson, affinché, col necessario tatto, si addivenga alla firma dell'obbligazione provvisoria così modificata, facendo anche rilevare che tale approvazione è stabilita dall'Ordine Regionale E.38 del 13 aprile 1944 rimessa in copia con la lettera dello scrivente N.29879 del 7 dicembre 1944, e meno che l'ordine stesso non sia stato modificato (nel qual caso sarà opportuno rimettere qui in copia conforme l'atto che sancisce tale modificazione).

Sempre col necessario tatto V.S. verrà per presente al Sig. Capitano Jefferson, che l'Amministrazione è tenuta per legge a rendere perfetti tutti gli atti contrattuali per trasmetterli completi in ogni parte ai superiori organi di controllo (Regionaria Centrale = Corte dei Conti) come stabilito dagli ordinamenti vigenti, che non consentono deroghe al riguardo.

./.

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La stessa osservazione va fatta per quanto con-
cerne la modalità dei pagamenti.

Al riguardo si informa che separate disposizioni
verranno date dal competente Ispettorato Generale del Move-
mento, per quanto concerne i trasporti tra Napoli e gli uffi-
ci delle Provincie e tra Napoli e Roma.

Ma mentre per tali trasporti, è allo studio se pos-
sa addivenirsi ai desideri espressi per una maggiore speditez-
za nei pagamenti della retribuzione, per quanto concerne i tra-
sporti umani a Napoli, non sarebbe possibile derogare, allo
norme in vigore, data l'elevatezza delle somme da corrisponde-
re all'Ufficio Trasporti della Campania.

Si resta in attesa di un sollecito riferimento.

IL SOTTOSCRITTORE DI STATO

f. h. o. F. H. O.

p. c. e.
IL CAPO SERVIZIO RECEDE
Nov

Director
D/Director
Chief Telecoms
Chief Postal
H. Q. Comm. O.
Asst. Chief Postal
Censorship
Chief Clerk

CROSS. REFS.	
FILE <i>P41</i>	B/Fwd.

Date 3/2/45

55 D.

Ref. our recent conversation on between Major Green and an Official of this Administration concerning the service of "postal transport" to Naples carried out by the "Ufficio Trasporti Campania", we have forwarded to that PP.TT. Prov. Directorate the following letter of which we enclose copy for your information.

SUBJECT: Postal Transport to Naples.

Ref. above we inform you that, following a conversation held between an official of this General Direction and Major Green, the latter with Lt. Col. Head's approval has given the enclosed document, that Capt. Jefferson has liberty of decision, although the Communications Sub-Commission have no objection that an approval we reached of the temporary obligations (contract), by means of opportune changes to its articles. The matter, precisely, concerns the alterations to article No 1. to 3, as follows:-

Art.1: The "Ufficio Trasporti Campania" will provide to carry out the said service employing, except in case of justified obstacles, 7 motorvans during week-days and 5 on holidays, following the time tables and routes previously fixed by the Administration and which can be charged at any moment.

The daily employment of these motorvans must not surpass 75 hours and 390 km.

Art. 2:- The said "Ufficio Trasporti" will maintain in due efficiency the motorvans (artil) and will provide for speedy repair of those which may be damaged.

Art.3:- As compensation for said service the Postal Adm. will pay in advance a monthly instalment of the yearly sum of 2.313.600 Lire, having the receipt signed by the General Director of U.T.C. Mr. Pragliola or by the Administrative Director Mr. Finoja, either through payment to Postal Current Account No 6-19110 held by the Ufficio Trasporti Campania.

Said compensation established on the basis of the rates annexed to DM.31 May 44 are free of the tax on incomes as foreseen by the same Decree, and it is understood that it is subject to revision in case of changes of the rates and taxes.

In case, owing to the justified hinderances (see art.1) the service would be operated with a number of motor vans minor that the number established the amount of money fixed by the contract would be reduced in proportion to the vehicles that really have been used".

./.

- 2 -

The remaining part of the contract from the words:-
"In any case of cancellation....." should remain entirely.

Considering the above, we believe that a meeting between you and Capt. Jefferson would be most opportune, so that, with all necessary tact we may obtain the signature of the temporary contract with the above alterations pointing out also that such approval is established by the "Ordine Regionale No 38 of 13 April 1944" (Copy to you with our No. 29879 of 7 Dec. 1944) if the same order has not been altered (in which case it would be desirable that you send us a copy of the document that ordains such alterations)

Always with necessary tact, will you please inform Capt. Jefferson that the Adm. is obliged by the Italian law to have a signed copy of all the contracts, for their transmission to the superior Offices of control (Regionaria Centrale Corte dei Conti) as it is established by the existing regulations, which do not allow any derogations.

The same comments apply to the regulations for the payment.

As regards this matter we inform you that separate dispositions will be given by the competent Ispettorato Generale del Movimento, for all that concerns transportation between Naples and the Province Offices and between Rome and Naples.

But, while for the latter transports, we are examining the possibility to satisfy the desire of a more prompt payment of the compensation, as far as the transports in the town of Naples, are concerned it would be necessary to keep to the actual regulations, considering the importance of the sum to be paid to the Uffici Trasporti Campania.

We are waiting for a prompt reply on this matter.

THE UNDER SECRETARY OF STATE
FOR PP.TT.

25.7

1003

HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

54

In reply
refer to : P.36.54/G3.

31 January 1945

Subject : Postage for Correspondence.

To : Under Secretary of State for Posts and Telecomms.

Reference your 405296.EF/27 of 30 January 1945.

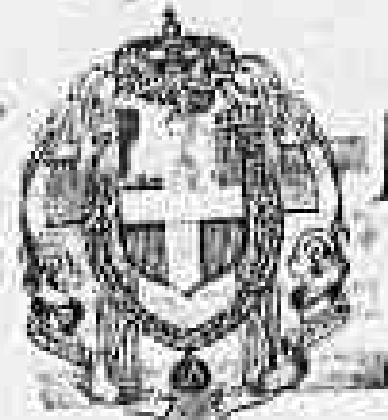
On the information available we see no reason at all why
the application should be granted and the line which you propose
to take is therefore supported.

hcc
J.L. HENDERSON
Colonel,
Director.

36

1004

Mod. 167



MINISTERO DELLE COMUNICAZIONI

Direzione Generale delle Poste e dei Telegrafi

51

30 GEN 1945

Servizio IV Div. I Sez. I
 Prot. N° 405295.EF Allegati
 Risposta al f. N° 27
 del

Roma.

ON. COMMISSIONE ALLEATA
 POSTS AND T.C. SUB COMMISSION
 ROMA

OGGETTO: Corrispondenze in
 esenzione di tassa.

Dalla Direzione Prov. P.T. di Cosenza è
 pervenuto il seguente telegramma (N. 315 in data 29 genn-
 io corrente):

" Ufficiale C. do Alleato 33 Csa Raso di Taranto chiede
 che privato D'Alba Giuseppe da Trebisacce corrisponda per
 posta et con telegrammi con Comando 33 Csa Raso di Cosenza
 no in esenzione tasse. Pregasi telegrafare determinazioni.
 P.to: D. re P. le Leo "

In proposito questo Ministero dovrebbe ri-
 spondere negativamente.

Prima però di dare tale risposta, si pre-
 ga codesta On. Commissione di voler far conoscere il pro-
 prio parere.

IL SOTTOSCRITTO DI STATO

(FERO)

2585

CE	54
FILE	

Date

F. 36

SUBJECT: Free of charge correspondence.

We have received the following telegram from the Prov. Direction of
COSENZA: "No 315 of 29 January 1945.

" Officer of Allied Hqs 33 Csa RASC of Taranto asks that Mr D'Alba
Giuseppe, living at Trebisacce, private individual, be entitled to
correspond by letter and telegram free of charge with the Hqs of 33 Coy
RASC at Scanzano"

Signed Prov. Direct; LEO.

This Ministry would reply negatively.

However, before giving such reply, we beg your Commission
to let us have its comments.

2534

PRO-MEMORIA

23 Gennaio 1945

(50)

Si ritiene improbabile che l'A.M.G. apponga il proprio visto ad un accordo che obblighi l'U.T.C. a dare garanzie di mantenere questi automezzi in servizio, od a sostituirli con altri automezzi.

E' possibile che l'A.M.G. sia favorevole ad aderire ad una clausola che esprima l'intenzione di fare il possibile per provvedere regolarmente il definito numero d'automezzi.

Nell'assenza di ogni garanzia a mantenere il numero di automezzi stipulato, sembra opportuno che vi debba essere una clausola che stabilisca una riduzione del canone contrattuale qual'ora venga messo a disposizione un numero di automezzi inferiore a quello adeguato.

W.H. GRSBN

Major,

Postal Officer., Communications Sub

It is thought that AMG is not likely to countersign any agreement which purports to compel the UTC to guarantee to maintain these vehicles in service, or to substitute them by other vehicles.

AMG would possibly be willing to agree to a clause expressing an intention to endeavour to provide the specified number of vehicles regularly.

In the absence of any guarantee to maintain the number of vehicles stipulated it seems reasonable that there should be a clause providing for some reduction in the contract payment when less than the appropriate number of vehicles are available.

Handed over to Com. Baurcelis of
the Ministry - Service IV - as the conclusion
of relative discussions -

236

Translation

47
11/05646/13

Department of State

Rome, 16 December 1944

Dear Admiral,

I received your letter of December 9th, with which you sent me a copy of the letter sent to H. M. the President of the Council, about the destination of the steamer 'Abbasia', for a regular liaison service between Naples and Sardinia.

Thanking you for your kind communication, I remain, my dear Admiral,

Truly yours,

s/ R. Prunas

Admiral Hilary W. Stone
Chief Commissioner
Allied Commission
R O M E

CofS Distribution
Chief Commissioner
Communications S.C.

trans. E.O.

28.2
F. 2/6

1008

MEMORANDUM

Ref: 467

46

TO : Communications Sub-Commission
FROM: Liaison Shipping Sub-Commission
DATE: 22nd December, 1944.

SUBJECT: Mail Service to Sardinia.

I was informed yesterday by MWTR Ltd. that the mail service to Sardinia, for which the s.s. "ABBADIA" is to be used, will be operated by COCINA and all communications on this subject should be referred to them.

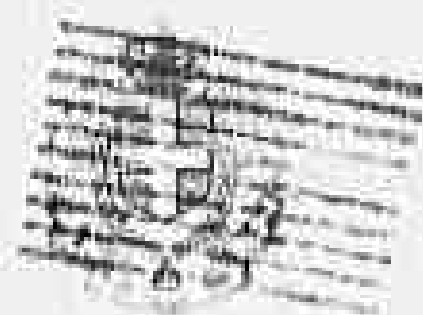
*File - no action necessary
ministry has handling
Memo No 3.*

CROSS REFS.	
FILE	B/FWD

PP. G. J. BELL
J. H. E. I

Date 23 DEC 1944

30



Ministero delle Comunicazioni
DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

ON. COMMISSIONE ALLEATA
POSTS AND TEL. SUB-COM-
MISSION

R O M A

Spedizione IV *Per* I *Per* I
Post. N. 829434=829844 *Sp. P.*

Reperibilità N. 16=36=24=P.S.
del 20.11.44

OGGETTO Spedizione in Sicilia di campioni
patologici.

Con riferimento alla lettera sopra
indicata si partecipa che, in adesione al sug-
gerimento di codesta On. Commissione, è stato
disposto che i campioni contenenti materiale
patologico, circolanti in Sicilia, siano spedi-
ti chiusi e fino al peso massimo di grammi mille.

E' stato consentito che detti invii
abbiano corso in esenzione di tassa, a norma del-
l'art.49 lettera g) del Codice P.T., purchè re-
chino all'esterno la dichiarazione del contenuto.

IL SOTTOSEGRETARIO DI STATO

(FATO)

2550

File

86

45 B

TRANSLATION

SUBJECT: Transmission in Sicily of pathological samples.

Ref. your letter 16.36.24/P.S. of 20 November 1944, it is notified that, following the suggestion of your Commission, it has been arranged that samples containing pathological material, transmitted in Sicily, be despatched closed up to the maximum weight of 1000 gms.

It has been arranged that such transmissions be allowed free of charge following on para n049 letter c) of Postal Code under condition they bear the declaration of the content.

U.S.S

25 9

WHG/ba

HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

21 December 1944

In reply
refer to : P.36.44./C3.

Subject : Mail Transportation in Sicily.
To : Ministry of State for Posts and Telecomms.

1. With reference to your letter 909633/A of 30th November 1944, Captain Alasia has just visited Sicily and has made inquiries into the alleged deficiencies.

2. He has learnt that at the time these reports were made, there was a general shortage of petrol for all services on the island; that the allotment for Post Office purposes is given when the petrol is available; and that the position has improved.

W. H. Green
J.L. HENDERSON *major*
Colonel
Director, Communications Sub-Commission

25.8

File 36

1012

HEADQUARTERS
ALLIED COMMUNICATIONS

CC 394

Communications Sub-Commission

WHL/bs

In reply

refer to : P.16.43/GS.

18 December 1944

Subject : Sea Transport to Lardinia.

To : Under Secretary of State for Posts and Telecomm.

1. Three Italian copies of the Shipping Memo. 2 and 3 are connected.

2. It is suggested that your Naples and Bari Port Directorates should approach the local Allied Communication Headquarters on the subject.

3. Points such as whether or not the mails will require to be escorted will need consideration.

4. As the requirements for mail purposes will be regular, it will probably be possible to obtain a standing arrangement instead of following the procedure referred to in paragraph 13 of Shipping Memo. No. 1.

WHL

J.L. HARRISON

Colonel

Director, Communications Sub-Commission

2 Encs

Shipping Memo. 2 and 3.

5-20-49

Subject : Sea Transport to Sarlinia.

To : Under Secretary of State for Posts and Telegrams.

1. Three Italian copies of 10 Shipping Memos. 2 and 3 are connected.

2. It is suggested that your Haples and Cagliari Directories should approach the local Allied Examination Headquarters on the subject.

3. Points such as whether or not the mails will require to be escorted will need consideration.

4. As the requirements for mail purposes will be regular, it will probably be possible to obtain a granting arrangement instead of following the procedure referred to in paragraph 13 of Shipping Memo. No. 3.

WJL

J.L. HARRISON
Colonel
Director, Communications and Commission

2 Inc. Shipping Memo. 2 and 3.

5-26-49

File 26

1014

WHG/ba

41

MEMO

In reply
refer to : P.36.41/CS.

13 December 1944

Subject : Postal Service to Sardinia.

To : Shipping Sub-Commission.

1. With reference to the proposal to commence a ferry service between Naples and Sardinia by means of S.S. AMBROSIA on or about 25th December next, it has been ascertained that the average weekly amount of civil mail (excluding that sent by air) is as follows:-

From Mainland to Sardinia	15,000 Kilos.
From Sardinia to Mainland	600 "

2. Points requiring consideration are
(a) Accommodation available for custody of mail in transit.

(b) Whether the mails will be conveyed under Captain's responsibility or whether Post Office escort will be necessary.

W.H. Allen
major

For Director, Communications Sub-Comm.

Copy to :
C.S.C. to C.of S.

SEE 38-35
25.6

7/24
36

EMS/dfe

9 December 1944

Ref: 8756/47/COS

Dear Dr. Prunas:

I have been able to inform the Prime Minister today that arrangements have been completed for operation of a ship between the Mainland and Sardinia, beginning 25 December. The ship will make two round trips a month, and this will insure continuance of the mail service, a matter which had given both the Prime Minister and yourself concern.

Very truly yours,

/s/ Ellery W. Stone
ELLERY W. STONE
Commodore, USNH
Chief Commissioner

His Excellency don Renato Prunas
Ministry of Foreign Affairs
Italian Government
Rome

Director
D Director
Chief, Tele. Rm.
Chief, Post
H. Q. Coms. O.
Asst. Chief Postal
Censorship
Chief Clerk

cc: C of S
C of S Float
A Files

Communications S. L.

1 Incl - Ltr to P.M.
8756/46/COS, 9 Dec 44

CROSS REFS.	41-30-27
FILE	C. WU.

Date 12/12/44

1046

EWS/afe

Ref: 8756/46/COS

9 December 1944

My dear Mr. Prime Minister:

In view of the concern expressed by you some time ago as to the possible dislocation of the mail service, following the anticipated removal of Naval vessels running between the Mainland and Sardinia, I believe you will welcome the arrangements which have just been completed. Beginning on or about 25 December the S.S. ABMAZIA will operate between Naples and the Island doing two round trips a month. The capacity of this vessel is about 250 personnel and 1000 tons of cargo.

I am also advising H.E. Dr. Prunas of this arrangement.

Yours very truly,

/s/ E. Henry W. Stone

HENRY W. STONE
Commodore, USNR
Chief Commissioner

His Excellency
President of the Council of Ministers
Italian Government
Rome

Director
D. Director
Chief, Telegrams
Chief, Posts
H. Q. Coms. O.
Asst. Chief Postal

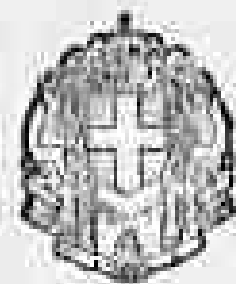
CROSS REFS.	41-40	
FILE	1	B/fwd.

Date 12/12/44

c.c. Communications S.C.

36

1017



NEO-ARTER
31 DEC 1944
A. S.

Mod. 25 quater - Ediz. 1937 XV

38
A

MINISTERO DELLE COMUNICAZIONI
AMMINISTRAZIONE DELLE POSTE E DEI TELEGRAFI



TELEGRAMMA-ESPRESSO DI SERVIZIO

AUTORITÀ MITTENTE	DATA				
	Giorno	Mese	Anno	Ore	Minuti
ISPETTORATO GENERALE POSTALE	10	12	1944		

no 1165
In relazione alla vostra richiesta P. 36.31/CS
del 29 novembre u.s., l'ufficio postale di Napoli-Fiume
vi segnala che dalla Sardegna pervengono circa cinque
centinaia di posta alla settimana.

