

ACC 081/PWU

10000/150/351

SICILY, PUBLIC
REPORT, MAR
MAR. - AUG. 1

10000/150/351

SICILY, PUBLIC WORKS ORGANIZATION, &
REPORT, MARCH 1944
MAR. - AUG. 1944

Ace/081/PWU

Sicily —

Pelle Wanko

Organization

March 1944.

Report —

Opened. 1. March-1944

20. 22. August-1944

March 1944.

Report -

Opened 1. March- 1944

Closed. 22. August- 1944

10000 - 150

351

THIS FOLDER

CONTAINS PAPERS

FROM MARCH 44

TO AUG 44

CATALOGUE.

081

4

Tel: 489081

HEADQUARTERS
 ALLIED CONTROL COMMISSION
 Public Works and Utilities Sub-Commission
 APO 394

WMC/tr

ACC/081/PWU

22 Aug. 44

SUBJECT : Letter from Major Boyd .

TO : Chief of Public Works Division .

The movement order dated 5 August did not reach me at Catania till 8 August. Lt. Col. Bolick informed me by phone on the 7th that he was leaving on 9 August and in reply to his question whether I was visiting Palermo I informed him that it was impossible for me to get over as it would take three days to get to Palermo and back and I had many matters to clear up before leaving.

I asked him to inform Major Boyd accordingly. On 8 August I had an appointment with Engineers of A.A.S.S. on Avano-Bronte Road with Deputation from Provinciale Technico di Catania in connection with a dispute over width of road and quality of material being used.

9 August I had an appointment with Engineer to Syracuse Comune in connection with recently commenced contract Mellila Augusta Road to settle several points as to nature of repairs required and sections of Road requiring treatment.

10 August I attended conference by appointment with Deputation Provinciale-Technico di Catania and Chief Engineer at the request of the Provincial Engineer (Lt. Col. Giles).

On 11 August I was informed by Executive Officer Major Bateman that he expected to get me on a Plane on 12 August. In the meantime my Office was besieged by Contractors and Engineers who had heard of my impending departure and who required information as to further procedure.

Major Crowther (Utilities Officer) of Catania informed Major Boyd verbally of my position and it was arranged for him to take over the File Cabinet after my departure. Major Boyd

5874

was sent a personal note with key of cabinet.

I am consequently very surprised at the action of this Officer in writing a letter of complaint to Headquarters.

Quite apart however from the physical aspect of this case, and the practical difficulty of leaving my Office, this Officer informed me previously that he did not intend to continue the Catania Office and it was arranged for me then to send over the papers to him. When told that he could not carry on my work at Catania from Palermo, he informed me that he did not intend to do anything.

For me therefore to waste three days of my time in journeying to Palermo to discuss matters with an Officer who did not intend to do anything was inconceivable. It was regarded as being of far greater importance to establish the routine for working and explaining to all concerned future procedures and with this view I am confident that I have the concurrence of the C.R.E. at Catania.



W. H. GAMBLE,
Major
P. W. Officer
Region IX

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394.

143/82

143/82/PSU

13 May 1944.

SUBJECT: Visit to Sicily.
TO : Regional Control Commissioner, Region I.

1. Permit me first to state that I want to express to you my appreciation for the many courtesies extended to me while in Sicily by yourself and the various Public Works and Provincial officers I have contacted on my trip through Sicily.
2. When I arrived at your station I advised you that, in view of the fact that there was great need for additional personnel for this Sub-Commission to be assigned to active forward regions, it would probably be necessary for me to transfer some of the Public Works officers now assigned to your Region and that I was very anxious to see what could be done to obtain one or two officers from your Region because of the fact that, comparatively speaking, your Region had more Public Works officers than other regions, and that I wished to look into this matter carefully while on the Island.
3. Another matter discussed with you was the question of the rather long title of the engineering head in your Region and the possibility of divorcing himself of some of the functions now performed.
4. The Public Works and Utilities officers now assigned to you are as follows:
 - Lt. Col. G. P. Bolick, head of this Section.
 - Major D. A. Boyd, Public Works Officer.
 - Major A. Crowther, Electric Utilities Officer.
 - Lt. L. J. Hodges, Public Works Officer at Messina.
5. I discussed with Col. Bolick the question of being relieved of work in connection with lighthouses and to have that work assigned to the Navy. Col. Bolick advised me that steps were already under way to that end. I hope that this change will be made very shortly so as to permit him to concentrate all of his efforts on Public Works and Utilities matters including transportation and communication duties.
6. Concerning the title of Col. Bolick, it was agreed in my conversation with you that his title would be changed to Regional Engineer Officer, which corresponds more nearly to the title of the officer in charge of engineering work in Region IV.
7. While at Messina I made a tour through the city with Major Harney

5872

and Lt. Hodges in order to see just what the Public Works problems were at that point and to see if it would be possible to transfer Lt. Hodges to this Headquarters. I advised you upon my return to your station that I was satisfied that Lt. Hodges should not be removed from Messina at this time because of the very large number of important Public Works problems which still remain to be solved in that city. Very excellent work is being done at Messina and a very good record is being kept of all Public Works expenditures. I am pleased to state that things are well in hand there and that in spite of the many handicaps encountered, good progress is being made.