Espresso di posta teleggrafica
by telegraf. per gli uffici

A. Sottosegretario di Stato

On 4.12.44 280 telegr. p.
On 11.12.44 280 "

[Signature]

By air about 6 per week

SEE 41

430

1018

(VH)

93628

Communications

9/10

Reference your request P. 36.31/CS of Nov. 29th,
Naples Ferrovie P.O. informs us that about
600 kilos of mails per week are coming in
from Sardinia -

25-2

1020

37

Tel:

8 December 44.

Ref: 8756/15/CSS

SUBJECT: Transportation & Mail Service - to Sardinia.

TO: : R.C. to Chief Commissioner.

1. Reference was made to you of yesterday it has now been confirmed that the "MIRAL" has been allocated to operate a regular ferry service between Naples and Sardinia hoping to commence this new service on 25 Dec. This information from R. P. R. Med., 1212.

Jeff
 4 Chief Staff Officer,
 To the Chief of Staff.

Copy to: Commissioner Sub-Commissioner, for C.P.C.

W.F.R.

CROSS REFS.	1
FILE	1

Date: _____

SHH/ds

HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

In reply
refer to : P.36.36/03.

9 December 1944

Subject : Sardinia Mails.

To : Under Secretary of State for Posts and Telecomms.

1. Information has been received that a passenger and cargo vessel is likely to be provided for the Naples-Sardinia service as from 25th December.

2. Please hasten the supply of the details requested in P.36.31/03. of 29th November.

WHL
J.L. HENDERSON
Colonel

Director, Communications Sub-Commission

65-37-53
25-0



Date: _____ Tel : 451

Ref. 3756/38/008.

7 Dec. 1944

SUBJECT : Transportation & Mail Service - to Sardinia.

TO : S.O. to Chief Commissioner.

1. The following information has been forwarded by the Liaison Shipping Sub-Commission :

" In reply to your Memorandum of 27th November, ref. 3756/27/038 on the above subject, I have been informed today by MTR Mod. that it is proposed to allocate the s.s. "ABRACIA" for the purpose of providing a ferry service Sardinia-Naples, to commence from 25th December next.

This vessel can carry 200 passengers and about 1800 tons of cargo."

2. Shipping Sub-Commission have been instructed to follow for confirmation.

Copy to :

✓ Commn. Sub-Commission for C.P.O.

ewf
Chief Staff Officer,
To the Chief of Staff.



HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

POSTAL DIV.
ful

SHL/ec

3 December 1944

In reply
refer to : P.36.34/CS

Subject : Mail transportation in Sicily.

To : Capt. Alasia, Postal Officer, Lazio Region

1. Please take an opportunity, during your pending visit to Sicily, to enquire at Regional Hqs. and of the Postal Inspectorate, into the petrol and naphta position insofar as its allocation is bound up with the mail situation referred to in the accompanying copy report from the Posts and Telecomms. Directorate.

2. If a reduction in the past standard of fuel supplies is inevitable, postal services will have to be adjusted accordingly; and it will of course be the responsibility of the Postal Inspectorate to make the most of what can be provided. In this connection it would be important to ensure that mails are not unnecessarily carried by special mail van services on routes served by public bus services which could carry the mail with reasonable frequency.

Head.
wid

J.L. HENDERSON
Colonel
Director, Communications Sub-Commission.

Copy to : Under Secretary of State for Posts and Telecomms.
(Re. 909633/1A of 30 Nov. 44)

33
*All paid - No gas on hand at time
allotment is given when gas is
on hand - 14/12/44*

7 16

TRANSLATION

FROM : Under Secretary of State for Posts and Telecomm.
TO : A.C. - Communications S.-G.

30 Nov. 44

Subject : Motor car service in Sicily.

This Ministry has been informed that the communications situation in Sicily is growing worse, owing to the reduced allotment of naphta and petrol that consequently cuts down the motor car services.

As the High Commissioner for Sicily, who has been interested, by this Ministry, with the purpose to ameliorate the services in that Island, informs us that the said service is always growing worse on account of the above mentioned reasons, and that it is also aggravated by the reduced allotment of coal to the State railways, we point out to the attention of your Commission this disagreeable situation, begging you to examine with benevolence the bad conditions of life of this hard working population, considering also that consequently a feeling of ~~uncontentment~~ ~~indignation~~ would follow these hardships.

We are therefore sure that your Sub-Commission will understand how urgently this case needs to be dealt with, and that all that is possible will be done, by giving soon an ample allotment of what is needed, so to eliminate the actual painful situation.

We thank you in advance and we are awaiting a sign of acknowledgement.

THE UNDERSECRETARY OF STATE

C.

Roma 30 NOV. 1944

Mod. 167

334

Ministero delle Comunicazioni

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

Ispett. Gen/le Mov. Post.

Per via *Qu. II* *Te. I*
Aut. N. 909633/AA *Allegato*//la Commissione Alleata
di Controllo Post and
Telecommunication - Sub-
commission R O M A -

Rappresent. N.

del

OGGETTO Servizi automobilistici in Sicilia

E' stato segnalato a questo Ministero che il problema delle comunicazioni in Sicilia si va sempre piu' aggravando, perche' la diminuita assegnazione di carburante (nafta e benzina) porta come conseguenza la rarefazione dei servizi automobilistici.

Siccome l'Alto Commissario per la Sicilia, vivamente interessato da questo Ministero per il miglioramento dei servizi in quella isola, segnala un peggioramento delle comunicazioni per la ragione sopraindicata, aggravato anche dalla diminuita assegnazione di carbone alla ferrovia dello Stato, si prospetta tale disagiatissima situazione a codesta On. Commissione con preghiera di esaminare con ogni possibile benevolenza lo stato di precarietà in cui versa quella laboriosa popolazione

./.

T36

1026

anche in considerazione del conseguente malcon-
tento che tale disagio non puo' non provocare.

Si confida, pertanto, che codesta On/le
Commissione si compenetrerà dell'urgenza del
caso e farà tutto il possibile perchè, mediante
congrua e sollecita assegnazione di tutto il
materiale occorrente, sia eliminata al piu' pre-
sto l'attuale penosa situazione.

Si anticipano sentiti ringraziamenti in
attesa di un cortese cenno di assentimento al
riguardo.

IL MINISTRO

CROSS REFS.	
FILE PS.16/36.	B, rwa.

Date 30 NOV 1944

SUBJECT: Motor car Service in Sicily

30 Nov. 44

This Ministry has been informed that the communications situation in Sicily is growing worse, owing to the reduced allotment of naphtha and petrol that consequently cut down the motor car services.

As the high Commission for Sicily who has been interested, by this Ministry, with the purpose to ameliorate the services in that Island informs us that the said service is always growing worse on account of the above mentioned reason, and that it is also aggravated by the reduced allotment of coal to the State Railways, we point out to the attention of your commission this disagreeable situation, begging you to examine with benevolence the bad conditions of life of this hard working population, considering also that consequently a feeling of discontentment would be provoked by these hardships.

We are, therefore sure that this Commission will understand how urgently this can needs to be dealt with, and that all that is possible will be done, by giving soon an ample allotment of what is needed, so to eliminate the actual painful situation.

We thank you in advance and we are awaiting a sign of acknowledgement.

THE UNDER SECRETARY OF STATE
FOR PP.TT.

Mod. 167

Roma 30 NOV. 1944

Divisione II Sez. 2°
 Ministero delle Comunicazioni
 Spettacolo Generale Movimento

32
 Allied Commission
 Telecommunications
 Sub-Commission

Divisione II Sez. 2°

R O M A

Servizio... In... In...

Bot. A. 910900 P.A.

Resposta al f. N° 16/30.5/P.S.
 del 16 Novembre 1944

OGGETTO:

Posta aerea da e per la Sardegna.

In merito ai servizi postale aereo fra
 il Continente e la Sardegna sono stati recent-
 temente adottati i seguenti provvedimenti:

1) A mezzo della R.A.I. (Radio-Audizioni-Italia)
 e a mezzo della stampa romana è stato diramato
 la seguente comunicazione:
 L'AMMINISTRAZIONE DELLE POSTE COMUNICA CHE SONO
 AMMESSE AL TRASPORTO AEREO LE CORRISPONDENZE
 (LETTIERE E CARICLINE) PER LA SARDEGNA, DI PESO
 NON SUPERIORE AI 5 GRAMMI E MUNITE DELLA RELA-
 TIVA SOPRATTASSA DI L.1, OLTRE LA NORMALE FRAN-
 CATURA. LA SOPRATTASSA POIRÀ ESSERE RAPPRESEN-
 TATA DAGLI SPECIALI FRANCOBOLLI ED ANCHE DA
 QUELLI COMUNI. IN QUEST'ULTIMO CASO SARA' OPORTU-
 NUNO MENZIONARE SULLA BUSIA: VIA AEREA.

2) Contemporaneamente (17 Novembre) è stato da-
 to corso alla seguente circolare telegrafica,
 indirizzata a tutte le Direzioni delle Provincie
 sotto la dipendenza del Governo Italiano:
 PREGASI DARE MASSIMA PUBBLICITA' MEZZO STAMPA
 LOCALE ED AVVISI DA AFFIGGERSI AGLI EFFICI PO-
 STALI SEGUENTE NOTIZIA: LETTIERE E CARICLINE PRI-
 VAIE VENGONO EFFETTO IMMEDIATO AMMESSE TRASPOR-
 TO AEREO DA E PER SARDEGNA FURCHE' DI PESO NON

F. 36

SUPERIORE GRAMMI 5 ET MUNITE SOPRAIASSA LIRE
UNA OLIRE NORMALE FRANCAIURA. RESTANO INVARIA-
TE DISPOSIZIONI CIRCA INOLTRO CORRISPONDENZE
CON AUI SENZA SOPRAIASSA PER DELLA ISOLA
ENTRO LIMITI GLOBALI PESO CONCESSI SUGLI AERO-
MOBILI.

Il Sottosegretario di Stato



SUBJECT: Air mail from & to
Sardinia

Nov. 30th 1944

As regards to the Postal air service between the Mainland and Sardinia, the following provisions have been taken/

1° The following communication has been issued through the roman Press and R.A.I. (Italian Broadcast).

The Posts Administrations informs that correspondence (letters and post-cards) of weight not superior to 5 gms and which are duly supplied with relative 1£ stamp, besides the normal stamp; are now admitted to air transportation. The air mail over charge may be represented by special stamps and also by the normal ones.

It will be opportune to mention in this case: via air-mail.

2° Contemporarily "17 nov." the following circular telegramhas been issued addressed to all Provincial Direction under Italian Government: give please highest publicity notice posted in Postal Offices Hall's to the following news: Private correspondence (letters & p.c.) will at once be transported by air to and from Sardinia provided they do not weigh more than 5 gms and be stamped out with an overcharge of 1£ besides the normal stamp. Dispositions concerning the forwarding of correspondences with or without overcharge for the said Island, in total limits of weight allowed on the areoplanes, remain unchanged.

THE UNDER SECRETARY OF STATE
FOR PP.TT.

SHH/ds

HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

In reply
refer to : P.36.3I/CS.

29 November 1944

Subject : Sardinia Mails.

To : Under Secretary of State for Posts and Telecomms.

1. We are advised by higher authority of the likelihood that naval vessels will shortly cease to be available for the conveyance of mails to Sardinia.

2. In order that the question of alternative provisions may be examined, will you please furnish, as soon as possible, particulars of the approximate weight of mail which is at present being received weekly at Naples for sea conveyance to Sardinia.

Handwritten signature

J.L. HENDERSON
Colonel
Director, Communications Sub-Commission

2512

81-38

CROSS REFS.	5 Dec
FILE	By Fwd.

Date

1032

HEADQUARTERS ALLIED COMMISSION
 APO 394
 Office of the Chief of Staff

30

Tel. 470000

27 November 1944

Ref. 8756/27/CSS

SUBJECT: Transportation and Mail Service to Sardinia.

TO : Economic Section for Shipping Sub Commission,
 Communication Sub Commission for Chief Postal Officer. ✓

1. At the present time civilian mail is being transported to and from Sardinia largely by Italian naval vessels. It is considered likely that naval vessels will be taken off this run in the near future and as far as is known no action has been taken to secure other means of transport as replacement.

2. To prevent a dislocation of the mail service the Chief of Staff directs that exploratory steps be taken to determine what transportation can be secured.

3. It is suggested that the Communication Sub Commission furnish the Shipping Sub Commission through the Economic Section with a statement as to transportation required to maintain a reasonable mail service - this in collaboration with the responsible Italian authorities. With this as a basis the Shipping Sub Commission will be in a position to make application for allocation of the necessary shipping.

4. An early reply is requested.

W. Shipp LHM

Chief Staff Officer,
 To the Chief of Staff.

Copy to: Major Gwyne
 Regional Commissioner, Sardinia.

CROSS REFS.	
FILE	B/fwd.

Date 28 NOV 1944

36

15 Nov 1944

28

Subject : Illustrated Postcards.

To : Lt Col S.H. Head Communications Subcomm.
Hdqrs A.C.

(1) I am informed that the stopping of illustrated postcards at Naples and consequent accumulation was a result of telegram 124180 65 of 7th Oct from ^{the Ministry} (Dir Postal 4/12) which drew attention to the fact that illustrated postcards with or without correspondence were not admitted, and quoted ^{para 51 Bulletin No 3.}

(2) The Naples Inspectorate drew the Ministry's attention on 9th November to the resultant accumulation ²⁵¹⁰ but have not yet received a reply.

(3) The Allied Sensor Control Officer was not aware of the stoppage or that these cards were on hand.

(4) Can the Ministry be asked to issue new instructions

(5)

(5) many of the cards will need surcharge if they are to be sent on at the ordinary postcard rate.

W. J. Green

Major

Postal officer

Notes issued & Ministry
advised.

~~Laguaira~~

~~Ministry of Finance~~

P. 36

1033

62

26 227

Transferred to

P 44 / 8 / CS

/ 9 /

2509

16/14.29. PS

Italy - Tripoli-Libya line
mail service
U.S. S.

112

~~Will you please~~

~~It is desired the above noted
service should be brought
into operation as soon as
practicable. May we expect
an early reply to our letter
of 16/14/27 addressed to you
on Oct. 30th?~~

HEADQUARTERS
ALLIED COMMISSION
APO 394
Communications Sub-Commission

SHH/ee

16 November 1946

In reply
refer to : 16/36.25/PS

Subject : Lampedusa.

To : Under Secretary of State for Posts and Telecomms.

We have received information that there is at present a fairly regular schooner service between Porto Empedocle and Lampedusa, functioning under the auspices of A.C. for the carriage of food supplies. You will perhaps wish to ascertain the practicability of using this service for sending mails direct instead of via Pantelleria. The owner of the vessel is stated to be a Sign. Michele Consiglio.

Handwritten: 2518
J.L. HENDERSON
Colonel
Director, Communications Sub-Commission

Handwritten: 2518
Handwritten: 54
Handwritten: 54

Handwritten: F 36

10/11/44

NOTE for Communications:

LAN PEDUSA:

Mr. Michele Consiglio has his own m/schooner "Giuseppina B." of 30 to 35 tons capacity, which has been assigned to Lampedusa AMG for carriage of food to Lampedusa from Porto Empedocle. Send mails to Post Office P orto Empedocle.

*Trans. by
Col. Miller* | Telegraphic cable in order Lampedusa to Linosa and thence to Pantelleria. From here to Mazara being repaired. Communications Dept. should know if now in order.

2507

1039

24

SHR/eg

HEADQUARTERS
ALLIED COMMISSION
PO 394
Communications Sub-Commission

20 November 1944

In reply
refer to : I6/36.24/P3

Subject : Transmission by Post of Pathological Specimens.
To : Under Secretary of State for Posts and Telecomms.

72

1. Reference letter 829434/CP of 9 Nov. 44.
2. Whilst this Commission has no objection to the resumption of a service enabling pathological specimens to be sent through the post, it is felt that it would be preferable that the items (probably few in number) should be transmitted by letter post, rather than by a restricted sample post. The anticipated raising of the maximum weight limit to 1 Kg. would doubtless provide, on that point, for any items in excess of the present maximum of 210 gms.

hcl

J.L. HENDERSON
Colonel
Director, Communications Sub-Commission

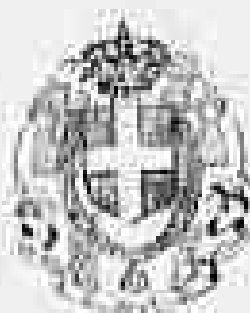
Copy - PS 16/16 - 226

2516

555-45

36

anf
10/11



Roma 10 NOV. 1944

Mod. 107

Ministero delle Comunicazioni
DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAPHI
Ispettorato Generale Movimento le Poste e le Telecomunica-
zioni
Divisione II Sez. 2^a

Commissione Alleata
Sotto-Commissione per
Poste e le Telecomunica-
zioni
ROMA

Let. N. 910964 P.A.

Supplemento N. P.S. 16/36.18
del 21 Ottobre 1944

Alligati

OGGETTO: Collegamento aereo con la Sardegna.

In perfetta aderenza al punto di vista manifestato con la lettera surriferita, che, cioè, l'applicazione della speciale sopratassa aerea possa essere CGCI fondatamente richiesta per le corrispondenze private da e per la Sardegna, nel riflesso che la via aerea, l'unica che fino a po- co tempo fa collegasse il Continente all'Isola, è ora integrata, sia pure in modo ancora imper- fetto ed insufficiente, dalla via marittima, mi prego di render noto di aver dato disposizioni perché, a mezzo della stampa, sia data notizia, a- gli utenti che intendano avvalersi di un più ce- lere mezzo di trasporto, della esistenza di un normale servizio di posta aerea, a frequenza tri- settimanale, per fruire del quale deve essere, come per il passato, soddisfatto il pagamento della sopratassa speciale, stabilita, giusta le tariffe entrate in vigore il 12 Ottobre p.p., in L.1 per ogni 5 grammi, o frazione di detto peso.

Ritengo, per contro, che tale tassa non debba essere parimenti applicata ai pieghi uffiziali, data l'estrema importanza che i carteggi degli Uffici Governativi hanno in questo momen- to tanto delicato per la ripresa di tutte le at- tività del Paese e data la scarsezza dei mezzi di comunicazione e l'insufficienza del servizio

51876 16/39 5

734

telegrafico; eppertanto sarei del remissivo avviso che, per tali pieghi, possa prescindersi, in eccezione al disposto dall'Art. 50 del Codice Postale Italiano - Edizione 1936 -, dalla riscossione della sopratassa in argomento, fino a quando non sarà possibile far sicuro affidamento su almeno tre viaggi settimanali marittimi fra Napoli e Cagliari, la qual cosa, al momento attuale, e ben lungi dal verificarsi, risultando che il collegamento marittimo fra il Continente e la Sardegna si effettua con periodicità non inferiore ai sei giorni.

Presso i singoli Uffici speditori sono già in vigore, del resto, opportune disposizioni dirette a sottrarre alla via aerea le corrispondenze ufficiali di maggior peso e di maggior mole ogni qual volta gli aeromobili non offrissero una adeguata disponibilità di carico postale.

Rimango in attesa di conoscere in quale conto saranno state tenute le considerazioni che precedono.

Il Sottosegretario di Stato

10 Nov. 1944

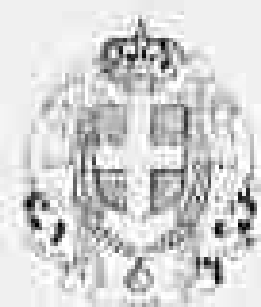
AIR LIAISON WITH SARDEGNA

In perfect adherence to the point of view shewn in the above mentioned letter, that the special additional tax for air service, can be today, with good reasons required for private correspondence from and to Sardegna. Owing to the fact that the air service, the only one that up till some time ago connected the Island to the continent, is now combined, although rather imperfectly, and insufficiently, with the sea-line, I therefore inform you that I have disposed that, through the Press, such information should be made known for the people that mean to take advantage of this service which will be a speedier way of transportation, of the existence of a normal service for air-mail of a frequency of 3 times a week, and for the usage of which, must as for the past be satisfied the payment of a special Additional Tax, established following the tariff that is used since the 1st October of 1944 for 5 grams or a fraction of said weight. I believe instead that such Additional Tax should not be applied to Official documents, owing to the extreme importance that papers of Government Offices, have in these times that are so delicate for the resumption of the Country's activities and owing to the scarcity of the Communications and the unsufficiency of the Telegraph Service; therefore I have the idea that for such documents, making an exception to what is disposed in Article 50 of the Italian Postal Code - 1936 Edition, could set aside the collect of the Additional Tax in question, up till when we can surely rely on at least 3 weekly sea voyages from Naples to Cagliari, which for the time being, are most improbable to occur, as it results that the connection by sea can take place with a periodicity not inferior to 6 days.

On each despatching office, are already in effect opportune dispositions directed to subtract from the air-service official correspondences, of superior weight and size every time that the aeroplanes can not offers suitable disponibility of Postal lead.

I am waiting to know in what account the preceding considerations shall be held.

THE UNDER SECRETARY OF STATE
FOR PP.TT.



Ministero delle Comunicazioni
DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

Arrivato IV Per I Per I
Rel. N° 829434/CP Allegato

OGGETTO: Servizio dei campioni senza valore

la Commissione Aia
Iesta di Controllo-
Posts and Telecommuni-
cations-Sub Commission

ROMA

L'Ispettorato Ministeriale P.T. per la Sicilia, con sede a Palermo, in seguito a richiesta della Direzione Regionale della Sanità Pubblica della Sicilia, ha proposto a questo Ministero il ripristino in Sicilia del servizio dei campioni senza valore, limitatamente a quelli contenenti materiale patologico, spediti dai Comuni agli Istituti sanitari della stessa Sicilia per l'esame di laboratorio.

Questo Ministero non ha nulla in contrario per l'accoglimento della proposta e prega di far conoscere se nulla osti da parte di codesta Commissione per l'immediato ripristino del servizio in parola.

IL SOTTOSEGRETARIO DI STATO
(Firma) *[Signature]*

CROSS REFS.	24 -
FILE	B, fwd.
36	

Date 9 NOV 1944 26

Translation 27-8

Subject: Transmission by post of
"packets with specimens."

Our Ministerial Inspector in Sicily
(Palermo), following on a request
from the Regional Direction for
Public Safety in Sicily, has
proposed to this Ministry the
re-establishment, in Sicily, of the
service of transmission by post
of "packets with specimens",
limitately to the ones containing
(blood etc.)
pathological stuff & also patches
by the communes to the
~~for~~ Ministry of Health (in Sicily)
for examination in laboratory

1045

MINISTERO
DELLE
CORPORAZIONI

GABINETTO

N.

Risposta alla lettera

del

Div.

Sez.

N.

OGGETTO

Allegati

Riprodurre il

Indirizzo:

Minutata da

Copiato da

TIP. CAMPANARI - ROMA

Roma,

*This Ministry
has no objection
to the acceptance
of the proposal
& wants to know
if you also agree
to the prompt
re-establishment
of the service -*

The H. of Sec.

HEADQUARTERS ALLIED COMMISSION
CMF
Tel.No. 489081 Ex. 444

PS.16/36.21.

31 October 1944

SUBJECT:- Mail facilities to Pantelleria.

TO: - Under Secretary of State for Posts and Telecomms.

1. The attached copy of letter 12/64/3 dated 23 Oct 44 from l'Ispettore Ministeriale, Palermo has been received through the HQ. Office of the Regional Commissioner Sicilia Region.

2. The circumstances would appear to have already been dealt with in this Headquarters letter PS.16/36.11 dated 5 Oct. 44 and you will no doubt arrange to have suitable instructions issued.

Cy L. Inaddock
Capt

/s/ J.L. HENDERSON
Colonel

Director, Communications Sub-Commission

Copy to:- Regional Commissioner, Sicilia Region
(Ref. RC/311 of 27 October 1944)

with copy of PS 16/36-11 quoted in para 2.

8501

F 36

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 392

20
4

FILE:AC/311

27 Oct 1944

SUBJECT: COMMUNICATIONS WITH PANTELLERIA.

TO : L. A. S. C. ROMA
(Att: Communications Sub-Commission)

In the absence of a postal office in this region,
the enclosed letter is forwarded for appropriate action.

W.R. Jordan

W. R. JORDAN
Colonel
Acting Regional Commissioner

1 encl- Letter, L'ispettore Ministeriale Ispettorato Ministeriale P.T. per la Sicilia, Ufficio di Paginearia to regional postal controller L. A. S. C. PALERMO, N. 12164/3, 23 OCT 44 re communications with the Island of PANTELLERIA.

CROSS REFS.	21
FILE PS 16/15	B/rwd. 500

Date 30/10/44

TRANSLATION

SUBJECT: Communications with Pantelleria Isle.

FROM : General Inspectorate P.T. for Sicily

TO : Regional Postal Controller H.Q.

The exchange of ordinary correspondence with the isle of Pantelleria, is actually operated by the British A.P. service through the P.O. of Catania Ferrovia.

We must provide the P.O.S of KAMMA, SCAURI and PANTELLERIA with the necessary funds for the operation of financial services, because the above offices cannot cover their needs with the amounts deposited, which are insufficient. In the meanwhile the offices must forward to us various important accounting documents, as well as the monthly balance, for submission to the Ministry.

For the above reasons, it is necessary, in the absence of any other means, to transmit through the British A.P.O. "Paquets de valeur" (Insured letters), being impossible to delay indefinitely the accounting control of the P.O.S. in those islands.

We beg therefore your office to examine if it possible to include in the ordinary despatches to Pantelleria, also the values above mentioned.

THE MINISTERIAL INSPECTOR

2499

HTM/rb

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 94
Telephone 489051 EXT 555.

In reply refer
to: CS/4/13/

26th October 1944.

Subject: Communications - Pantelleria and Lampedusa.

To: Civil Affairs Branch.

Reference attached No. RC/400.274 of 15th October 1944.

1. The attached letter is proper to your branch as the question of general communications to the islands is concerned e.g. shipping.
2. As regards the particular Cases of Mails and tele-communications, the following is a statement of the present position.
3. In normal times, Pantelleria was served by sailings from TRAPANI, and Lampedusa and Linosa from AGRIGENTO. Civil mails for the three islands are now normally sent between Palermo and Tunis by surface transport, and between Tunis and Pantelleria by air. When this arrangement was set up, the SCAG of Pantelleria had a motor boat in which he visited the two other islands, and which was to carry the mail. So far as is known this arrangement still operates. There are probably still occasional sailings to the islands from Trapani and Agrigento.
4. The telegraph censorship arrangements from Sicily to Pantelleria are ready to start and, if, as is thought, the cable is now in good order, the service should be in operation. This has been pointed out to the Italian Government. It is understood that the Pantelleria-Lampedusa cable is not yet repaired but enquiries will be made.

J.L.HENDERSON,
Colonel,
Director Communications Sub-Commission.

Copy to: Lt.Colonel Head. ✓

F.36

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Tel. No. 489001 Ex. 444

SHH/ee

18

PS.16/36.10.

21 October 1944

SUBJECT:- Mails for Sardinia.

TO: - Under Secretary of State for Posts and Telecomms.

1. Since writing my PS.16/36.15 of Oct. 18th, I have seen copies of the reports sent to you by the Provincial Director of Naples regarding the transportation of mails to and from Sardinia by vessels of the Italian Navy. It would appear that a regular connection can now be established by this means, and thus solve the difficulty regarding conveyance of mails in excess of aircraft allocation limits.

2. If this is the case, the point will arise of charging the appropriate additional fee for such correspondence as is actually conveyed by air. (It will no doubt be recollected that the fee was not to be charged at the outset owing to the absence of a connection other than by air).

3. You will no doubt wish to review the position, so far as both private and official correspondence is concerned. It is understood that a high proportion of the mail at present being conveyed to and from Sardinia runs as official, and apart from the question of the payment of the Air Mail fee on postage free correspondence - if such is the normal practice - it would seem desirable to impose a weight limit on postings for air transit.

4. Will you be good enough to advise us when you have considered the matter.

J.L.H.
J.L. HENDERSON
Colonel

2497

Director, Communications Sub-Commission

Copy to:-

Regional Commissioner, Southern Region
(for Postal Officer)

- 11 - 23

36

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
POSTAL SECTION
APO 394, U.S. Army .

18th October 1944

P.15/723

SUBJECT : Despatches to Sardinia .
TO : Lt.Col. Head . Communications S/C HQ.ACC.

You may wish to see an Italian translation
of the papers regarding the sea service to Sardinia
operated by the Italian vessels .

W.H.Green
W.H.GREEN
Major
Postal Officer.

W.H.G./pc.

2486

SEE 18

TRANSLATION.

LETTER N. 8449/1 of 14/10/1944.
FROM : Naples Ferrovia.
TO : General Inspectorate of Movement- Rome.
SUBJECT : Despatches from and to Sardinia.

With reference to letter 8351 of 12/10 I inform you that the R. cruiser "Montecuccoli" left from Cagliari on the sunset of 13th Oct. reached Naples this morning at 07.00 hrs and at 08.00 he moored at wharf of Marinella near the dry-dock. We have received 4 despatches red-labelled and 6 white-labelled all for Rome and all escorted by the messenger De Felice. The despatches were withdrawn from the ship and carried to our Office by the normal means and using the Administration's agents. The despatches reached Naples Ferrovia Office at 11.00 hrs that is after the truck left for Rome. The said were sent by the train 8245 and handed to the Roman messengers of turns 30 and 300. The messenger De Felice Giuseppe informs me that "Montecuccoli" reached Cagliari on the morning of 11 October and the despatches were unloaded in the ordinary way as in the first sailing. The said agent during the stoppage of the ship at Cagliari remained on the ship and was admitted to the non-commissioned Officers' mess.

THE ACTING DIRECTOR.
Cammaraota.

2495

TRANSLATION.

LETTER N. 8351/1 of 11 October 1944.
 FROM : Naples Ferrovia.
 TO : General Directorate of Movement - Rome.
 SUBJECT : Despatches to Sardinia.

Following letter 8106/1 of 5th October and other letters I inform you that yesterday 10th October has been made the second despatch to Sardinia by means of the R. Cruiser "Montecuccoli". The despatch included 21 ordinary, 1 special, 22 separate ensured, 15 red labelled despatches and 40 red labelled despatches. But not the whole bulk could be loaded because by order of the R. Cruiser Command the loading of despatches was suspended in order to embark military people and P.O.W.s. 16 Collector bags were sent back to our office and will be despatched with the next sailing.

The despatches were carried and loaded as in the first time, using a special U.T.C. truck which arrived here at 15.15 hrs and also using our Administration personnel to carry by hand the bags from the truck to the safe premises on the ship. Such carrying this time was still more heavy because of the major distance about 300 meters between the nearest place which could be reached by the truck and the wharf where was "Montecuccoli".

I have sent there as escort to the despatches the messenger De Delice Giuseppe who already made the first sailing for that I ask again to be given instructions as regards the indemnity to be paid to him. According to informations obtained by the R.N. it is possible as regards the despatching to count on a sailing every six days. I can assure, in the meantime, to have taken knowledge and arranged according as regards the make up of the despatches by our office, of the instructions issued by your Ministry with letter N. 899697 of 26th Sept. last.

In the meantime I am waiting to know the result of the dealings between your Ministry and that of R.N. as regards an eventual amendment of the regulation actually requested for embarking the despatches and for the relative escort.

THE ACTING DIRECTOR.
 C a m m e r o t a.

TRANSLATION.

LETTER N. 8295 OF 10 / 10 / 1944

FROM : Naples Ferrovia
 TO : General Inspectorate of Movement - Rome.
 SUBJECT : Despatches to Sardinia.

With reference to my letter N. 8106 of 5th October I inform you that the R. Cruiser "Montecuccoli" returned from Cagliari on 9th October at 01.00 hrs p.m. We have received 16 despatches red-labelled, 27 white-labelled, 13 separate ensured and 1 envelope 147/B; all these escorted by the messenger De Felice Giuseppe.

The despatches were withdrawn from the safe premises and carried to the Office by the subaltern personnel of our office and by means of a special truck, requested to the U.T.C., and with a trip inverse to that of 5th October for the loading of the despatched as I informed you in my preceding letter.

The Messenger De Felice Giuseppe informs me that the R. cruiser "Montecuccoli" left Naples on sunset of 5th and reached Cagliari the next morning at 08.00 hrs, remaining in the roadstead. The despatches on hand were carried by grant of the Command, by the "Montecuccoli" sailors from the premises in which the said were held to the motor-boat at the R. Harbour-Office and from this were unloaded on the wharf where was a Capolinea with postal personnel of Cagliari and by means of a truck the despatches were carried to the Cagliari Post Office.

On 8th October our Adm. personnel loaded at Cagliari the despatches for the mainland from the truck to the motor-boat and from this to the deposit of the "Montecuccoli" which left at 18.00 hrs.

As in the telegram of our office is mentioned an eventual supply of meals for the escorting agent on the R.N. ship I must inform you that such a grant cannot be made by local Authorities and should follow-if necessary-from agreements between your Ministry and R.N. Board.

Considering that the journey is very short, it is possible to neglect the grant of the meal on the board but should be solved the question as regards the meals and the accomodation to our agent during the period in which the ship is at Cagliari.

The messenger De Felice Giuseppe who is a quick-witted young-man and full of initiative as I aforesaid reached Cagliari at 08.00 hrs a.m. of 6th October, escorted the despatches to Cagliari

/.....

TRANSLATION.

LETTER N. 8106/1 OF 5/10/1944.
FROM : Naples Ferrovia
TO : General Inspectorate of Movement - Rome.
SUBJECT : Despatches to Sardinia.

According with the instructions issued by your General Inspectorate we agreed with the local Command of the Department of R. Navy in order to use the R. Navy ships for the despatching of postal items on hand to Sardinia, after checking the said and including, therefore, correspondence which should not suffered great damage from missing the air despatch.

The R. Navy Command, confirming to me the possibility to use the R. Navy ships on this purpose, informed me that with an advance notice of 24 hours, from time to time I should be informed of the sailings and provided that the despatches should be handed to that despatch office which should arrange for the remainder. On the morning of 4th October I was informed that in the afternoon of the same day the R. cruiser "Montecuccoli" should leave for Cagliari, and modifying the prior agreement I was asked that my office should arrange for the carrying of the despatches on board, in the safe premises and that the some despatches should be escorted as far as Cagliari by an agent or by an employee of our Administration.

Although this request modified any every prevision, in view of the imminent sailing I thought be necessary to agree to the conditions received from the Command I therefore immediately requested a vehicle from the U.T.C., to make up the collector bags, using (for absolute lack of other bags in our office) some tubular bags, on hand, in order to collect unbound bulk parcels, newspaper's parcels etc., which could not be despatched in a different way.

Heavy difficulties had to be overcome in order to obtain access into the Port Area, of the truck and of agents, owing the fact that it is forbidden by the Allied Command.

The U.T.C. truck arrived here about 13.30 and at 13.45 left for the Port with 109 bags escorted by the Officer Sig. Fontana Giuseppe on duty as escort to the Despatches as far as Cagliari and by six agents for the labour.

The Royal Cruiser "Montecuccoli" was moored alongside the Molo (pier) "Cesario Console" at the end of a long wood foot-bridge which the agents covered for all the length of about 100 meters with the despatches on their shoulders and afterwards had to go up on board of the cruiser by means of a steep little ladder, to cover all the deck as far as the end and go down another ./.....

TRANSLATION.

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TO : General Inspectorate of Movement - Rome.