8. It was agreed with you that, in order to best function, the engineering work to be done on the Island would be handled as follows:

- (a) Lt. Hodges will remain as Public Works Officer at Messina and report to Lt. Col. Bolick.
- (b) Major Boyd to be in charge of all Public Works outside of Messina, throughout the Island, excepting military highways.
- (c) Major Groszhan will be in charge of all electrical work all over the Island.

It is hoped that in this manner a smooth functioning organization will exist and that work can be carried out in the most efficient way.

9. In accordance with a Directive received from the D.D.W., HQ. A.A.F., dated 30 March 1944, this Sub-Commission was directed to take over military highways in Sicily and Sardinia in the same way as we were handling military highways on the mainland. One of the purposes of my trip was, therefore, to contact Col. Lindsey, Chief Engineer of District No. 1 at Catania, and to discuss with him the military highway problem and to settle the question as to which highways on the Island would be considered as military highways. It was found that, according to a map prepared by District No. 1, a very large percentage of all highways in Sicily were classed as military highways and out of these a disproportionate number of highways were considered of first priority routes. It was explained to the Chief Engineer of District No. 1 that on the mainland of Italy only principal coastal highways and occasional highly important cross-roads were considered as military highways and that we would have to follow the same principle in Sicily. It was therefore agreed, subject to confirmation by the Commanding General, District No. 1, that the following highways would be considered as military highways and be placed under the jurisdiction of Capt. Coble, of this Sub-Commission, who has arrived at Catania and will supervise this work.

PRIORITY OR MILITARY HIGHWAYS.

- (a) The coastal highway from Palermo to Messina and down to Syracuse.

DESIGNATED HIGHWAYS.

- (a) The road from Palermo to Catania via Enna.
- (b) One of the two roads from Palermo to Agrigento, the Engineer of District No. 1 to decide which of the two roads to be so designated.

5871

10. Accordingly, all other highways in Sicily will be considered non-military highways and will come under the jurisdiction of the Regional Civil Commissioner and his Engineering Staff.

11. While it is agreed that all highways, as well as other public works, come under the over-all jurisdiction of the military authorities and that these may from time to time designate special tasks to be performed, I cannot help but feel that the military authorities in District No. 1 have been making requests upon your officers, particularly at Messina, which is not done to such an extent in any other Region except possibly some of our Forward Regions on the mainland. While there still exists good reason for certain military control concerning some of these matters, I do feel very strongly that steps should be taken to give you and your officers more direct control over many of these matters, particularly in view of the fact that I have found this work well in hand and that there is no need for such close military supervision. After all, A.C.C. has a definite function to perform and it seems to me that it should be permitted to carry on its task in conjunction with the military authorities and in accordance with the agreement reached with the Italian Government which is now in control.

12. While there are a considerable number of bridges to be reconstructed on the military highways, particularly coastal routes, I found that, with the exception of a stretch in the vicinity of Messina, these highways are today in fairly good condition. While in Sicily, I covered the route from Palermo to Messina, Catania, Enna, Caltanissetta, Agrigento and back to Palermo. I found the roads from Catania to Palermo on the above mentioned route in fairly good condition. Work was in progress on many portions of these highways and in many places complete resurfacing of water-bound macadam was in progress.

13. On the above mentioned trip I was accompanied by H. E. the Minister of Public Works, Sig. Tarchiani, H. E. the High Commissioner for Sicily, Sig. Iacotto, and the Director General of the Ministry of Public Works, Sig. Misiano. Many problems of Italian organization were discussed and certain important decisions were reached.

- (a) For some time, your Engineering Section has been complaining about the ability of the present Italian Chief Engineer Officer on the Island and this matter had previously been taken up with the Minister of Public Works. It was decided that he would be replaced by Sig. Russo, a Sicilian, now in Calabria, and who has done good work in that Compartimento.
- (b) It was found that Sicily had been divided into two halves, the eastern half and western half, each being headed by an engineer. It was also found that both of these engineers made their headquarters at Palermo. It was agreed that the engineer in charge of the eastern half of the Island make his headquarters at Catania.
- (c) Major Boyd had pointed out to me that there were several engineering organizations which seemed to be doing certain work in Sicily, and with whom he had to deal, outside of the Comio Civile or A.A.S.S.

and moved the following:-

1. Istituto Case Popolari.
2. Consorzio Bonifica.
3. Ufficio Nuove Costruzioni.

This matter was discussed with the Minister and the High Commissioner and it was agreed that, while all of these came under the over-all direction of the Minister of Public Works, they should be made to report to the Genio Civile and that all contacts between your engineers and these agencies be made through the head of the Genio Civile. It was also found that some 20 officers of the Ministero Pubblica Istruzione were drawing salaries and doing no work. The Minister and the High Commissioner agreed that these would be transferred to the Genio Civile and assigned to various posts all over the Island so as to assist the Genio Civile in its many tasks and provide for better supervision.

(2) Upon taking office, the new Minister of Public Works started to do some housecleaning and, among other things, he has taken steps to eliminate the A.A.S.A., a fascist organization within the Ministry of Public Works placed in charge of State Highway Construction and maintenance, and to assign the officers within that organization to the Genio Civile carrying out similar tasks as heretofore but under the direction of the Genio Civile. This will eliminate one more organization with which we will have to deal and will make it necessary in all Public Works matters to deal with but one officer, the Head of the Genio Civile of the Region. While discussing engineering problems with Italian officials all over the Island, the Minister and the High Commissioner outlined this program to their people and it is hoped that these very beneficial reforms will shortly be carried out.