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The Messenger De Felice Giuseppe informs me that the R. cruiser "Montecuccoli" left Naples on sunset of 5th and reached Cagliari the next morning at 08.00 hrs, remaining in the roadstead. The despatches on hand were carried by grant of the Command, by the "Montecuccoli" sailors from the premises in which the said were held to the motor-boat at the R. Harbour-Office and from this were unloaded on the wharf where was a Capolinea with postal personnel of Cagliari and by means of a truck the despatches were carried to the Cagliari Post Office.

On 8th October our Adm. personnel loaded at Cagliari the despatches for the mainland from the truck to the motor-boat and from this to the deposit of the "Montecuccoli" which left at 18.00 hrs.

As in the telegram of our office is mentioned an eventual supply of meals for the escorting agent on the R.N. ship I must inform you that such a grant cannot be made by local Authorities and should follow-if necessary-from agreements between your Ministry and R.N. Board.

Considering that the journey is very short, it is possible to neglect the grant of the meal on the board but should be solved the question as regards the meals and the accommodation to our agent during the period in which the ship is at Cagliari.

The messenger De Felice Giuseppe who is a quick-witted young-man and full of initiative as I aforesaid reached Cagliari at 08.00 hrs a.m. of 6th October, escorted the despatches to Cagliari

./.....

1057

Office, having in mind to eat something in a restaurant and find accommodation until the sailing of "Montecuccoli" for Naples. But as he found this be impossible he returned to the "Montecuccoli" where by personal grant of the Commanding Officer and for the traditional hospitale spirit of our R.N. was admitted to the not-commissioned Officers mess, until his return to Naples.

Therefore I don't see the possibility to resolve locally the question of meals for the escorting messenger. In the next sailing I will have again De Felice as a messenger who, as I eforesaid, has already worked very well.

THE ACTING DIRECTOR
Cammarota.

TRANSLATION.

LETTER N. 8106/1 OF 5/10/1944.

FROM : Naples Ferrovia

TO : General Inspectorate of Movement - Rome.

SUBJECT : Despatches to Sardinia.

According with the instructions issued by your General Inspectorate we agreed with the local Command of the Department of R. Navy in order to use the R. Navy ships for the despatching of postal items on hand to Sardinia, after checking the said and including, therefore, correspondence which should not suffered great damage from missing the air despatch.

The R. Navy Command, confirming to me the possibility to use the R. Navy ships on this purpose, informed me that with an advance notice of 24 hours, from time to time I should be informed of the sailings and provided that the despatches should be handed to that despatch office which should arrange for the remainder. On the morning of 4th October I was informed that in the afternoon of the same day the R. cruiser "Montecuccoli" should leave for Cagliari, and modifying the prior agreement I was asked that my office should arrange for the carrying of the despatches on board, in the safe premises and that the some despatches should be escorted as far as Cagliari by an agent or by an employee of our Administration.

Although this request modified any every prevision, in view of the imminent sailing I thought be necessary to agree to the conditions received from the Command I therefore immediately requested a vehicle from the U.T.C., to make up the collector bags, using (for absolute lack of other bags in our office) some tubular bags, on hand, in order to collect unbound bulky parcels, newspaper's parcels etc., which could not be despatched in a different way.

Heavy difficulties had to be overcome in order to obtain access into the Port Area, of the truck and of agents, owing the fact that it is forbidden by the Allied Command.

The U.T.C. truck arrived here about 13.30 and at 13.45 left for the Port with 109 bags escorted by the Officer Sig. Fontana Giuseppe on duty as escort to the despatches as far as Cagliari and by six agents for the labour.

The Royal Cruiser "Montecuccoli" was moored alongside the Molo (pier) "Cesario Console" at the end of a long wood foot-bridge which the agents covered for all the length of about 100 meters with the despatches on their shoulders and afterwards had to go up on board of the cruiser by means of a steep little ladder, to cover all the deck as far as the end and go down another ./.....

steep iron little ladder as far as the under-deck where the safe premises are located.

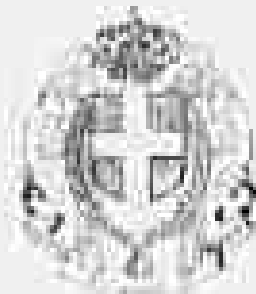
The hard and dangerous work which in my opinion is outside what may be requested of our personnel was finished at 18.00 hrs handing 109 bags and renouncing to make the 2nd loading, already fixed owing the imminent sailing of the R. Cruiser and the commenced embarking of civilians which could not permit the further loading of postal effects.

Of all these facts I have informed by cipher-telegram the Provincial Director of Cagliari and your General Inspectorate. Therefore I wait your instructions as regard further depatching to Sardinia, while I ask you to examine the possibility to obtain from the R.M. Board the fulfilment of the prior agreements as regard the loading of despatches.

In addition I wait your instructions on the indemnity to be paid to messenger De Felice Giuseppe for the escort service from Naples to Cagliari and vice-versa.

THE ACTING DIRECTOR.

Cammaraota.



Ministero delle Comunicazioni
DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

Ispett. Gen. Mov. Poste

Scrittura
Let. 1899591 *F. P. 1* *F. 2*
E. N. Allegati

OGGETTO Servizio postale Napoli Bari

Roma 20 OTT. 1944

Commissione Alleata di
Controllo Postale e Tele-
communications Sub *ed. am.*

Via Veneto

Roma

Alta particolare attenzio-
ne del IL Col Head

Attualmente il trasporto degli ef-
fetti postali da Napoli a Bari si effettua
con i treni 8235/3541 e 3540/2241 in comparti-
mento di III classe.

Allo scopo di avere a disposizione
della posta un veicolo idoneo a convogliare
la rilevante quantità di dispacci, e di evitare
la presenza di estranei nel compartimento viag-
giatori, si prega di esaminare la possibilità
di porre, in composizione ai treni suddetti, un
bagagliaio postale, nel quale prenderebbero
posto i messaggeri di scorta ai dispacci e
la cui utilizzazione migliorerebbe sensibilmen-
te lo svolgimento del servizio.

Tornerà gradito un cortese cenno di
riferimento.

IL SOTTOSEGRETARIO DI STATO

4 36

TRANSLATION

SUBJECT: Postal service between Naples and Bari.

Actual the transport of mails between Naples and Bari is operated by the trains N°82 35/3541 and 3540/2241 on a third class van. In order to have at disposal for the mail service a van suitable for the conveyance of the considerable amount of despatches, where the passenger could not enter, please examin the possibility of attaching to the above trains a postal van, where the postal messenger would take place, and which would considerably improve the service.

25 Oct.1944 - The postal van has been already authorised on the basis of direct arrangements between Italian Allied Railway's authorities.

1062

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Tel.No. 489081 Rm. 444

SHH/ec

15

18 October 1944

PS.16/36.15.

SUBJECT:- Mails for Sardinia.

TO: - Under Secretary of State for Posts and Telecomms.

In relation to certain difficulties which have been experienced in conveying the whole of the civil mail to Sardinia by air, we have been making enquiries as regarding the possible use of shipping. It appears however that sailings are irregular, and from varying ports, and are not such therefore as could be used for conveyance of mails.

hcl

J.L. HENDERSON
Colonel
Director, Communications Sub-Commission

2489

CROSS REFS.	14-2
FILE 56	B/fwd.

Date _____

36

FRAG/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

15 October 1944

Tel: 478704
Our ACC.Tr/S/3

TO : Chief Postal Officer
Communication Sub-Commission
HQ ACC. APO 394

SUBJECT: Mail Services to Sardinia

1. Your PS/16/36.2 dated 18 September 1944.
2. Confirming conversation Maddock/Hoyle, an occasional service only could be given by colliers on return empty to Sardinia to load.
3. It is noted that you require a regular sea service to supplement the air service and that the present shipping facilities are of no interest.

J. L. Adams
J. L. ADAMS
Colonel, C.E.
Director, Transportation Sub-Comm.

Copies to: G-4 (Inv. & Tr.) ACHQ
G-5 ACHQ
M.W.T.R. ACHQ.

CROSS REFS.	2-15
FILE PS.16/36	B/fwd.

Date 17/10/44

TRANSLATION.

Naples, 4 October 1944.

N. 7719/1.

FROM : Naples Ferrovia.
 SUBJECT : Extraordinary Census for National reconstruction.
 TO : Naples Directorate PP.TT.,
 and
 Major W.H.GREEN., Postal Officer.Naples.

On the 27th Sept. last, at 01200 hrs (previously notified by telegram n. 859655-1/2 of the 23rd last from the General Inspectorate of Traffic) the waggon 1132933 reached Naples, escorted by employees Mr. D'Acunto Giuseppe and messengers Ercolani Ercolo and Achilli Giulio of Rome ferrovia - full of registered packages, addressed to all the South of Italy, Sicily and Sardinia, containing forms needed for the "Extraordinary Census for National Reconstruction".

The next day 28th, at 01000hrs two other waggons arrived here, (n.c. 204238 and IT0 1454-14) escorted by messengers Cono Giuseppe and Caraccioli Vittorio, which also contained registered packages of forms for census. For the unloading of this enormous heap of packages, which arrived without bundles and without any sorting or even rough division it was necessary to mobilize all the personnel in service, who effected the conveyance to the Office by hand because of the limited availability of barrows and because owing to the nonfunctioning of the montacarichi, the lack of a flight of steps and for a mechanical mean of traction there is not a direct passage for the barrows between the floor of the station and the higher floor of the Office.

Contemporaneously to the unloading, also the sorting of packages by destinations in the inside of the Office, literally blocking all premises on the ground-floor and keeping the personnel in service all night.

Meantime ^{arrived here} Mr. Torchia Gaetano, Inspector of the Central Statistics Office charged with watching over the despatch of the packages. On the 29th, in agreement with the local authorities we had the permission to forward the packages addressed to Sardinia, through the R.M. "Duca degli Abruzzi". As there were no ordinary sacks available for the sacking and as it was not possible to forward the packages loose, we used tubular sacks lying here, which came in restitution from New York and belonged to other offices. We formed so: 26 sacks addressed to Cagliari, 15 to Sassari and 19 to Nuoro which were sent to the Port, by means of a big truck, given by "Ufficio Autotrasporti della Campania" after agreement taken with this Province al Directorate. The R.M. "Duca degli Abruzzi" left for Cagliari on the evening of the same day 29th. As we foresaw an imminent departure for Sicily, also the packages

addressed to that place were sacked, forming 8 sacks addressed to Siracusa, 9 to Callanissetta, 8 to Emma, 17 to Agrigento, 26 to Messina, 19 to Catania and 27 to Palermo. Totalling N. 133 sacks. On Sunday morning, 1st last, about 10.00 hrs, I was informed, by a communication by phone from Rome, that sacks addressed to Sicily should leave Naples to be sent to Messina by a ship going in the afternoon and that it was necessary to take agreement with Lt. Wilson, of the embarkation Office, who already received instructions to send someone to withdraw sacks from this Office. They told me that the number of the phone was Value 249. It was not possible to get in touch with Lt. Wilson despite all my attempts, also availing myself of the kind intervention of an American soldier who speaks Italian and English well. I sent also one of my employees to the Port but he was not allowed to cross the passages because he had not a special pass. At the end, notwithstanding so many controversies, the trucks to load sacks arrived but these were sent back to the Office because in the meantime, the ship left. After following instructions, sacks addressed to Sicily left on the 2nd last, at 10.00 hrs, to Messina, loaded on two trucks, given by the United Command and escorted by employee Mr. D'Acunto and by Sig. Bocci of the Central Statistics Office. In the meantime packages forwarded by normal means, and addressed to other places, excepted those addressed to Campobasso which are still lying owing the lack of space in the postal compartment of train 8235 and because of the refusal of the railway to put a vehicle on the quoted train to be used exclusively for postal service. The lots addressed to Catanzaro, Cosenza and Reggio were loaded on the 1st instant in the luggage-van 96525 put at disposal of the postal service between Naples and Salerno by trains 1943 and 1940 as we had not a vehicle going directly to Gioia Tauro, used by ambulant 101/102. These however were not unloaded at Salerno to be put in the postal van of train 1935 and 9073 going to Gioia, apparently because of the late arrival of the train 1943 which reached Salerno two nights after wards and the immediate departure of the luggage-van from Naples by train 1940. The lots, therefore, returned here, on the morning of 2nd October, by the same train and the next time on the 3rd last. The packages addressed to the province were sent there unbandled with slight obstacle and difficulty, particularly for those addressed to places served by train Naples-Aversa and by the secondary Railways. I am sending to you separately, with mod. 141, and with reference to this letter, notes 70/E and 150, relating to the overtime and work made in the evening and during night for the papers of packages above mentioned? I have provided for proper telegraphic informations to the interested Directorates for the restitution of tubular sacks to this Office and to that ~~com~~ of Cagliari to inform them in advance of the arrival of sacks by means of the R.N. "Duca degli Abruzzi".

THE ACTING DIRECTOR
Cammarota

TRANSLATION

FROM:- Naples Ferrovia Office

TO:- Naples Provincial Direction
and for information

TO:- Major Green, Postal Officer

DATE:- 5.10.44

SUBJECT:- Extraordinary Statistic for national reconstruction.

Following on our letter of Oct. 4th, it is notified that yesterday, 4 Oct. 44, the consignment of registered items containing forms for the national reconstruction statistic, addressed to Campobasso, have been forwarded to Benevento by train 8235, for onward transmission.

In order to convey all the items in the postal compartment of train 8235 (a van only for the postal service is not available), we have been obliged to limit the loading of ordinary despatches to be conveyed by that train.

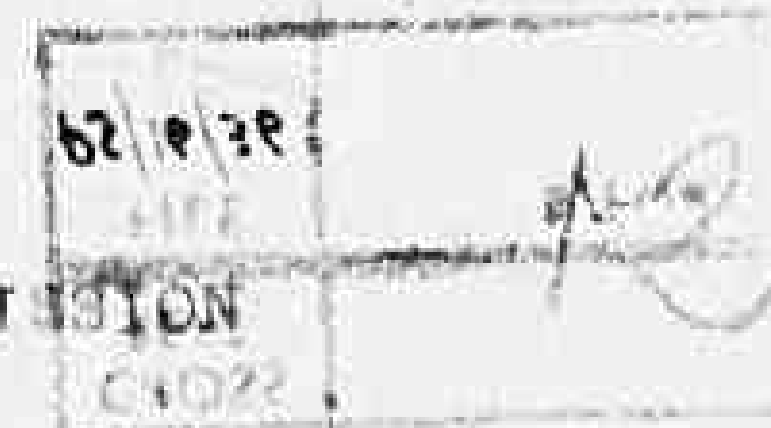
The forwarding of this consignment to Campobasso, which clean all items on hand in this office, has been notified to Benevento Direction, which will provide for onward transmission to Campobasso.

THE ACTING DIRECTOR

2486

F36

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
POSTAL SECTION
APO 394, U.S. Army .



P.18/

4 October 1944

SUBJECT : Postal Section Monthly Report September 1944 .
TO : Assistant Executive Officer .

(1) New Services .

Letter and Postcard services were extended to the Province of Rieti as from 4th August .
The "Carte Manoscritte" service was reintroduced throughout Italian Government territory with a weight limit of 1 Kilogram per item .

(2) Transport .

The attachment of a postal van to a military train each day in each direction between Naples and Rome, commenced on the 25th August . Up to the moment this rail service has worked slowly and irregularly and the Ministry of Communications has decided to restore the road service until the railway service becomes more satisfactory for mail purpose .

(3) Foreign and Prisoner of War Mails .

The weight of correspondence despatched from Naples reached a new high level following the cessation of Bari and Palermo as Offices of Exchange .

Five weeks ended 30 September			
Despatches		1	Arrivals
Civil	P.O.W.	1	Civil & P.O.W.
Weight		1	
in Kilos : 2108	3387	1	10.439
		1	

(4) Personnel .

There was much discontent during the month due to the lack of any authoritative pronouncement on the subject of wage increases which the staff representatives alleged had been promised repeatedly. This unrest, which gave rise to demonstrations and short stoppages of

...../

work at Naples, Caserta and other places, has temporarily subsided on the news that an "anticipatory" payment is to made.

(5) General.

The torrential downpours during September were a cause of much discomfort, particularly to personnel employed on delivery and collection work and brought home very forcibly the lack of protective clothing which threatens to be a serious problem as the winter approaches.

The inclement weather also threw into relief at Naples the difficulties in working in war damaged building where there is a serious shortage of window glass and electric lamps.

All efforts to obtain the 150-160 volt lamps required for both the Censorship and Post Office Sections of the Naples Ferrovia Office have so far proved unsuccessful and unless this problem can be solved in the near future output will be drastically affected.

Spare sorting fittings received at Naples during the month from Rome are being put to good use.

WHG/pc.

W.B. GREEN

Major

Postal Officer.

Copies (2) to /

Communications Sub Commission

CROSS REFS.	
FILE PS/16/36	B/twd.

Date 7/10/44

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Tel. No. 489081 Ex. 444

SHH/ee

PS.16/36.11.

5 October 1944

SUBJECT:- Mail facilities to Pantelleria and Lampedusa
TO: - Under Secretary of State for Posts and Telecomm.

Ref. your letters (1944) of 22 Aug. and 130 of 26 Sept.

1. Under present conditions it would be quite out of the question to provide boat facilities for a mail service to these islands. There are, from time to time, vessels leaving Sicily for one or other of them, but at such irregular and infrequent intervals that they could not usefully be used for the normal mail link. No reason is seen here however why such sailings should not be used for special despatches of importance etc., and it is thought that the Provincial Directors concerned should be in a position to arrange this with the local authorities and/or shipowners concerned. Similarly a visit could be paid to the islands by a Postal Inspector, subject to the grant of any necessary authority, in connection with which your Director for Sicily can obtain information from the Office of the A.C.C. Headquarters in Palermo.

2. It is noted from your Air Mail Circular No. 21825 of Aug. 25th that in certain circumstances the international system is being applied to the transmission of insured packages in the internal service. It is thought that this arrangement could perhaps be adopted as an alternative means of providing for the making up of insured despatches to Pantelleria by the Service via Tunis.

✓
S. H. HEAD
Lt. Col.
Chief Postal Officer
Communications Sub-Commission

CROSS REF.	1015
FILE	B/fwd.

Date.....

1070

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Tel.No. 489081 Ex. 1444

10
CGLM/ec

PS.16/36.10.

3 October 1944

SUBJECT:- Naples Postal Motor Services.

TO: - Under Secretary of State for Posts and Telecomms.

The attached copy of a report on the Naples Postal Motor Services is forwarded to you for your information and any necessary action please.

Cly. Shaddock Capt

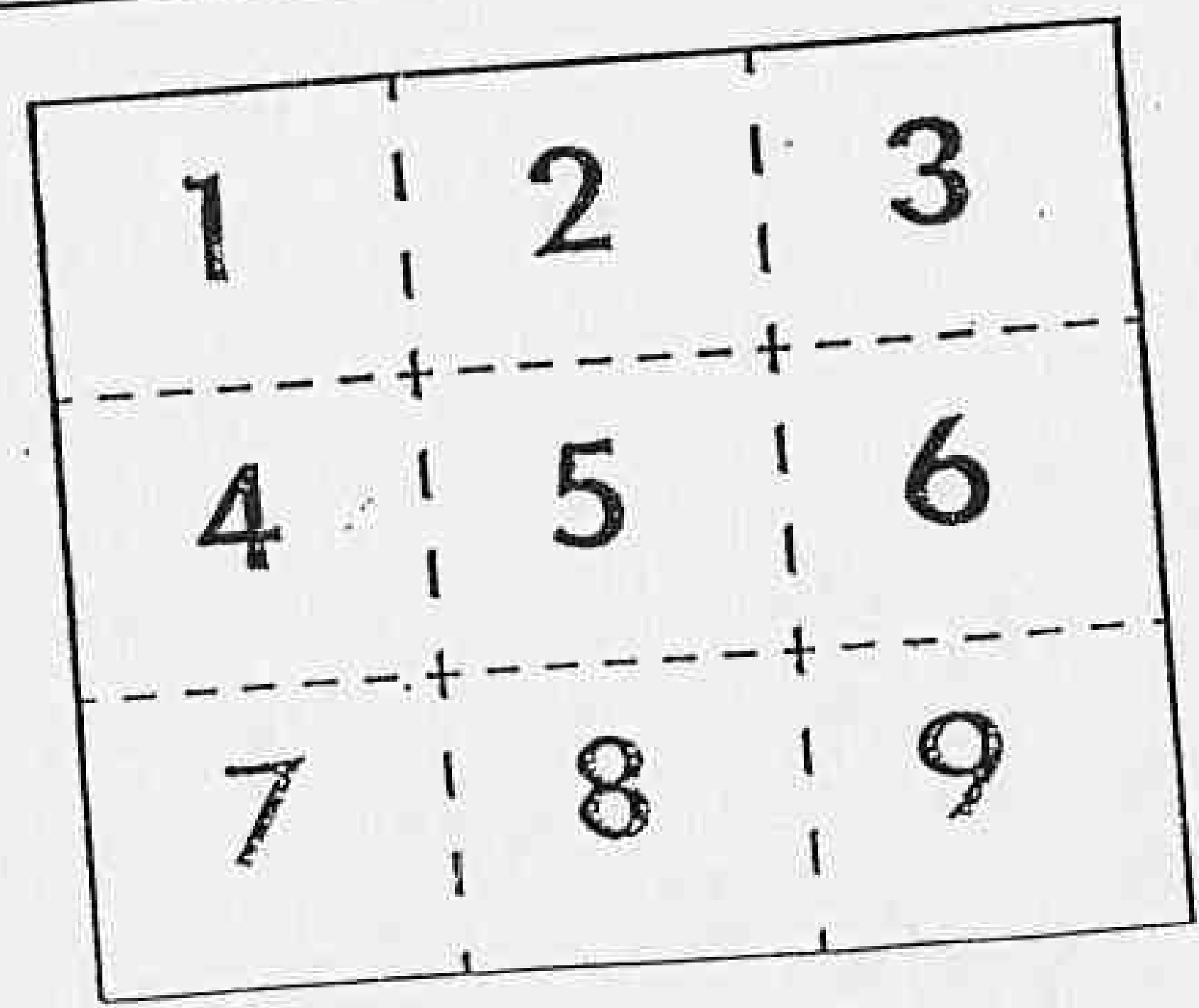
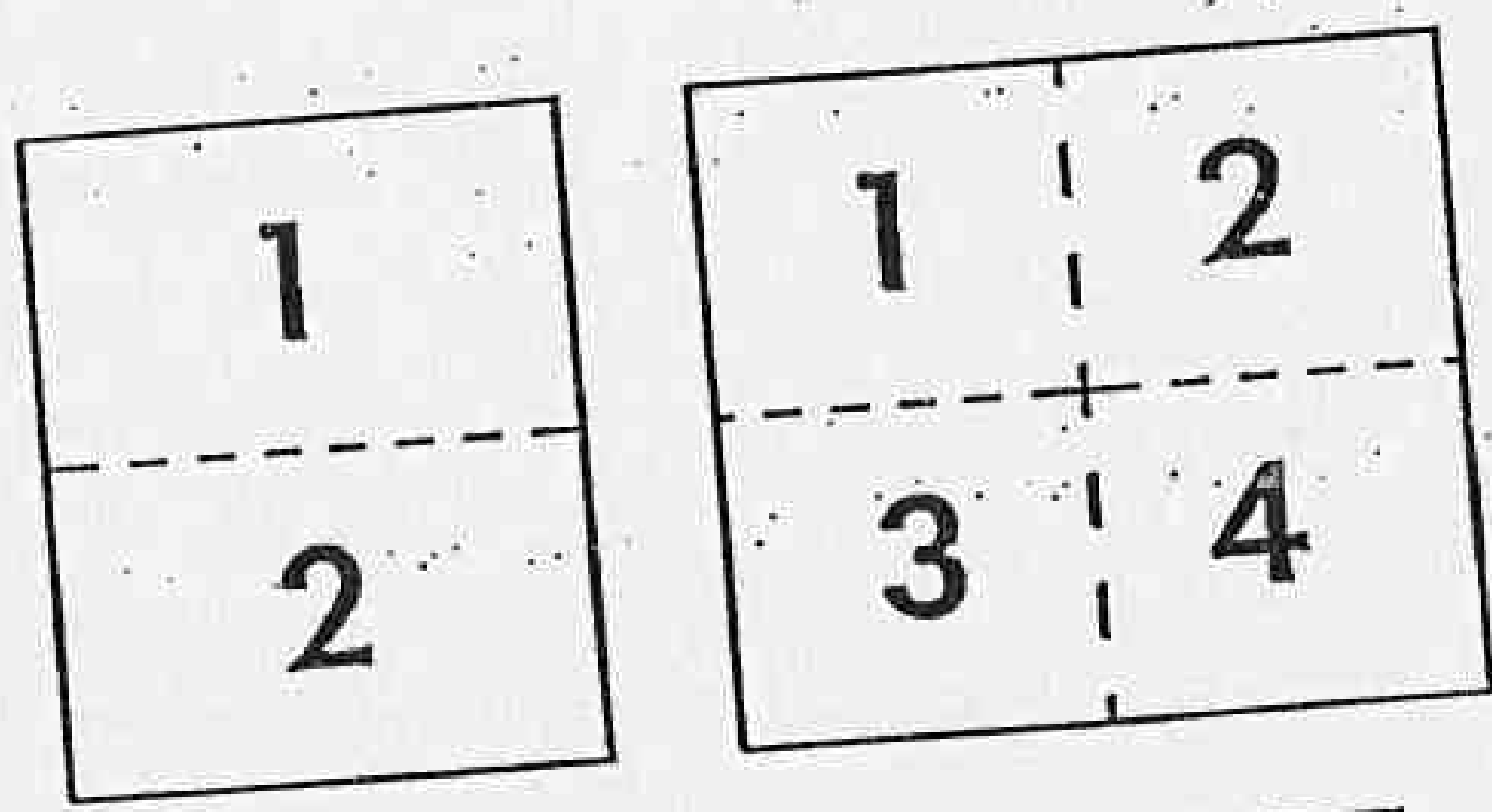
/s/ S. H. READ
Lt. Col.
Chief Postal Officer
Communications Sub-Commission

2483

F.36

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



HEADQUARTERS

UNITED STATES CUSTOMS AND BORDER PROTECTION
HARRISBURG, PA 17104-5000
TEL: 717/636-1000 FAX: 717/636-1001
WWW.CBP.GOV

SOUTHERN: RAILROAD, ALLIED INDUSTRIES, etc.

PO 394, U.S. Army, Fort Monmouth, New Jersey

that the high summer--

27 September 1944

17/693

I could not see how the two office could be combined into one without losing the individuality of the two offices.

Supplier: Naples Postal Motor Services. A consultant and

SUBJECT : Communications Sub-Commission HQ ACC. I received
NO : [redacted] recorded

I used a good deal of sandpaper up to No. 6000 & in
places.

1. The information of the attached report by the Naples Directorate

1. In view of the attached report by the Ministry regarding the Naples Motor Services it may

to the Ministry regarding the map and the interest to have a record of the developments in this case.

not. I have seen them, nor do you have a record of interest in them. The Director should be able to tell you what he knows about them.

100-364196-1

When I took up duty in this Region, the Naples area was being operated by the Corbarran firm on a

Major services were being operated by the corporation three months' additional set to the original contract.

Oil
basis of a three month average for service for an average
providing for ten vehicles (seven in service for an average)

providing for veterinary use and 2 for reserve)
8 hours per day, one for occasional use and 1 for reserve)

8 hours per day, 300
monthly cost of 300,000 line. In my opinion it was a mistake
to base of such an addition

to have restarted the services on the basis of such an advertisement.

to have restarted the services on the basis of such an advertisement.

ent got because the very fact that the number rendered it practically

of work were st drastically reduced. The original very com

contract could be regarded as legally-enforceable. It is not possible to say whether or not the contract could be regarded as legally-enforceable.

COLLECTED, COMPASS, EAST, 1944, 31st March, 1944 and as on

This agreement expired 31st March 1944 and was not renewed. The Director reported that all his efforts

The Inspector General's report was unsuccessful in getting the President to take any action.

Q. Did you see the other three months?

For the purpose of this study, the following definitions were used:

from the following three months I had many conversions which proved great.

With the Provincial Director regarding this sex view of him and to me from the point of view of

perpetual worry to him and to me from one generation to the next.

applications by the consumer to the collector to give any product or service, and inability to transfer to the collector.

of providing for the additional services which could be provided and types, and manner, in which

...to the possibility

ed 59. I made various enquiries as to the possibilities of obtaining parts and types that will

with helping the contractor to understand the kind of results we want to see.

and I thought that this would be an interesting

The high price of the contract was \$142 fixing

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new intrasport rates. This Order contains perhaps the most significant change in the Post Office contract with intrasport rates. This Order contains such as the Post Office contract

applicability to a service institution are provided in the regulations of the State and Legal City 062.

[illegible]

1. In view of the attached report by the Naples Directorate to the Ministry regarding the Naples Motor Services it may be of interest to have a record of the developments in this case as I have seen them.

2. When I took up duty in this Region the Naples Town Motor Services were being operated by the Corbair Firm on the basis of a three months' additional contract to the original contract providing for ten vehicles (seven in service for an average of 8 hours per day, one for occasional use and 2 for reserve) at a monthly cost of 300,000 lire. In my opinion it was a mistake to have restarted the services on the basis of such an additional contract because the very fact that the number of vehicles and hours of work were so drastically reduced rendered it practically impossible to say which of the clauses of the original very comprehensive contract could be regarded as legally enforceable.

3. This agreement expired 31st March 1944 and as on 20th March the Provincial Director reported that all his efforts to obtain cheaper and more satisfactory tenders were unsuccessful it was necessary to renew it for another three months.

4. In the following three months I had many conversations with the Provincial Director regarding this service which was a perpetual worry to him and to me from the point of view of cost; applications by the contractor regarding inability to obtain parts and a liability to the contractor to give any promise of providing for the additional services which could be foreseen.

5. I made various inquiries as to the possibility of having the contractor submit parts and types but without successful results. I did not find any contractor willing to do the work for the same price as the previous contract. I did not find any contractor willing to do the work for the same price as the previous contract. I did not find any contractor willing to do the work for the same price as the previous contract.

6. The high price of the contract was a considerable factor in my view of the publication of the Regional Order N. 42 fixing road transport rates. This Order was perhaps held not strictly applicable to a service such as the Post Office contract but raised questions of the advisability and legality of continuing to pay at the contract rates. I did not find any contractor willing to do the work for the same price as the previous contract.

7. During May there was a good deal of correspondence between the Directorate and Contractor regarding the conditions of renewal and the possibility of providing additional services including which the contractor did little but stress the insuperable difficulties of operating the service, while Report 3 tended to put the opposite direction of taking an unrealistic view of the situation and trying to stand on the obligations of the original contract.

HEADQUARTERS

28th 1944
A. C. C.

4

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0.75

• *Miss*

et, 1955

It is understandable therefore that the Ufficio needs a little time to arrive at a reasonable costing basis.

15. I have tried to impress on the Directorate that the Ufficio is a semi-official organisation dealing with transportation in a big way and the Post Office work which has undertaken to help us is but a small fraction of its task. It is clearly not able to devote a large part of the time of its administrators to such a relatively small fraction of its work. I do not think that the report to the Ministry as worded would have been signed by Comm. Huber, who I asked to look into this matter and who I think would have done so but for his unfortunate accident.

16. In the case of the Provincial Services, which previously were a perpetual nuisance through breakdowns and failures, the Ufficio uses its own vehicles and since it took over the service has not given us the slightest trouble and will have saved the Administration a great deal of money. Similarly the Naples-Rome service run by the Ufficio is far more reliable, cheaper and carries much more mail than the Post Office contract service which alternates with it. The Town services will always be more difficult and costly while the Corbass vans are used, but, given good will on both sides, less correspondence and a little more direct contact between Reparto 3, the Ferrovia Office and the Ufficio people, I think that a satisfactory working arrangement should be possible both as regards costing and additional vehicles.

17. An Italian translation of this report is connected for convenience if you wish to refer it to the Undersecretary.

W.H.G./faf.

Copies to :

Transportation Southern Region.
Provincial Directorate, Posts and Telegraphs,
Naples.

W.H. GREEN

Major

Postal Officer.

2481
W.H. Green

Webster.

Provincial Directorate, Posts and Telegraphs,
Transportation Southern Region.

Copies to :

W.H.G./1945.

Postal Officer.

Major

W.H.G./1945

for convenience if you wish to refer it to the Undersecretary.

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It is understandable therefore that the Ufficio needs a little
time to arrive at reasonable costing basis.

Letter N° 15075 of 16th September 1944.

FROM : Naples Directorate.
TO : The Ministry of Communications.
SUBJECT : Postal Transport in Naples.

With reference to the letter N. 15203/3 of 17th August '44 and N. 20127/3 of 15th September addressed to the General Inspectorate of Movement, is informed that in consequence of the limitation (that is the letter of which a copy is attached) the "Ufficio Trasporti della Campania", which from 1st August is operating the aforesaid service, has informed our Directorate (by the letter of which a copy is attached) that still now is not possible to fix the cost of the service. If the rates laid down in the Regional Order N.42 of 30/4/44 should be applied to the data of the work (furnished by the Naples Ferrovia Office) which are approximate (owing the fact that contact kilometri are not operating or wrongly functioning) and have not yet been approved by the U.T.C., the payment for the month of August should amount to L. 148.668.

But, as it is known, the Director of the Said Office, during the dealings expressed his own reserves either as regards the payment of the requisition-indemnity to the Corbara Firm (which has been not yet fixed by the Prefettura and which, according to the writer's opinion, should be charged on the same UTC) or as regards the reimbursement of the higher expense for the management. In addition, from 8th August new rates (published in the Gazzetta Ufficiale N.44) are in force.

By consequence the cost of the service is already and as we brought into Major Green's notice (on the meeting of 20th July) the Administration in order to settle the postal transport matter, is not able to found on the realisation of a valuable economy, owing the fact that there is no legal obligation.

In addition, as it is known in the report of Naples Ferrovia Office (attached in copy) the service is not operated with the due regularity and our Directorate may limit himself only to recommend, in order to have a better work to the Ufficio Trasporti which has refused any obligation and any relation of subordination. Owing all these facts, it seems advisable to submit the complex and ticklish matter to the opinion of this Ministry and we are waiting instructions.

THE ACTING PROVINCIAL DIRECTOR.
(M a m o n e).

With reference to the letter N. 15203/3 of 17th August '44 and N. 20127/3 of 15th September addressed to the General Inspectorate of Movement, is informed that in consequence of the limitation (that is the letter of which a copy is attached) the "Ufficio Trasporti della Campania", which from 1st August is operating the aforesaid service, has informed our Directorate (by the letter of which a copy is attached) that still now is not possible to fix the cost of the service. If the rates laid down in the Regional Order N.42 of 30/4/44 should be applied to the data of the work (furnished by the Naples Ferrovia Office) which are approximate (owing the fact that contakilometri are not operating or wrongly functioning) and have not yet been approved by the U.T.C., the payment for the month of August should amount to L. 148.668. But, as it is known, the Director of the said Office, during the dealings expressed his own reserves either as regards the payment of the requisition-indemnity to the Corbara Firm (which has been not yet fixed by the Prefettura and which, according to the writer's opinion, should be charged on the same UTC) or as regards the reimbursement of the higher expense for the management. In addition, from 8th August new rates (published in the Gazzetta Ufficiale N.44) are in force.

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THE ACTING PROVINCIAL DIRECTOR.
(M a m o n e).