14. This Sub-Commission had been requested by the Central Electrical Board to remove one of the power generating units near Palermo to the mainland and while I was at Palermo several officers of this ^{Sub} Commission arrived there in charge of Lt. Col. Lapper to begin dismantling that plant and to ship it over here. I discussed this matter with you, and Lt. Col. Lapper also paid his own costs upon arrival and we are working closely with your engineers in this connection. Although the Genio Civile was asked to explain to the Electric Co the reason for the removal of this plant, two of the engineers of this company complained that this would deprive them of the only spare unit they had and that they needed this. I explained to them that we were doing this on order of higher authority and that the need for this equipment was much greater over here than in Sicily, and, if need be, more rationing would have to be done in Sicily. In this connection I wish to point out that ~~such~~ ^{more} severe rationing is being done on the mainland than in Sicily. The plant in question is to be returned to the present owners after the war.

15. At the present time there is one cement plant operating in Sicily near Messina. I understand from Major Boyd that a study is being made for increasing this plant from a 400 to 500 ton capacity. I believe that everything possible should be done to assist in this so as to produce more cement.

In this connection I would like to point out that I am advised that cement can be purchased in the black market and that there evidently must be a leak somewhere from that plant. Since this is under the control of Lt. Hedges at Messina, I would suggest that you arrange with the Italian authorities to have a reliable Italian supervisor placed at that plant so as to control the cement supply from that plant, to keep a close record on requisitions received and cement delivered from the mill, and who will report weekly to Lt. Hedges on production and allocation of this cement.

16. In closing, I wish to state that I have found a very marked improvement all over Sicily since leaving Sicily in December. All Public Works and Utilities problems seem well in hand, work is being carried out in many sections and I have good reason to feel that within the next few months engineering rehabilitation work will have progressed to such a point where the essential facilities will have been restored to a nearly normal condition. Naturally, many problems remain to be solved but they will have to await their turn or a cessation of hostilities. I feel that my trip to Sicily has been very fruitful, and that, for the time being, it is well to leave things as they stand and to permit your officers to continue the good work they are doing, until some contingency in the forward areas will make a transfer of some officers imperative at which time I will contact you again to see what can be done.

L.A. JENSEN,
Lt.-Col., G.S.,
Director.

Copy to: Vice President, Economic Section,
Brigadier H.S. Lush.

HEADQUARTERS
 ALLIED CONTROL COMMISSION
 Public Works and Utilities Sub-Commission
 APO 394.

Acc/681/PWV

26 April 1944 ^{/gf}

SUBJECT: Maintenance of Military Highways in District No. 1, Sicily.

TO : Brigadier D. L. Anderson, D.D.W., Hq. A.A.I. C.M.F.

1. This is to advise you that Captain W. H. Gamble, G.L. (B) will proceed to Catania, Sicily, on or about 1 May 1944 for the purpose of taking over maintenance of military highways in that district.

2. I shortly expect to go to Sicily myself on various matters, including military highways, and will call on the Chief Engineer Officer in District No. 1 while there for the purpose of discussing his problems with him.

L. A. JENNY,
 Lt. Col., C.E.,
 Director.

~~cc: Lt. Col. Laboon~~

Lt. Col. Laboon

*Pls note & return to
 our files*

*OK
 26/4*

Prof. 26/4/44

5867

Subject:- Road Maintenance.

To:- Director,
Public Works and Utilities
Sub-Commission, A.C.C.

Directorate of Works,
H.Q. A.A.I., C. M. F.

3220/DDW

19 Apr 44

1. It is requested that arrangements be made for a representative of your commission to be appointed to Chief Engineer, No. 1 District (Sicily) in order that the procedure now operating with C.Es. Nos. 2 and 3 Districts as outlined in my letter 3220/DDW dated 13 Feb 44, may be put into force as soon as possible.

2. It is essential that the Military Authorities should be relieved of the work of maintaining the roads in Sicily as soon as possible and it is hoped that your representative will be able to assist the Civil Authorities to take over this work.

21 APR 1944

A. C. C.

PMH/AT.

Copy to:-

D..L. ANDERSON,
Brigadier,
D. D. W.

5866

W. Col. Latham

cc. Director

GER

22/4.

ALLIED MILITARY GOVERNMENT
INTER OFFICE MEMO

From: _____

SUBJECT: _____

FILE No. _____

TO:
DIRECTOR.

194

Sig. Pettineo's Report on Sicily (data at Prov. Office in
Palermo).

-
- 1 I have extracted the main items from the above very long and detailed report, so that you may have a clear picture of what is happening in the various Provinces; in a condensed form.
/(copies attached....3).
 2. This, together with my report of three weeks ago on Sicily, plus the tabular figures added together and based on this present report, will give you all the information required.
 3. It will be seen that a vast amount of work is in hand, and there are very extensive programmes of works proposed. Many of these latter, I think, will have to be rigorously eliminated.

5865

G.E.R.
17.4.44.