+ This is a misrepresentation. The office agrees to accept a unilateral decision as regards rates of payment, but has never shown itself in the slightest degree unwilling to discuss improving the same. WTC,

Lettera N. 15075/3 del 16 Settembre 1944.

DALLA : Direzione Provinciale Napoli.
AL : Minist. Comun. Dires. Gen. Serv. 4^a Div. 3 Sez. I
Roma.

AL : Maggiore W.H. GREEN, Postal Officer., Napoli.
e p.n.

OGGETTO : Trasporti Postali a Napoli.

Con riferimento alla lettera N. 15203/3 del 17 Agosto u.s. ed alla lettera N. 20127/3 del 15 corrente indirizzate all'Ispettorato Generale del Movimento si comunica che, in seguito alla diffida rivoltagli con la lettera di cui si unisce copia, l'Ufficio Trasporti della Campania, che gestisce del 1^o agosto u.s. il servizio in oggetto, ha partecipato finalmente con la lettera di cui pure si allega copie che non è ancora in grado di determinare il costo del servizio.

Applicando la tariffa stabilita con l'Ordine Regionale N. 42 del 30 Aprile u.s. ai dati delle prestazioni forniti dall'Ufficio di Napoli Ferrovia, che sono approssimativi perché i contakilometri degli autotiratori non funzionano o funzionano male e che non sono stati ancora accettati dall'Ufficio Trasporti, il compenso per il mese di agosto u.s. ammonterebbe a lire 148.668.

Senonché, com'è noto, il Direttore del detto ufficio trasporti, in sede di trattative fece delle riserve sia per il pagamento dell'indennità di requisizione alla Ditta Corbara, che non è stata ancora stabilita dalla Prefettura e che, a parere della scrivente, dovrebbe far carico al detto Ufficio Trasporti, e sia per la rivalsa delle maggiori spese di gestione.

Inoltre dell'8 agosto u.s. è in vigore una nuova tariffa pubblicata sulla Gazzetta Ufficiale n. 44.

Conseguentemente il costo del servizio è aleatorio e, come si fa notare al Sig. Maggiore W.H. GREEN nella risposta data il 29 luglio u.s. per risolvere la questione dei trasporti postali, l'Amministrazione, in mancanza di qualsiasi impegno legale, non può fondere sulla realizzazione di una economia apprezzabile.

Oltre a ciò, il servizio, come rilevasi dal rapporto dell'Ufficio di Napoli Ferrovia qui allegato in copia, non procede con la dovuta regolarità e questa Direzione non può che limitarsi a fare delle raccomandazioni all'Ufficio Trasporti, che ha ripudiato qualsiasi vincolo e qualsiasi rapporto di subordinazione.

Per tutto quanto precede, si ritiene opportuno sottoporre la complessa e delicata questione all'esame di codesto On. Ministero e si resta in attesa di istruzioni.

Il Direttore Provinciale Reggente.

M a m o n e

COPIA.

AMMINISTRAZIONE P.L.T.T.

N A P O L I .

M. Prot. 15075/3

Napoli 28 agosto 1944.

UFFICIO AUTOTRASPORTI DELLA CAMPANIA
Via Brindisi N. 55 - Napoli.

per intelligenza:
Sig. Maggiore Green
Sig. Direttore Ufficio Postale
Napoli Ferrovie.

OGGETTO : Trasporti Postali.

RACCOMANDATA.

con R.R.

Si prega ancora una volta di dare riscontro alle lettere N. 12077/3 del 28 giugno e del 21 luglio scorsi o.n. 15075/3 dell'8 corr. ed inviare la dichiarazione impegnativa per l'esecuzione del servizio dei trasporti postali urbani e del servizio tra Napoli e Roma e tra Napoli e gli Uffici della Provincia non serviti da ferrovia.

Si avverte intanto che, avendo codesto Ufficio trascurato di prendere contatto col Direttore dell'Ufficio di Napoli Ferr. per disciplinare l'organizzazione e l'esecuzione del servizio di cui trattasi e non avendo dato alcun riscontro alle lettere dell'ufficio stesso ed a quelle di questa Direzione, la liquidazione delle competenze sarà effettuata insindacabilmente da questa Amministrazione in base alle prestazioni accertate dal detto ufficio senza il concorso di codesta Azienda, non potendosi prendere in considerazione eventuali contestazioni intempestive.

IL DIRETTORE PRO. REGENTE.
M a m o n e.

UFFICIO TRASPORTI DELLA CAMPANIA.

Napoli 1 settembre 1944
Via Brindisi 65.

N. 3404/rag/PI/si

OGGETTO : Trasporti Postali.

AMMINISTRAZIONE P.D.T.
Direzione Provinciale Napoli.
Ufficio 3 Reparto.

e p.c. Maggiore Green.
al Sig. Direttore Ufficio Prov. Ferr.
al Sig. Direttore Ufficio Prov. Napoli.

Vs/ lettera 28/8 prot. n. 15075/3 Vi preghiamo prender nota:
a) che abbiamo risposto in data 24/8 alla Vs/ lettera 28/6
numero di protocollo 12077/3 e successive 'accludiamo copia di
essa lettera).
b) che la Vs/ lettera 21/7 (num. di prot.?) non ci risulta pervenuta.
Riteniamo si riferisce al servizio tra Napoli e Roma, di detta lettera.
comunque favorite confermarcelo rimettendoci copia di detta lettera.
c) che non possiamo evadere la Vs/ 2/8 n. di prot. 15075/3 che
sollecita un riscontro alla Vs/ lettera 31/7 n. di prot. 15075/3
relativa ai Servizi Urbani, salvo che per quanto riguarda le
modalità del servizio sulle quali siamo d'accordo.
Del resto riteniamo che tale servizio si stia già da tempo
svolgendo con Vs/ piena soddisfazione.
per quanto ha invece riferimento al costo del servizio stesso,
premessi che con decorrenza 8/8/43 (Gazz. Uff. n. 44) è entrata
in vigore una nuova tariffa. Vi precisiamo:
1) Che le eventuali spese di bollo, registrazione, imposta entrata,
addizionali, ecc. cedono a Vs/ carico.

2) Che il costo del servizio potrà essere da noi determinato
solo dopo alcune settimane di esercizio, come del resto già
chiarito dal nostro Direttore Generale al Vs/ Direttore Provinciale,
alla presenza del Sig. Maggiore Green. Ciò perché tale servizio
non viene espletato con mezzi dell'U.T.C. per i quali, usufruiamo
dell'assistenza (riparazione-manutenzione-sostituzione di gomme
ed accessori) del Reg. Tpt Office, bensì con automezzi italiani
che sono in cattivissime condizioni per il lungo uso a per i
quali è necessario affrontare forti spese per sostituzione di
pezzi, gomme accessori e per la manutenzione degli automezzi stessi.
Aggiungasi che i vari controlli da voi richiesti, prospetti, tabelle,
moduli ecc., richiedono tutto un enorme lavoro amministrativo,
che non viene richiesto per gli altri servizi da noi espletati,
con conseguente aumento del costo di tali ns/ prestazioni.
contatto col Vs/ Direttore Prov.

e p.c.
al Sig. Maggiore Green.
el Sig. Direttore Ufficio Prov. Ferr.
Napoli.

Vi preghiamo prender nota:

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relativa ai Servizi Urbani, salvo che per quanto riguarda le
modalità del servizio sulle quali siamo d'accordo.
Del resto riteniamo che tale servizio si stia già da tempo
svolgendo con Vs/ piena soddisfazione.
Per quanto ha invece riferito al conto del servizio stesso,
premessi che con decorrenza 8/8/43 (Gazz. Uff. n. 44) è entrata
in vigore una nuova tariffa. Vi precisiamo: 644/

- 1) Che le eventuali spese di bollo, registrazione, imposta entrata, addizionali, ecc. cedono a Vs/ carico.
- 2) Che il costo del servizio potrà essere da noi determinato solo dopo alcune settimane di esercizio, come del resto già chiarito dal nostro Direttore Generale al Vs/ Direttore Provinciale, alla presenza del Sig. Maggiore Green. Ciò perché tale servizio non viene espletato con mezzi dell'U.T.C. per i quali, usufruiamo dell'assistenza (riparazione-manutenzione-sostituzione di gomme ed accessori) del Reg. Tpota Office, bensì con automezzi italiani che sono in cattivissime condizioni per il lungo uso a per i quali è necessario affrontare forti spese per sostituzione di pezzi, gomme accessori e per la manutenzione degli automezzi stessi. Aggiungasi che i vari controlli da voi richiesti, prospetti, tabelle, moduli ecc., richiedono tutto un enorme lavoro amministrativo, che non viene richiesto per gli altri servizi da noi espletati, con conseguente aumento del costo di tali ns/ prestazioni. Già un ns. incaricato ha preso contatto col Vs/ Direttore Prov. Ferrovia per quanto ha riferito al servizio Napoli Città e Napoli Provincia e ritornerà da Lui lunedì prossimo, insieme all'altro incaricato che già precedentemente si occupava dei servizi urbani per c/ della Ditta Corbara.

Tutto ciò premesso, non siamo, per nulla d'accordo sul fatto che la liquidazione delle ns/ competenze venga fissata insindacabilmente da codesta Amministrazione eriferendoci particolarmente al contenuto dell'ultimo paragrafo della citata Vs/ /.....

28/8 preghiamo tener presente che le ns/ prestazioni non im-
portano un rapporto di subordinazione che possa autorizzare
codesta Amministrazione ad adottare provvedimenti unilaterali
nei confronti del ns/ Ufficio.

Distinti saluti

UFFICIO TRASPORTI DELLA CAMPANIA
IL DIRETTORE AMMINISTRATIVO
P.to A. Finoja.

FACTORS OF FAMILIALITY IN COLON CANCER

Letter N. 7245 of 12 September 1944.

FROM : Naples Ferrovia.
TO : Naples Provincial Directorate.
SUBJECT : Postal Transport.

I inform this Directorate that the town motor service is anything but satisfactory. With reference to the last inconveniences I inform you that yesterday the autofurgone "C" after having operated the first trip Centro was inoperative up 12 hrs because of ~~the~~ tyre damages. After such trip there was no possibility to use the said car as the driver stated that even with the repairs made c/o UIC the tyres could not permit the next trips. Therefore it was necessary to abolish the trips to the Airfield while others were delayed because of the necessary changes. Also to-day the same autofurgone is anything but satisfactory. The car has arrived here at 9.40 therefore the first trip Centro has been operated by the car "C" which arrived here at 7.30 left at 7.35.

The 2nd Centro Cumana has been operated by the car "B" on the way back from the 1st Vesuviana, leaving our office at 7.35. This last car has operated also the trip for the Concentramento P.M.. Therefore the 3rd Zone - vuotatura cassette - left at 8.20. Also the car "B" has arrived at 9 and the driver has justified the delay affirming that he found in the garage the car with two tyres deflated.

This Directorate is requested to make the necessary arrangements, considering that all the dealings made by our Office have had no positive result.

2478

THE ACTING DIRECTOR.
(Gammato).

COPIA

AMMINISTRAZIONE FE. TR., NAPOLI.

Napoli 12/9/1944

Alla Direzione Provinciale Poste
Reperto 3.Ufficio Ferrovia Corr.
Prot. 7245/1MA P. C. L. I.

OGGETTO : Autotrasporti Urbani.

S'informa codesta Direzione che il servizio degli autotrasporti urbani lascia molto a desiderare. Per riferirmi agli ultimi inconvenienti partecipo che ieri l'autofurgone "G" dopo aver effettuata la 1a corsa Centro per lo scoppio di gomme rimase inoperoso fino alle ore 12.

Dopo tale corsa non fu possibile riutilizzarlo perché l'autista dichiarò che malgrado le riparazioni eseguite presso l'U.T.O. le gomme non garantiscono le successive corse.

Pertanto fu necessario sopprimere le corse per l'Aeroporto, mentre altre furono ritardate, avendo dovuto apportare dei necessari spostamenti.

Anche stamane il suddetto mezzo ha dato motivo a lagnanze.

Infatti si è presentato in servizio alle ore 9,40, per cui la 1a Centro è stata fatta dall'autò "G" che, presentatosi alle 7,30 è partito alle 7,35.

La 2a Centro Cumana è stata eseguita dall'auto F, al ritorno della 1a Vesuviana, partendo da quest'Ufficio alle 7,55.

Quest'ultimo mezzo ha effettuato anche la corsa per il Concentramento F.M.

Pertanto la 3a zona vuotatura cassette è partita ²⁴ alle ore 8,20.

Anche l'auto B si è presentato alle ore 9 e l'autista ha giustificato il ritardo adducendo di aver rinvenuta la macchina alla autorimessa con due pneumatici sgonfi.

3° interessa codesta Direzione per opportuni provvedimenti viste che tutte le pratiche esperite da quest'ufficio non hanno dato l'effetto desiderato.

IL DIRETTORE REGENTE.

P.to Cammarota.

MAFOLI:

Ufficio Ferrovie Corr.
Prot. 7245/1

OGGETTO: Autotrasporti Urbani.

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IL DIRETTORE REAGENTE.

P.to Cammerota.

CROSS REFS.	FILE	B.W.
	PS/16/38	

Date 28/9/44

*Communications S.C.**2373**8*

QUARTIERE GENERALE
REGIONE MERIDIONALE, COMMISSIONE ALLEATA DI CONTROLLO
comprendente
GOVERNO MILITARE ALLEATO, COMUNE DI NAPOLI

ORDINE REGIONALE)

NUMERO 1)

(Governo Militare
Alleato, Comune
di Napoli)

21 Settembre 1944



Considerando che nel campo delle agevolazioni postali sono state apportate ulteriori estensioni, nei riguardi sia dei servizi addizionali che del territorio servito;

e considerando che i regolamenti postali attualmente vigenti sono pubblicati in manifesti esibiti in tutti gli Uffici Postali;

Io, CLIVE E. TEMPERLEY, Colonnello, Commissario Regionale per la Regione Meridionale in cui e' inclusa la Zona del Governo Militare Alleato del Comune di Napoli

ORDINE

Articolo I.

Revoca dell'Ordine N°25 della Regione 3

L'Ordine N°25 emesso dalla Regione 3 in data 14 marzo (relativo ai servizi Postali a quell'epoca consentiti) e' con il presente Ordine annullato.

Articolo II.

Data di entrata in vigore.*2474*

Il presente Ordine ha effetto il, ed a partire dal 21 settembre 1944.

CLIVE E. TEMPERLEY
Colonnello,
Commissario Regionale
Regione Meridionale.

DISTRIBUZIONE:

Capo Sezione 1 cad
Zone 1 cad
Comune di Napoli 5

*Copy to CAB**36*

ALLIED CONTROL COMMISSION
SOUTHERN REGION

21 September 1944

A.M.G. Naples Commune.

Considering that postal facilities have been furtherly extended, regarding additional services as well as territory served:

considering that the postal regulations actually in force are published in notices exhibited in all Post Offices;

I, CLIVE E. TEMPERLEY, Reg. Commissioner for Southern Region, in which Naples Commune A.M.G. zone is included

O R D E R

Para 1 Abrogation of Order N°25 of Region III

Order N°25 issued by Reg. 3 on March 14 (relating to Postal Services allowed at that time) is abrogated by the present order.-

Para 2. Date of _____

The present order will be applicable on and from September 21st, 44

THE REGIONAL COMMISSIONER



MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE
DELLE POSTE E DEI TELEGRAFI
Ispett. to Gen. le Nov. to Postale
Servizio Dio. I - Sec. I

Prot. N. 899697

Allegati

OGGETTO: Servizio postale con la Sardegna

Mod. 167 S (Edizione 1917-1812)

Roma, addi 28.9.1944 - Anno

Risposta al N.
del

In relazione alla penuria delle esistenti comunicazioni postali fra il continente e la Sardegna, assolutamente inadeguate al volume degli invii nell'uno e nell'altro senso (attualmente si dispone soltanto dell'aereo trisettimanale Roma Cagliari con la limitazione ne del carico a Kg. 200) gli organi periferici di quest'Amministrazione residenti a Napoli, hanno preso contatto con quel Comando di Dipartimento Marittimo allo scopo di utilizzare le partenze eventuali per l'isola. E le premure, in tal senso rivoltegli, sono state, in massima, accolte dal Signor Capo di Stato Maggiore di quella sede, previa l'osservanza di alcune formalità concrete sul posto e sulle quali lo scrivente ha dato il benestare. Più precisamente, le formalità stesse riflettono la domanda scritta, relativa ad ogni singolo invio, che dovrà essere rivolta, dagli organi postali locali, al Capo del Dipartimento Marittimo di quella sede; il confezionamento esteriore dei dispacci postali; il trasporto dei dispacci stessi (che dovrà esser fatto a cura dell'Amministrazione P.T.) e la consegna che avverrà all'Ufficio spedizione della R. Marina non appena il Comando avrà dato il suo benestare. =

./.

Ministero della Marina
Gabinetto
Roma

Ispett. to Gen. le Nov. to Postale
Servizio - Dir. I - Sez. I

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Allegati:

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./.