Extracts from Report of Sig. Pettineo, Representative of

Sig. Tizzano, Director General of Public Works, Naples, following

Visit to Sicily (nearly 3 weeks March 1944).

His report is lengthy and detailed. The main points are as follows :-

- Note :-
M.L. = millions of lire.
1. Agrigento Province.
Repairs to 3 State buildings, proposed, to cost about 1 M.L., and retaining wall reconstruction 0.75 M.L..
Repairs to State properties and street clearance in Agrigento and Licata are costing something under 2 M.L..
Other building repairs proposed.
Road maintenance used to cost 11 M.L. annually.
Repair works in hand about 2.1 M.L., and projected Works 1.2 M.L..
4 bridges have cost 2 M.L., and 2 bridges proposed (in R.C.) will cost 1.5 M.L..
Water supply repairs to the extent of 20 M.L. are ready for execution (Consortium Aqueduct).
Road conditions stated to be "terrible".
Electric supplies fairly good.
Gas works in Agrigento damaged, and no supplies.
Drainage system damage repaired.
Anti-malarial measures increased by Allied order, and 2 M.L. spent last summer, and during winter 0.4 M.L. spent.
No steel for R.C. work and timber scarce. No cement factories. Small production of bricks and tiles, using wood and straw as fuel.

2. Caltanissetta Province.
Debris clearance cost 5.5 M.L. in Caltanissetta.
Buildings destroyed 306 and about 1,100 damaged.
In 3 other principal towns 33 destroyed and about 200 damaged.
Estimate of 3.6 M.L. for 20 public and private buildings, nearly all spent. 5 buildings still under repair; cost 0.75 M.L..
4 bridge foundations cost 2 M.L., and road maintenance 0.8 M.L., 10 bridges damaged, estimated repairs 4.5 M.L., of which 1 M.L. spent. 4 bridges finished, over 0.5 M.L. spent.
In Caltanissetta about aqueduct damages.

of lire. Agrigento and Licata are costing something under 2 M.L.. Other building repairs proposed. Road maintenance used to cost 11 M.L. annually. Repair works in hand about 2.1 M.L., and projected Works 1.2 M.L.. 4 bridges have cost 2 M.L., and 2 bridges proposed (in R.C.) will cost 1.5 M.L.. Water supply repairs to the extent of 20 M.L. are ready for execution (Consortium Aqueduct). Road conditions stated to be "terrible". Electric supplies fairly good. Gas works in Agrigento damaged, and no supplies. Drainage system damage repaired. Anti-malarial measures increased by Allied order, and 2 M.L. spent last summer, and during winter 0.4 M.L. spent. No steel for R.C. work and timber scarce. No cement factories. Small production of bricks and tiles, using wood and straw as fuel.

2. Caltanissetta Province.

Debris clearance cost 5.5 M.L. in Caltanissetta. Buildings destroyed 306 and about 1,100 damaged. In 3 other principal towns 33 destroyed and about 200 damaged. Estimate of 3.6 M.L. for 20 public and private buildings, nearly all spent. 5 buildings still under repair; cost 0.75 M.L.. 4 bridge foundations cost 2 M.L., and road maintenance 0.8 M.L., 10 bridges damaged, estimated repairs 4.1 M.L., of which 1 M.L. spent. 4 bridges finished, over 0.5 M.L.. Difficulties about aqueduct damages. Sufficient electricity for lighting. Brick and lime factories operating but production very low, through fuel difficulties.

5867

(2)

3. Catania Province.

In Catania City demolition and debris work nearly finished. Similar work in hand in 3 other smaller towns. Cost has been over 4 M.L. and an equal amount still needed.

Repairs to Catania Theater and Municipality completed (money supplied by Allies), and also 1.2 M.L. granted by Allies for 3 other public buildings in Catania.

Private repair work in hand on many other damaged buildings.

Up to November repairs on 3 trunk roads cost 2 M.L.

Reconstruction of 68 bridges estimated to cost 60 M.L.

Another 19 schemes also proposed, of different kinds. 15 bridges on Provincial roads now in hand are costing 6.2 M.L., and other incidental work on roads 5.7 M.L..

Another 3.3 M.L. for 5 projects along 4 provincial roads to be started soon. About 5.4 M.L. for road maintenance. Under contract various provincial road works to cost 30 M.L. ("to be conceded directly by the Allied Command").

Allied Command advanced funds and materials for the Consortium aqueduct. Work still remains, estimates in hand. Other public and private aqueducts repaired with means furnished by Allies.

Damage to Catania port, no repairs as yet.

Tramway services and to suburbs restored to normal, and so also electricity and water.

No gas (works completely destroyed).

Steel only obtainable from demolitions. Brick production good but in sufficient. No cement factories in Province, but plans in hand for operating one at Catania.

4. Enna Province.

About 2,000 damaged buildings, repairs may cost 50 M.L. Over 0.5 M.L. spent on 16 churches. About 1 M.L. being spent on a hospital now.

About 6.25 M.L. will be spent on 265 Km. of roads, 4.1 M.L. on 436 Km., and 1.9 M.L. on 76 Km. (Total about 12.25 M.L., maintenance up to June 1944).

Over 36 M.L. spent on 59 damaged bridges. This exceeded estimates by 10 M.L.

24 of the 59 open to traffic, and many others in the summer. Possible controversies indicated, and may be referred to an arbitrator (nominated by A.M.G.).

Aqueducts permanently repaired. Electric distribution improving. No gas plants. A number of line and brick factories in the Province.

Another 3.3 M.L. for 5 projects along provincial roads to be started soon. About 5.4 M.L. for road maintenance. Under contract various provincial road works to cost 30 M.L. ("to be conceded directly by the Allied Command").

Allied Command advanced funds and materials for the Consortium aqueduct. Work still remains, estimates in hand. Other public and private aqueducts repaired with means furnished by Allies.

Damage to Catania port, no repairs as yet.

Tramway services and to suburbs restored to normal, and so also electricity and water.

No gas (works completely destroyed).

Steel only obtainable from demolitions. Brick production good but in sufficient. No cement factories in Province, but plans in hand for operating one at Catania.

4. Enna Province.

About 2,000 damaged buildings, repairs may cost 50 M.L. Over 0.5 M.L. spent on 16 churches. About 1 M.L. being spent on a hospital now.

About 6.25 M.L. will be spent on 265 Km. of roads, 4.1 M.L. on 436 Km., and 1.9 M.L. on 76 Km. (Total about 12.25 M.L., maintenance up to June 1944).

Over 36 M.L. spent on 59 damaged bridges. This exceeded estimates by 10 M.L.

24 of the 59 open to traffic, and many others in the summer. Possible controversies indicated, and may be referred to an arbitrator (nominated by A.M.G.).

Aqueducts permanently repaired. Electric distribution improving. No gas plants. A number of lime and brick factories in the Province.

5. Messina Province.

Very heavy damage in the City. Debris clearance cost 4 M.L. and may cost nearly 8 M.L.

26 other schemes in hand, war damages, to cost 55 M.L. about 55% of this finished by March 44. Also another 15 similar, to cost 30 M.L., and about 8 M.L. completed.

A general programme shows 50 other schemes, war damage repairs approved by A.M.G. and in hand to cost 246 M.L.; 45 M.L. spent up to March. A further 92 M.L. required for 3 months April to June 1944.

Part 2 includes 197 schemes to cost 280 M.L., with 197 M.L. requested between April and June.

Part 3 and 4 include about 20 M.L., of which 12½ M.L. is war damages.

Water electricity and drainage in part restored.

(3)

6. Palermo Province.

About 26.4 M.L. spent on debris and demolitions, and still in hand. About 13.5 M.L. spent on State buildings in Palermo.

Roads and drainage system repairs in Palermo had cost 19 M.L. by March 44.

Water works repairs have cost 1 M.L. and this will be doubled.

7. Ragusa Province.

War damage here on a small scale. Report gives details of minor schemes; only 2 bridges destroyed in whole Province.

8. Syracuse Province.

Expenditure of 16.8 M.L. proposed repairs to 526 buildings. About 3 M.L. spent already, on 75 houses.

Work on 2 provincial roads to cost 6.1 M.L..

Several bridges some with Army substitutes.

Many roads require urgent repairs.

2 aqueducts repaired, with assistance of Allied Army Engineers.

Electric supplies restored. No gas works.

9. Trapani Province.

About 6 M.L. spent on demolition and debris clearance; another 16 M.L. proposed similarly for Marsala.

20 State buildings damaged and will cost 3.7 M.L., part already spent.

Estimate totaling 10.6 M.L. for public buildings and churches, proposed to be put in hand.

In Communes 10 schools and other building will cost 1.6 M.L., about 75% already completed.

Other estimated repairs to Public buildings amount to over 2 M.L..

10 bridges finished costing 8.4 M.L. 3 other bridges contracted for at 9.3 M.L..

Debris clearance at Trapani and Marsala 2.4 M.L..

Estimates for road repairs, bridge, and other things, amount to 10.5 M.L..

Road repair works 5.5 M.L.. Complete repairs war damages estimated at 50 M.L. other estimates under Communes for various things total about 20 M.L..

Gas and water supplies restored, and electricity.

8. Syracuse Province.

Expenditure of 16.8 M.L. proposed repairs to 526 buildings. About 3 M.L. spent already, on 75 houses.

Work on 2 provincial roads to cost 6.1 M.L..

Several bridges some with Army substitutes.

Many roads require urgent repairs.

2 aqueducts repaired, with assistance of Allied Army Engineers.

Electric supplies restored. No gas works.

9. Trapani Province.

About 6 M.L. spent on demolition and debris clearance; another 1.6 M.L. proposed similarly for Marsala.

20 State buildings damaged and will cost 3.7 M.L., part already spent.

Estimate totaling 10.6 M.L. for public buildings and churches, proposed to be put in hand.

In Communes 10 schools and other building will cost 1.6 M.L., about 75% already completed.

Other estimated repairs to Public buildings amount to over 2 M.L..

10 bridges finished costing 8.4 M.L. 5 other bridges contracted for at 9.3 M.L..

Debris clearance at Trapani and Marsala 2.4 M.L..

Estimates for road repairs, bridge, and other things, amount to 10.5 M.L..

Road repair works 5.5 M.L.. Complete repairs war damages estimated at 50 M.L. other estimates under Communes for various things total about 20 M.L..