Ministero della Marina

Gabinetto

R o m a

e per conoscenza

Commissione Alleata di Controllo
Posts and Telecommunications Sub Commission

R o m a

Essendo necessario che la concessione sia estesa nel senso Sardegna Continente, pregasi intervenire presso chi di ragione e fornire alla scrivente le indicazioni opportune.=

E' inteso che l'utilizzazione delle navi da guerra riveste carattere temporaneo, fino a che, non saranno stabilite linee normali fra il continente e l'isola.=

~~P. IL MINISTRO~~

Director	
D. Director	
Chief Telecom	
Chief Postal	
Asst. Chief Postal	
Chief Clerk	

CROSS REF.	
FILE	PS/16/36

28/9/44

28 September 1944

TRANSLATION

TO : Italian Navy Ministry
for information

TO : ALLIED COMMISSION CONTROL

SUBJECT: Postal service with Sardinia

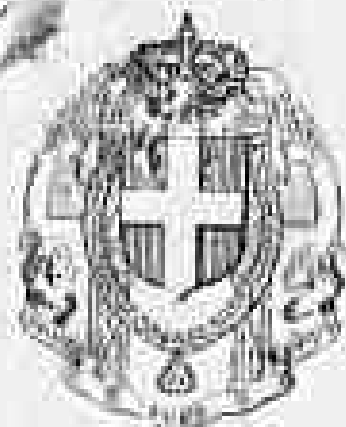
In connection with the deficiency of existing postal communications between the Mainland and Sardinia, definitely insufficient to the bulk of despatches in both directions (actually we can dispose only of a three weekly air service Rome - Cagliari, with a limitation of 200 Kilos per journey) our branch office in Naples has contacted the HQrs of your Department there, in order to be able to use eventual facilities to Sardinia. Suggestions have been discussed with and approved by the Senior Officer, subject to the observation of certain rules, detailed on the spot, and which I have approved. Such rules concern a written application relative to each despatch, to be addressed by the local postal officials to the Senior Officer; the external making up of despatches; transportation of bags and the delivery to the proper Office of the R.Navy as soon as the O.K. is given.

Being necessary to extend the allowance to the direction Sardinia Mainland, we beg you to take the necessary action and to instruct us accordingly.

The use of vessels has a temporary character, up to the time that regular civil communications will be established.

THE UNDER SECRETARY OF STATE
FOR PP.TT.

2471



MINISTERO DELLE COMUNICAZIONI

Direzione Generale delle Poste e dei Telegrafi

Ispett.to Gen.le Mov.to Postale

Servizio Segreteria

Prot. N. 1208

Allegato

Risposta al f. N. 1

del

OGGETTO: Invio valori

a Pantelleria=

Roma 26 Settembre 1944

Al Commissione Alleata di Controllo = Posts and Telecommunications Sub Commission

e per conoscenza

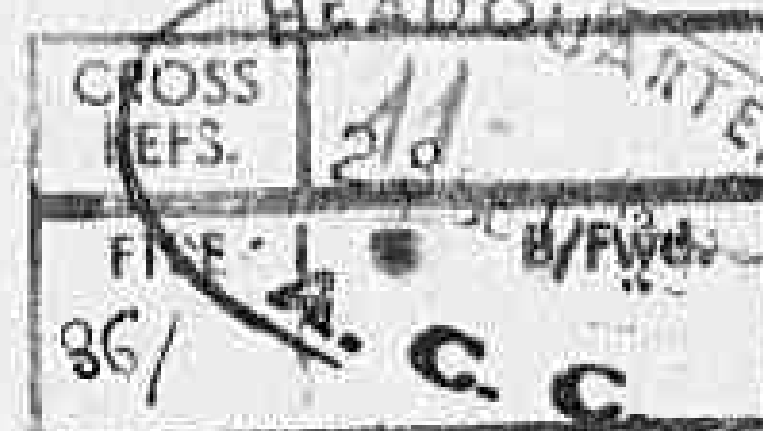
Servizio V°

S e d e

La Direzione Provinciale P.T. di Palermo ha telegrafato di avere giacente 35 assicurate per l'isola di Pantelleria conteneti valuta e titoli e di dovere spedire a Kamma (Pantelleria) lire duecento mila per pagamento sussidi militari.=

Per potere dare istruzioni sull'inoltro di detti valori, pregasi volere sollecitare riscontro al foglio n. I027 del 9 agosto u.s.=

IL SOTTOSEGRETARIO DI STATO



date 28/9/44

TRANSLATION

26 September 1944

The Provincial Direction of Palermo advises us by telegram that they have on hand 35 insured items for the isle of Pantelleria, containing currency and documents, and that they must despatch to Kamma (Pantelleria) 200.000 lire for the payment of "sussidi military".

To enable us to instruct Palermo on the conveyance of such values, perhaps you will be good enough to give a reply to our letter n°1027 dated 9 August 44.

2469



MINISTERO DELLE COMUNICAZIONI
Direzione Generale delle Poste e dei Telegrafi

Servizio 1 *Div. 2* *Sez. 2*
Prot. N° 639942 *Allegati*
Risposta al f. N°
del

Roma 22 AGO 1944

M.S.L. HEAD
 Ten. Col. Communications
 Sub-Commission
 Via Veneto ROMA

OGGETTO: Uffici postali di
 Pantelleria, Scauri e Kamma

La Direzione Prov.le delle PP. e dei TT. di Palermo ha fatto presente che gli uffici p.t. di Pantelleria, Scauri e Kamma, dipendenti dalla Direzione Prov.le di Trapani, le sono stati aggregati, per disposizione di codesto On. Comando, sia per la parte contabile che per quella amministrativa, a quando non saranno ripristinate comunicazioni dirette tra gli uffici stessi e la città di Trapani.

Senonchè, nessuna comunicazione esiste tra Palermo e gli uffici in parola, ad eccezione di quella aerea, per mezzo della quale non è possibile avviare all'isola di Pantelleria le sovvenzioni ed i versamenti, non avendo codesto Spett. Comando autorizzato il personale viaggiante a rilasciare ricevuta dei dispacci postali. Ciò stante, la Direzione Prov.le di Palermo ha informato di non poter assicurare lo svolgimento dei servizi negli uffici in parola, nè di poter esercitare i conseguenti controlli, non essendo

F.36

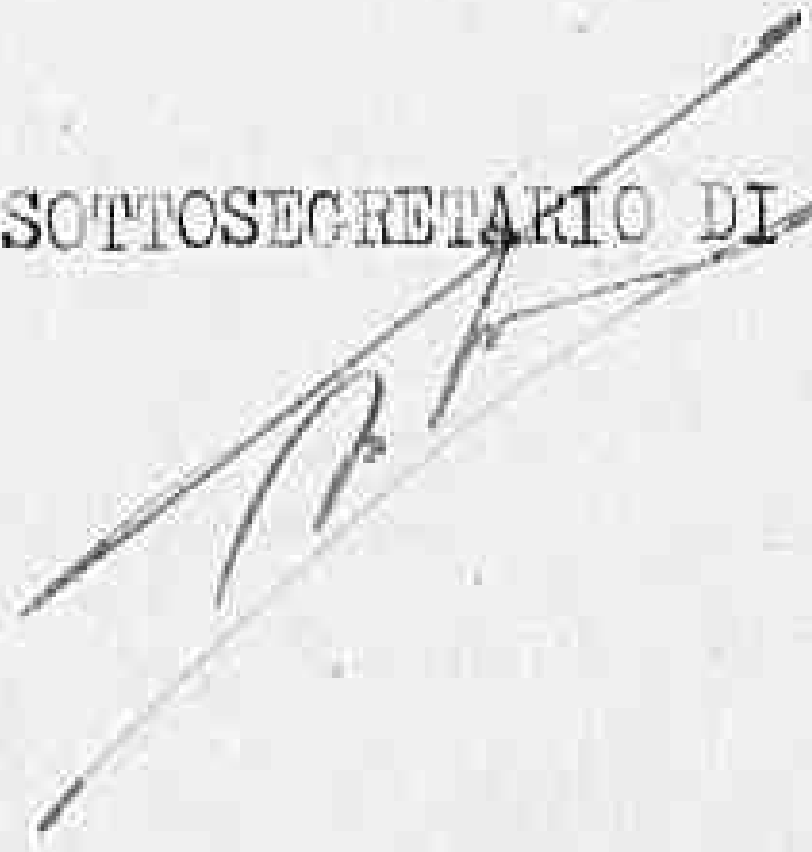
in possesso dei necessari documenti contabili, ed ha chiesto che gli uffici in questione siano restituiti alla dipendenza della Direzione Prov.le di Trapani.

Vagliata la situazione dianzi prospettata, lo scrivente rivolge preghiera a codesto Spett.Comando di esaminare l'opportunità di istituire un servizio regolare di scambio di dispacci postali tra l'isola di Pantelleria e Trapani, per dare modo alla Cassa Prov.le di detta città di sovvenzionare i tre uffici di cui trattasi di guisa che i medesimi possano effettuare i pagamenti, e versare gli incassi ed i titoli pagati alla propria Cassa Prov.le.

Inoltre, si ravviserebbe la necessità che un Ispettore potesse recarsi a Pantelleria per esaminare la situazione contabile-amministrativa dei titolari dei tre uffici dopo l'occupazione militare, al fine di scaricarli da eventuali responsabilità incontrate per eventi bellici o meno.

Tornerà gradita una cortese sollecita risposta.

IL SOTTOSEGRETARIO DI STATO



22 August 1944

TRANSLATION

639942

SUBJECT: Post Offices of Pantelleria, Scauri e Kamma.

FROM : Dr. FANO

TO : Lt. Col. HEAD.

The Provincial Direction of Palermo has pointed out that the post offices of Pantelleria, Scauri and Kamma, normally dependent on Trapani Provincial Directorate, have been placed at its dependence, for accounting as well as administrative matters, by order of Allied Authorities - Such arrangement to be carried out up to when normal direct communications will be re-established between those offices and Trapani.

However, no normal communication exists between Palermo and the above offices, except an air service, by which it is not possible to forward to the isle of Pantelleria funds and payments, because the Allied HQs have not authorized their travelling personnel to issue receipts for postal despatches.

Following on the above position, the Provincial Director of Palermo has informed us that he cannot ensure the operation of services in those office and he is unable to operate the relative controls, because the necessary accounting documents do not reach him.

He has asked that the offices under notice should be passed back to the Provincial Direction of Trapani.

After having examined the above situation, we beg you to examine the opportunity to set up a regular service of postal despatches' exchange between Pantelleria and Trapani, in order to enable the Provincial Cashier to convey funds to the three offices, and such offices to make payments and to hand back to their Provincial Cashier the amounts received and the accounting documents.

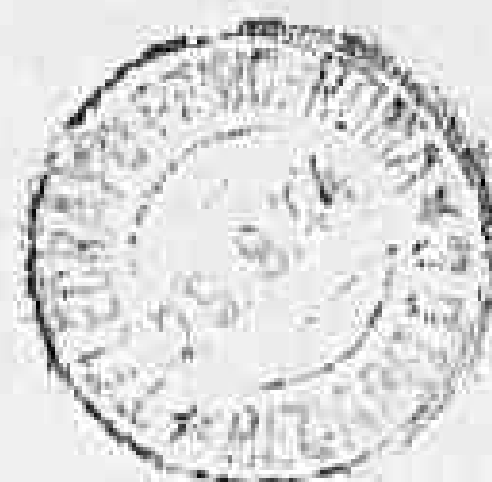
Further more, it seems desirable that an Inspector would be enabled to go to Pantelleria to examine the accounting and administrative position of the three offices after the occupation, settling down their eventual responsibilities due to war events.

We will be very pleased to receive as soon as possible a reply from you.

THE UNDER SECRETARY OF STATE
FOR PP.TT.

1099

Cvalli 1855=



SZ10 DA ROMA 545180 54TF 25/9 1630= solo per _____
Poste Roma ferrovia e p c dirpostal Roma Cagliari postmov Roma ferr.
Commissione Allesta Controllo Post and Telecommunications apc 354=
ISPOSTMOV 1/1 NRO 855683 1/2 Punto riferimento nota 6747 ventidue corr.
giornali quotidiani et periodici per Sardegna potranno inoltrarsi via
aerea fino concorrenza limite massimo stabilito 100 chili ~~max~~ con pre-
cedenza corrispondenze ufficiali et private punto Difetto disponibilità
si ~~avviano~~ ~~Napoli~~ ~~avviano~~ Napoli per prosecuzione via mare Napoli Cagi-
liari cui utilizzazione è stata richiesta -

Settosegretario Stato Fono-

2466

1100

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

Fatevi correntisti postali

Pagamenti e riscossioni in tutte le località del Regno. Fra correntisti i pagamenti e le riscossioni mediante postagiro sono eseguiti senza limitazione di somme ed la creazione di qualsiasi conto.

1100

TO: Rome Ferrovia and for information
Rome and Cagliari Provincial Direction and Movement Sections.

Ref: our note N°6747 of 22 instant

Delay and periodical newspapers addressed to Sardinia may be despatched by air up to cover the max limit of weight fixed (100 kilos) giving precedence to official and ordinary correspondence. In case of unavailability they will be circulated to Naples for conveyance by ship Naples - Cagliari whose use has been requested.

2165

1102

S Y N O P S I S

FROM: Ministero delle Comunicazioni
Poste e Telegrafi

TO : ACC

COMMUNICATIONS A

mg e

Initials of
translator
16 Sep 44

Date of translation

Subject: Post and Telegraph Office at Borgo Schirò.

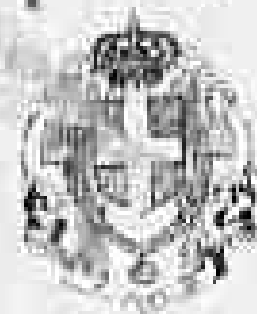
In reply to memorandum No.040-230 of 18 Aug 44 we beg to
inform that the Provincial Management of the Post and Telegraph
Offices at Palermo has been entrusted with the reopening of the
Post and Telegraph Office at Borgo Schirò.

Accetti

To. Capt Maria Postal

2464

L.



Ministero delle Comunicazioni
DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

Roma 9 SET 1944 *A* *B*

COMMISSIONE ALLEGATA
DI CONTROLLO REGIONE
I. a QUARTIERE GENERALE
RALE A P O 394

Sezione 3 *Div. I* *Sez. 2*
Let. A. 124/1287 *Allegato*

Protesta n. 040-130
del 18 agosto 1944

OGGETTO: Ricevitoria di Borgo Schirò

In relazione al foglio
sopra d'intinto si comunica che è stata in-
caricata la Direzione Prov.le P.T. di Palermo
a provvedere alla riapertura della ricevitoria
p.t. di Borgo Schirò.

IL MINISTRO



2463

MINISTRY OF COMMUNICATIONS
GENERAL DIRECTORATE P.T.T.

N. 2293.P.

Naples 4/8/44.

SUBJECT: Abuses - Firm Pasquale Romeo, contractor of various Postal Services.
TO: Procuratore del Re. C/o Tribunale Civile e Penale.

M a p o l i.

In these last years Mr. Pasquale Romeo was able to acquire all the contracts of Services of Exchange of effects and postal parcels arriving and departing by land, or sea; cleaning of premises of the various postal Offices; maintenance of the machinery being used for postal services.

Besides these works which were regulated each by a contract expressly made; any special work thought necessary and urgent. From the repairing of barrows used for the postal service, to the construction of special mechanical gears; from installation of electric lighting, to restoration works and adaptation of temporary premises; to all the removal of furniture; from the removal of debris, to the delivery of parcels by means of horse-carts and to the removal of parcels lying in other towns.

Finally, in the special contingencies caused by war events, other several works, which were qualified as extra-contractual, were committed to Romeo, and for them he had compensations of considerable amounts.

Mr. Romeo profitted thus of the exceptionally favourable conditions which the circumstances offered to him, to obtain economic advantages quite disproportionate in comparison with the prestations rendered, working in various sectors only with the same labourers who should have been detailed, on the contrary, to the transport of postal effects. Between the 1st January and 1st April of this year; the Retributions fixed by the 8 main contracts, were increased more than 80% as shown in the following prospect:

Service	Retribution	Hours of work	Date	Retrib. per day
1) Exchange effects Ferr.	L. 1.212.00000	792	1/1/1944	L. 2.380.00000 560
2) Cleaning premises Ferr.	L. 18.00000		1/1/1944	30.60000
3) Cleaning Central Off.	L. 181.949.00		1/3/1944	309.31300
			1/4/1944	13.43000

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effects Perr.				
2) Cleaning L. 18.00000		1/1/1944		30.60000
premises Perr.				
3) Cleaning L. 181.949.600		1/3/1944		309.31300
Central Off.				
4) Cleaning L. 7.90000		1/4/1944		13.43000
Off. Napl. Port.				
5) Maintenance L. 10.50000		1/1/1943		10.50000
letter-boxes				
6) Maintenance L. 6.60000		1/10/1943		2.40000
elevators Perr. Off.				
7) Loading & unloading eff. Porto L. 85.35200		1/9/1943		17.06800
8) Maintenance L. 70000		1/10/1943		70000
parcel nets.				

.....L. 1.523.01100

2.764.01150

For four contracts: (from 1st to 4th): a greater charge of L. 1,311,494.00; for the others: (from 5th to 8th): diminution of the charge of L. 2,484.00. Greater total charge of L. 1,239,099.60.

Now such an increase was fixed precisely in a period of almost complete stagnation of postal and railway services and when it would have been absolutely absurd to foresee that a reestablishment of traffic was near and if such considerations were evident at all so far as the exchange services at the Peruvia are concerned, it appears to be much more absurd that the contract regarding exchanges at Porto were left still in force, when we consider that since the 4th December 1942 the offices of Solo Passa had been half destroyed and abandoned.

Particularly interesting is the development of the main contract. It was stipulated on the 13th April 1942 and fixed the yearly canon of L. 1,214,000, against the daily prestation of 792 hrs of work. With the additional act, which was enforced on the 1st January of this year, the recompense was increased to L. 2,380,000 and prestations were reduced to 560 hrs daily. It is very interesting to report under here some clauses introduced in the same act, in perfect contrast with the others fixed in the same contract:

The art. 2 stated: "It is agreed that the contractual recompense will not be changed either in the case that a diminution of postal traffic should happen, or in the case that ~~an~~ an increase should be determined, which should require, temporarily or continuously, prestations of any entity exceeding the one above quoted".

And the art. 5 para adds: -

"The aforesaid recompense is intended to be subject to a revision only in case of new fiscal charges and of increases in salaries imposed by law or by orders issued by the competent authorities".

It is obvious that such clauses had no other purpose and could not try to have other effect but only to safeguard the retribution fixed from eventual and also legitimate reduction and, to give a justification of such an excessive favour, Romeo assumed the charge of continuing to operate the service also in view of a considerable augmentation of work. Now, it is very clear that such a possibility could not be sustained in good faith and with such a clause they wished to make a show of balancing the immediate favour received with an eventual and hypothetical greater charge.