Gas and water supplies restored, and electricity.

10. Hydrographic Service.

Office in Palermo now in operation. About 92 observation stations in the Island destroyed.

5862

11. Railways in Sicily.

Report gives details of these, with which we are not directly concerned.

12. A.A.S.S.

Details given of occupation and pre-occupations period, and administrative changes from August onwards.

Conditions of principal main roads outlined. Damages put at a possible 241 M.L., with about 36 M.L. added for works contracted for by other agencies.

The 241 M.L. figure includes 84 M.L. for bridges, and 6 M.L. for machinery and equipment.

From January 1944 active work restarted, and in bridge reconstruction 46 groups of works established.

(4)

Estimated cost 73 M.L., of which 12 M.L. completed and 46 M.L. now in hand.

Road repairs divided into 32 groups to cost 57 M.L. of this sum 48 M.L. now in hand. All these apparently done under A.M.G control and direction (see page 17 of report).

Asphalte powder now being produced for road-binding; Asphalt costs put at 40 M.L. and all contracted for maintenance costs put at 12 months).

(presumably for 12 months). Only one car, and that in Transport difficulties a ute. Only one car, and that in bad condition. At least 12 cars said to be needed.

13. Sicilian Aqueducts.

Seems to be a central organisation for the Island. Used to be at Caltanissetta, but transferred to Palermo in May 43.

Meeting held on February 10 last, at which a programme of works was considered.

For present year a possible cost of nearly 72 M.L.

14. Staff Shortages.

Sig. Pettineo's report indicates an urgent need for technical personnel e.g. :-

Agrirento,	increase of	5	} = 86 (plus)
Caltanissetta,	"	11	
Catania,	"	14	
Enna,	"	7	
Messina,	"	44	
Palermo, actual	increase required	2	}
Ragusa,	increase of	3	
Syracuse,	"	1	
Trapani,	"		

G.E. *[Signature]*
17. 4. 44

14. Staff Shortages.
 Sig. Pettineo's report indicates an urgent need for
 technical personnel e.g. :-

AgriENTO,	increase of	5	} = 86 (plus)
Caltanisetta,	" "	11	
Catania,	" "	14	
Enna,	" "	7	
Messina,	" "	44	
Palermo, actual	increase required	not indicated.	
Ragusa,	increase of	2	
Syracuse,	" "	2	
Trapani,	" "	1	

G.E.R.

7. + + +

5861

PUBLIC WORKS IN SICILY (In thousands of lire)											
Province		Highways		Bridges		Buildings		Aqueducts		Anti-malaria	
		1	2	1	2	1	2	1	2	1	2
Agrigento	1					2.783					
	2										
	3	2.100									
	4		1.200								
	5			775							
	6				1,500						
	7							300			
	8							20,000			
	9									2,000	
	10										365
Caltanissetta		2.100	1.200	775	1,500	2.783		300	20,000	2,000	365
	1					5.364					
	2					3.641					
	3	2.756									
Catania		2.756				9.005					
	1					1.200					
	2	1.978									
	3				60.000						
	4				6.220						
	5	3.680									
	6				3.277						
	7	5.405									
	8	30.000									
	9		35200								
Enna	10										
		41.063	35.200		69.497	1.200					
	1					900					
	2					11.704					
	3	6.219									
	4	7.129									
	5	1.877									
Messina	6			36.326							
		15.225		36.326		12.604					
	1					7.714					
	2					55.000					
	3										
	4										
	5										
						62.714					
GRAND TOTAL											245742
											17950
											263.692

5860

[illegible]

- 2 -

Province		Highways		Bridges		Buildings		Aqueducts		Anti-malaria		Various
		1	2	1	2	1	2	1	2	1	2	1
Palermo	1					26.377						
	2					19.525						
	3	18.996										
	4											
	5											
Ragusa		18.996				39.902		1.800				
	1	5.834						1.800				
	2					330						
	3						4.362					
	4				610							
Siracusa		5.834			610	330	4.362					
	1					9.750						
	2						16.800					
	3	170										
	4		6.148									
Trapani		170	6.148			9.750	16.800					
	1					6.000						
	2					3.690						
	3						12.233					
	4					1.857						
	5											
	6		8.363									
	7		11.500									
	8		10.376									
	9	5.552					2.079					
	10		50.000									
	11	10.500										
	12		9.228									
	13											
	14							240				
A.A.S.S. Special Sicilian Aqueduct Adm.		16.052	69.604	19.863		11.547	14.312	240		5.000		
	1			72.825						5.000		
	2	56.767										
	3		40.000									
		56.767	40.000	72.825								
										GRAND TOTAL		
										L.1342.892.000		

- 2 -

[illegible]

SUMMARY OF INFORMATION FURNISHED BY THE OFFICE CHIEFS OF SICILY UNDER THE MINISTRY OF PUBLIC WORKS CONCERNING ACTIVITY ALREADY DEVELOPED AND TO BE DEVELOPED AND THE CONDITIONS OF OPERATION, AS WELL AS THE PUBLIC SERVICES AND THE STATUS OF INDUSTRIES IN CONNECTION WITH BUILDING OPERATIONS.

FOR THE TASK ENTRUSTED TO ME BY THE GENERAL DIRECTOR OF THE MINISTRY LL.PP., DR. ENGINEER CAMILLO TIZZANO AND WITH THE CONSENT OF THE ACC-SUB-COMMISSION LL.PP., WHO KINDLY AUTHORIZED THE ROUND TRIP BY ALLIED AIRPLANE, THE UNDERSTANDING, FIRST ENGINEER OF THE CIVIL ENGINEER SECTION OF NAPLES WENT TO PALERMO TO PROCURE THE INFORMATION IN QUESTION AND AFTER ACCOUNTING HIS VISIT MAKES KNOWN THE FOLLOWING:

AGRIGENTO OFFICE

(Director: First Engineer of Section De Gregorio Luciano)

Public and Private Buildings

a. Up to the time of the emergency, works were carried on in the amount of L. 11.700.000, of which L. 7.300.000 have been paid and L. 4.400.000 have yet to be paid.

b. After the emergency:

All repair work to private buildings was suspended.

Clearing and demolition works in the streets of Agrigento and Licata in the amount of L. 1.400.000. Reparations to state-owned buildings in the amount of L. 120.000 and repair to civilian hospital at Licata in the amount of L. 100.000.

Underway reparations to state owned property in the amount of L. 100.000.

Projected reparations to three state-owned buildings in the amount of L. 163.200.

Projected demolition work, clearing and wall reconstruction in the amount of L. 929.500, demolition work, clearing and wall reconstruction for road support in the streets of Hibera and Nasa in the amount of L. 773.500.

In the process of being drawn up repairation works in other state-owned buildings.

Road Works

Prior to the emergency the Office was engaged in maintenance works on provincial and communal roads of military value with an average yearly expense of L. 11.000.000; maintenance of the road (Cattolica-Raffadali); and three landfills of one provincial road (Ribera-Burgio) maintained by the office, as well as work done to RR. Trestles in the amount of L. 1.200.000; and one obligatory communal road in the amount of L. 800.000. These works were not renewed after the emergency.

Underway works in the amount of L. 2.100.000.

Projected works for reparations of war damages to renew the travel on the communal road thru Marina di Siculiana in the amount of L. 1.200.000.

Bridges

AGRIGENTO OFFICE
(Director: First Engineer of Section De Gregorio Luciano)

Public and Private Buildings

a. Up to the time of the emergency, works were carried on in the amount of L. 11.700.000, of which L. 7.300.000 have been paid and L. 4.400.000 have yet to be paid.

b. After the emergency:

All repair work to private buildings was suspended.

Clearing and demolition works in the streets of Agrigento and Licata in the amount of L. 1.400.000. Reparations to state-owned buildings in the amount of L. 120.000 and repair to civilian hospital at Licata in the amount of L. 100.000.

Underway reparations to state owned property in the amount of L. 100.000.

Projected reparations to three state-owned buildings in the amount of L. 1.163.200. 929.500, demolition work, clearing and wall reconstruction for road support in the streets of Ribera and Nasa in the amount of L. 773.500.

In the process of being drawn up reparation works in other state-owned buildings.

Road Works

Prior to the emergency the Office was engaged in maintenance works on provincial and communal roads of military value with an average yearly expense of L. 11.000.000; maintenance of the road (Cattolica-Raffadali); and three landfills of one provincial road (Ribera-Burgio) maintained by the office, as well as work done to Rr. Trestles in the amount of L. 1.200.000; and one obligatory communal road in the amount of L. 800.000. These works were not renewed after the emergency.

Underway works in the amount of L. 2.100.000.

Projected works for reparations of war damages to renew the travel on the communal road thru Marina di Siculiana in the amount of L. 1.200.000.

Bridges

Prior to the emergency, repaired, upon request of the Military Authorities, two wall bridges in the amount of L. 150.000.

After the emergency, two bridges were reconstructed with an expense of L. 775.000.

Projected reconstruction works of one tile bridge and a small cement bridge in the amount of L. 1500.000.
(reinforced concrete)

Aqueducts

Before the emergency executed works in the amount of L. 30.000.000 and other emergency works on other aqueducts in the amount of L. 500.000. In addition there were assigned completion works to the internal system of Agrigento in the amount of L. 600.000. However, these remained unfinished after the emergency.

Underway are reparation works to the consortium aqueduct Alessandria-Ciacciana in the amount of L. 300.000. Several projects are ready in the amount of L. 20.000.000 for repair to war damages to the Consortium aqueduct of the three Sorgenti.

5858

-2-

Public Services

Communications are very difficult between the various centers of habitation due to lack of means of transportation and the terrible conditions of the roads.

Only daily bus services have been renewed between Agrigento and several centers of the province, which, however, function with no regularity.

Postal services have been renewed which also, however, function without regularity. No telegraph services.

Damaged electric plants are repaired, by which the supply for private lighting has been renewed and which functions regularly.

Gas service in Agrigento does not function, because no reparations to the gas plants have been effected; nor to the gas lines and damaged buildings.

Hydraulic service has never been completely interrupted and functions regularly in all the communes.

Hygiene

No serious damage was done to the sewer system and they have all been repaired. The damages inflicted upon the hospitals at Agrigento, Licata, Canicattì and Sciacca have been repaired. The transfer of the hospital at Naso which was damaged has been ordered.