It is not easy to understand how the Directorate of Posts in Naples stipulated such conditions. We have grounds for thinking however, that Romeo was able to impress strongly the managers of the Administration, by threatening to abandon the service. Any way, accepting the above quoted clauses, the Administration divested itself of any possibility of guarding its own interest, by right or fact, and put itself with hands and feet tied at Mr. Romeo's mercy.

So, not only was Mr. Romeo able to obtain a very considerable and unjustified increase in the retribution, but also he added

It appears to be much more than a simple exchange at Porto were left still in force, when we consider that since the 4th December 1942 the Office of Polo Roma had been half destroyed and abandoned.

Particularly interesting is the development of the main contract. It was stipulated on the 13th April 1942 and fixed the yearly canon of L. 4.214.000, against the daily prestation of 792 hrs of work. With the additional act, which was enforced on the 1st January of this year, the recompense was increased to L. 32.380.000 and prestations were reduced to n. 560 hrs daily. It is very interesting to report under here some clauses introduced in the same act, in perfect contrast with the others fixed in the same contract:

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So, not only was Mr. Romeo able to obtain a very considerable and unjustified increase in the retribution, but also he added a lot of guarantees which might have assured him also for the future. The High Commissioner Region III, having full knowledge of the facts, considering that the aforesaid contracts were prejudicial to the interest of the public and to the Postal Administration, with the order n. 44 of the 29th April last decreed that they should be annulled, as from 1st May last (encl. 2).

Let us take in examination now, that group of works which were stated to be called extra-contractual: from them Romeo derived

.....

50110.107.5

other considerable gain. All transports and removal of furniture, inside the building and between the offices placed in other localities, were performed by Romeo with only the workers appointed to Exchange and other works, yet, at every month, he presented separate accounts. It is to be perceived that Romeo and L. 65 asked the Administration for a compensation of L. 50 for a squad-chiefs; and for works at the Ferrovia L. 65 for labourers and L. 85 for squad-chiefs, while he gave an extraordinary compensation to labourers and squad-chiefs respectively of L. 20 and L. 25.

But this is not all: many other works for removal were always performed by the same squad of labourers and, naturally, Romeo presented bill upon bill, so that, while the same workers produced various millions of retribution fixed in the contract to the contractor, they were also utilised to perform many other works which were paid to him lavishly in addition. In short, Romeo had found, with undeniable ingeniousness, a way to derive considerable gain, sweating the same workmen, to whom, as we have seen and will see later, he never gave what was just and rightful, on one side, and, on the other, asking the Administration to pay to him, also in this field, an amount of exorbitant and not perfectly licit compensations.

At the end of 1942 and the beginning of 1943, as it was said above, the continuous air raids damaged heavily stations and railways in Southern Italy and it was no longer possible to send parcels beyond Naples towards the South. So, many thousands of parcels addressed in a great degree to localities of Calabria and Sicily were left lying with the Office at Naples Ferrovia. The central Inspector Mr. Muller, preoccupied only about eliminating such stoppage, applied to Romeo, as previously, and came to an agreement for which he undertook the prestation of 80 hours per day with a minimum of 8 men for the service inside the railway station, fixing a flat rate compensation for the external work: (see letter n. 1501 of the 25th February 1943), (enc. 3.).

For the whole of such prestations, Inspector Muller agreed with Romeo, in fixing a daily retribution of L. 270, which included to the very recent increase of L. 8 daily which was granted to the personnel of firms, which were contractors of Exchange service of postal effects in the Railway Stations. The opportunity to consider carefully such clause will appear later.

The obligations undertaken by Romeo were so determined, textually by the aforesaid Inspector, in the above quoted letter:

- (a) For the internal service and only for handling, ascertained the need of 80 hrs per day, I imposed upon the firm the nominative indication of at least, 8 men, leaving with the firm the power of raising 10 hrs the prestation of each man or to destine other persons as complement of the minimum time bill of the aforesaid men;
- (b) For the external service it is more difficult to

laborers and squad-chiefs respectively of L.20 and L.23. But this is not all: many other works for removal were always performed by the same squad of labourers and, naturally, Romeo presented bill upon bill, so that, while the same workers produced various millions of retribution fixed in the contract to the contractor, they were also utilised to perform many other works which were paid to him lavishly in addition. In short, Romeo had found, with undeniable ingenuity, a way to derive considerable gain, sweating the same workmen, to whom, as we have seen, and will see later, he never gave what was just and rightful, on one side, and, on the other, asking the Administration to pay to him, also in this field, an amount of exorbitant and not perfectly licit compensations.

At the end of 1942 and the beginning of 1943, as it was said above, the continuous air raids damaged heavily stations and railways in Southern Italy and it was no longer possible to send parcels beyond Naples towards the South. So, many thousands of parcels addressed in a great degree to localities of Calabria and Sicily were left lying with the Office at Naples Ferrovia. The central Inspector Mr. Muller, preoccupied only about eliminating such stoppage, applied to Romeo, as previously, and came to an agreement for which he undertook the prestation of 80 hours per day with a minimum of 8 men for the service inside the railway station, fixing a flat rate compensation for the external work: (see letter n. 1501 of the 25th February 1943), (enc. 3.). For the whole of such prestations, Inspector Muller agreed with Romeo, in fixing a daily retribution of L. 270, which included the very recent increase of L. 8 daily which was granted to the personnel of firms, which were contractors of Exchange service of postal effects in the Railway Stations. The opportunity to consider carefully such clause will appear later. The obligations undertaken by Romeo were so determined, textually by the aforesaid Inspector, in the above quoted letter:

(a) For the internal service and only for handling, ascertained the need of 80 hrs per day, I imposed upon the Firm the nominative indication of at least, 8 men, leaving with the Firm the power of raising 10 hrs the prestation of each man or to destine other persons as complement of the minimum time bill of the aforesaid man;

(b) For the external service it is more difficult to determine on the entity of the effective prestations as it is subject to variations or unexpected circumstances and not all of which can be foreseen, I have thought, also this time, to use the conception of a flat rate which has already given good result on December last.

The work started, the Inspector states, on the 5th Feb. 1943,

The following sums were paid to Romeo: (gross)

Period	5/2	28/2/43	:	L. 30.478.40
"	1/3	31/3/43	:	L. 39.370.00
"	1	30/4/43	:	L. 38.000.00
"	1	31/5/43	:	L. 39.370.00
				L. 147.318.00

- 4 -

Logically it was to be presumed that the work of removing the parcels lying there, should have been definitively settled up, but it was not so: The General Inspector, at that time, Mr. Hiver, gave other authorization to Romeo regarding the same thing, - that

is:- loading - unloading in the inside of the office

1) Routing - loading - unloading in the inside of the office, the removal of dumps, and placing of parcels in sorting fittings, the removal of dumps, either in the transit Department, or in the domicile;

2) Repairing, hand-works and any other commission in the inside of the office.

For such work Inspector Hiver fixed the following remuneration:

Initial period: from 9th April to 31 May 1943: L. 0.75 per day;
" " from 6th July to 31 July 1943 L. 1.800 " (enc. 4)

Mr Romeo presented, after the work was finished, the following

bill:-

Period 9/4 to 31/5/1943 L. 56.975.

" " 31/7/1943 L. 46.800.

Total L. 103.775

It is very evident now that at least the compensation for the period April and May 1943, regarding the same work, previously compensated in basis of the agreement taken between Romeo and Inspector Muller, might have been saved.

In this case, it is repeated what was raised for hand-works at the Central building, that is that the squad was always formed of labourers who were supposed to be at disposal of the Administration for exchange services and, more, that the conveyance of parcels which formed the subject of such agreements, was included, really, in the contractual obligations.

Inspector Hiver, afterwards, committed to Romeo the delivering of parcels by means of horses and barrows; for this service, which was operated for 15 days, Romeo had the liquidation sum of Lire

L. 23.366.20.

Finally, for the period of Christmas holidays : 24/11/1942 - 4/12/1942 Romeo was allowed to have a compensation of L. 22.349.25:

(enc. 5).

Let us take into examination the question of premium and indemnities of presence and 20 years premiums.

With circulars n. 834180, n. 1057298, n. 1060106 and 1066543, respectively dated 24th July, 8th February, 29th May and 5th Aug., the Ministry gave instructions regarding the grant of two distinct indemnities to persons appointed to exchange services and postal transport: the first called "indemnity of presence" and the other "Premium of presence" and an indemnity "una tantum" on occasion of the ventennale (enc. 6 - 9-)

Such indemnities should have been integrally paid by the contractor to his own agents, as an employer. But the Administration

2) Repairing, hand-works and any other commission in the inside of the office.

For such work Inspector Hiver fixed the following retribution:
Initial period: from 9th April to 31 May 1943: L. 0.75 per day;
" " from 6th July to 31 July 1943 L. 1.800 " (enc. 4)

Mr Romeo presented, after the work was finished, the following

bills:-

Period 9/4	31/5/1943	L. 56.975.
" 6/7	31/7/1943	L. 66.800.

L. 103.775

It is very evident now that at least the compensation for the period April and May 1943, regarding the same work, previously compensated in basis of the agreement taken between Romeo and Inspector Muller, might have been saved.

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Such indemnities should have been integrally paid by the contractor to his own agents, as an employer. But the Administration granted the reimbursement of such expense adding 12% in favour of the contractor.

Mr. Romeo, since from the beginning, that is from the 28th/10/42 for the premium, and from the 21/4/43, for the indemnity, presented complete lists of the agents appointed to the exchange services, that is under the normal obligatory prestation for the contract. Romeo received L. 183.258.80 and 398.063.55, respectively for indemnities of presence and premiums of presence. He had also L. 14.463.15 for the twenty-years premium. (see the detailed notes here attached) : (enc. 10 - 11-).

U. 680.479

185.454

865,943

517,000

651,057.50 (enc. 17).

100

January the yearly gain was of more than a million and half; this

General Inspector River with the ratification of the Ministry. It appears that other estimates were paid for the amount of L. 1.107.922 for other building works, among them those at the Ferruvia Office in Via Indipendenza, Romeo did not present the estimates but the Directorate paid him two accounts for the total amount of L. 600.000. The entry 31.440 liras for the labour performed in Reggio Calabria, was appended by me. ~~as~~ there is not an element to consider the entity of the work performed. The book-keeping situation, as is it stated by the Provincial Directorate is as follows:-

Amounts paid by the 3rd Dept.	L. 580.479
" " " " Economato.	L. 185.454
Accounts paid	L. 865.943
Sum to be paid.	L. 1517.000
	L. 651.057. (enc. 17).

Romeo; therefore, in a year, besides the contractual retributions, collected about 1.600.000 for part of which he has not yet given justification. But, apart from this, is clearly shown the known speculative activity which Romeo has been able to develop, seconded by favourable circumstances and by the not energetic action of the managers. I have spoken about the considerable gains acquired by Romeo: I am just demonstrating the exactness of my declaration. A statement of assets and liabilities of the Romeo firm can be done with enough approximation. The Office of the Romeo firm was composed of one room at Via Bologna. We will not need any material or machinery to perform his work; he had about 70 men who cost him not more than 1000 liras per month each and two employees with the monthly salary of L. 2000. Besides this, Romeo was helped by his son.

Recapitulating: it is possible to calculate that expenses reach a total amount of about L. 100.000 a month that is 1.00.000 a year including the rent, retributions and general expenses. So, the gain on was of L. 350.000 per year on the retribution received of L. 1.525.000. On the retribution of L. 1.764.000 fixed in January the yearly gain was of more than a million and a half; this is in regard to the contractual income. It is more difficult to state the profit derived from works performed by Romeo, because of their variety as we have previously seen. It is thought that the payments for extra-contractual works, constituted a profit almost net as they were executed by the same workers. The other works were executed by other skilled workers ~~and~~ and Romeo limited himself to put in the estimate the expense with an high percentage of gain for himself. As previously said, Romeo paid each work in short, about L. 1.600.000 and, grosso modo, we may presume that he derived a profit of about half a million on such amount, which, added to the preceding sum, reaches the yearly amount of two millions. Any one may judge the enormous disproportion between prestations rendered and the profit that the firm derived from it. We can well qualify how the result of the Romeo's activity was illicit, and more because such profits originated from very painful and tragic circumstances.

/.....

Diverging, for the moment from the question of the legitimacy of the grant of such indemnities, it is advisable to point out here that, as previously said, Romeo always presented complete lists, while, in effect, as it is well known, the postal service was very limited since December 1941 and completely suspended from Sept. 1943. Now, if we consider that the Circular 1057298 of the 8th February 1946 says that the premium of presence should be paid for every day of effective presence, it is obvious that no premium should have been paid to the personnel of the Romeo Firm, for the period: 10 Sept. 43 - 10 Jan. 44, during which all Services were suspended, and for the preceding and subsequent period the premium was limited to the exiguous part of agents effectively employed. But the question, in which we are interested and we should take in hand, is another one, it is summarized in this question: Has Romeo paid in effect the premiums of which he asked the reimbursement from the Administration to the interested persons? From enquiries made, it appears, as declared by a number of workmen appointed to the exchange service, that Romeo gave them only and not continually the sum of 6 liras, while he received 6 liras for the indemnity and 3 liras for the premium of presence from the Postal Administration and also it appears that he asked at the Istituto Nazionale di Previdenza Sociale, for the integration of 4 liras for each worker, declaring a number of workers ~~superior~~ superior to what he really had. As regards the "twenty years" premium Romeo should have paid 2 weeks wages to each worker. From the interrogatory of 31 workers it appears that only 8 of them received a compensation which may be identified with that of the "twenty-years", but the others have repeatedly affirmed that they did never receive such a premium (enc. 12).

The examination and check of the accounts and estimates gave the possibility to make important ascertainties: - Romeo, put in the list which he presented, some names of workers which the libro-raga reveals to be absent or that no longer figure as being in service. In several cases, it is observed that in the aforesaid book, against absent workers, there is the annotation C.M. (Cassa Malattie), but when we asked this Institute for information, we had the answer that the greatest number of workers who are in the list sent with the annotation C.M. do not appear to have been declared as sick. It follows that the noted annotation is not true, and, therefore, such workers should have not received the aforesaid premium, but, on the other side, it is evinced from reports that Romeo did not pay it. (enc. 13).

The attached lists give precise details limited to the period November 1943 - March 1944. I reported above in connection with the removal of parcels, that in the agreement taken between Inspector Muller and Romeo (enc. 3), it was declared that the daily compensation stated at the rate of L. 1.270 included also the increase of 8 liras, that is the premium of presence. Now during the period February - July, Romeo presented the estimates for the same premium for the maximum number of agents, while,

were surrendered, and for the preceding and premium was limited to the exiguous part of agents effectively employed. But the question, in which we are interested and we should take in hand, is another one, it is summarized in this question: Has Romeo paid in effect the premiums of which he asked the reimbursement from the Administration to the interested persons? From enquiries made, it appears, as declared by a number of workmen appointed to the exchange service, that Romeo gave them only and not continually the sum of 6 liras, while he received 6 liras for the indemnity and 6 liras for the premium of presence from the Postal Administration and also it appears that he asked at the Istituto Nazionale di Previdenza Sociale, for the integration of 4 liras for each worker, declaring a number of workers of the "twenty-years", but the others have repeatedly affirmed that they did never receive such a premium (enc. 12).

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I have already pointed out, the compensation for the so-called extra-contractual works performed by Romeo reached an important amount. I hasten

/.....

- 7 -

But from enquiries made it appears that Romeo was not contented with the profits he derived, at least formally, in a legitimate way but he tried to increase them, adopting take-shifts and cheats, always disposed to make to appear a total of prestatons much higher than the real. Besides this, Romeo asked for extraordinary compensations for the work performed: either for the Port Office, or the Office at the Perrovia, but there was the suspicion that details which had to be the basis of the request were not true and, between 1937 and 1938, various enquiries were made with positive result. Among other things, it was known that a Romeo's brother-in-law, a certain Pagliuca, was with the Office at Porto; he was precisely admitted to the compilation of lists of prestatons of the Romeo firm, lists which did not appear to be in order: Pagliuca was immediately transferred. (enc. 18).

From all that which has been up to now exposed it seems that, no doubt, Romeo who was endowed, and we should acknowledge it, with a greatness and interprisingness, used any illicit and illicit means to derive profits of considerable extent. Then, later, because of the tragic war events, it was increasingly possible for him, Romeo raised his business speculating the Administration on any occasion, and availing himself of the favourable ambient which he had been able to create for himself. The vastness of the field in which Romeo developed his activity, the extent of profits he derived, the coordinated whole of the endeavours and expedients he made and devised, on the purpose of increasing, always more such gains; all this, forms the matter which is thought to deserve consideration on your behalf. As regards the irregularities especially regarding premiums and indemnities of presence and "twenty years" premium, it seems that they may appear as a real crime and in the meantime we are bringing all the facts to your notice for the proper judicial measures.

We attach the quoted documents and we remain at your disposal for any detail or explanation which you may think necessary for the purpose of the procedure.

Signed
L'Ispezione Centrale
Pacera

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Tel. No. 489081 Ext. 424

CGIM/cc

PS.16/36.2.

18 September 1944

SUBJECT:- Transport services to Sardinia.

TO: .. Transportation Sub-Commission

1. The Under Secretary of State for Posts and Telecomms. in notifying this Sub-Commission of the latest schedules of Italian Air Services mentions the fact that ordinary civilian correspondence is being conveyed to Sardinia by Air Transport.
2. As this arrangement actually results in a loss of Revenue to the Italian Government, would you please say if there is any possibility of a regular service by sea being commenced in the near future.
3. Under such an arrangement Inland Postage Rates would be charged for ordinary correspondence and the additional fee for correspondence to be forwarded as Air Mail.

C. J. Shaddock
Capt

for S. H. HEAD
Lt. Col.

Chief Postal Officer
Communication Sub-Commission

2455

F. 36

1118