The anti-malaria campaign was never neglected and it was even intensified by order of the Allied Command after the occupation; for the summer campaign the amount of L.2.000.000 was needed; for the winter campaign up to March 31, 1944 an expense of L.365.000 is anticipated.

Status of the Industries engaged in Building

Cement plants do not exist in the province, this material having disappeared from the market.

Some small brick furnaces in nearly all the communes are working using wood and straw with a total production (seasonal) of approximately 2.000.000 bricks, 600.000 tiles and 600.000 small and large flat tiles.

A brick factory in Sciacca, with an Offmann furnace and machine operated, with a capacity for an annual production of 4.000.000 bricks, 1.200.000 tiles and 1.200.000 large and small flat tiles has been inactive for some time due to lack of fuel.

The same situation exists for other brick factories located in Licata which could produce annually approximately 1.000.000 m² tiles and bricks.

There are lime furnaces, especially hydraulic type, in many communes with a production which is now limited due to lack of fuel, but which could be sufficient for the need of the province if this lack would be taken care of.

The iron for reinforced cement is lacking from the market.

Wood is becoming scarce with the resulting increase of prices.

Office Personnel

See enclosed list of names and numerical summary in the report of the Director, who makes known that at least another summary is needed for one of the provinces.

Hydraulic service has never been completely interrupted and functions regularly in all the communes.

Hygiene

No serious damage was done to the sewer system and they have all been repaired. The damages inflicted upon the hospitals at Agrigento, Licata, Canicattì and Sciacca have been repaired. The transfer of the hospital at Naso which was damaged has been ordered.

The anti-malaria campaign was never neglected and it was even intensified by order of the Allied Command after the occupation: for the summer campaign the amount of L.2.000.000 was needed; for the winter campaign up to March 31, 1944 an expense of L.365.000 is anticipated.

Status of the Industries engaged in Building

Cement plants do not exist in the province, this material having disappeared from the market.

Some small brick furnaces in nearly all the communes are working using wood and straw with a total production (seasonal) of approximately 2.000.000 bricks, 600.000 tiles and 600.000 small and large flat tiles.

A brick factory in Sciacca, with an Offmann furnace and machine operated, with a capacity for an annual production of 4.000.000 bricks, 1.200.000 tiles and 1.200.000 large and small flat tiles has been inactive for some time due to lack of fuel.

The same situation exists for other brick factories located in Licata which could produce annually approximately 1.000.000 of tiles and bricks.

There are lime furnaces, especially hydraulic type, in many communes with a production which is now limited due to lack of fuel, but which could be sufficient for the need of the province if this lack would be taken care of.

The iron for reinforced cement is lacking from the market.

Wood is becoming scarce with the resulting increase of prices.

Office Personnel

See enclosed list of names and numerical summary in the report of the Director, who makes known that at least another engineer is needed for one of the four sections of the Office and where work is to be developed; especially for war inflicted damages 2 engineers and at least 2 geometers (surveyors)

CALTANISSETTA OFFICE

(Director: Chief Engineer of Section Guerrini Emanuele)

Public and Private Buildings

After the Allied occupation, there were effected demolition and clearing works in Caltanissetta in the amount of L.5.304.000, of which L.4.111.000 was done at a saving (workers and cars furnished by enterprises and trucks by military authorities) and L.1.253.000 by contract and in the ~~xxxxxx~~ towns of Gela, Mazzarino and Serradifalco work in the amount of L.158,700 of which L.104.000 was done by saving economy and L.54.000 by contract.

5857

-3-

Inspections have been conducted of the destroyed or damaged buildings, as follows: In Caltanissetta destroyed No. 306 buildings, of which one was a public building; 1090 damaged buildings including 37 public buildings; In Gela there were 12 destroyed buildings and 155 damaged buildings; In Mazzarino 6 destroyed and 15 damaged; In Serradifalco 15 destroyed and 32 damaged.

Reparation and reconstruction work to 20 public and private buildings were under the charge of this Office at an estimated total cost of L.3.641.000, of which L.2.981.200 is already spent, there being now only 5 buildings under repair or construction at an estimated amount of L.712.500.

Road Works

Maintenance work done on 4 roads in the amount of L.835.000.
Foundation work done to 4 trestles in the amount of L.1.921.000.

Bridges

Reconstruction and reparations to 19 bridges destroyed and damaged under the direct charge of this office for a total amount of L.4.514.500 of which there is already spent L.900.500; 4 bridges actually being finished at an estimated amount of L.516.500; actually spent L.510.500.

Aqueducts

Closely guarded works in the temporary restoration of the aqueduct Geraci to Geracello (at the service of the city of Caltanissetta) interrupted by the fall of bridges, done by the communes upon order of the Allies--by the overflowing of December 5th the aqueduct has again been interrupted at the crossing of the river Salso.

Closely guarded special maintenance and functioning of the aqueduct Madonie.

Public ~~Warr~~ Services

In discreet conditions; Communications between the provincial capital and some communes have been reestablished, while communications with five communes still interrupted with railroad and public automobile services not functioning.

Postal services have been restored, but not telegraphic services; telephone service is limited to the urban network.

The supply of electrical energy has been effected for private and industrial lighting, energy which in 9 communes is produced by local central termini.

Hygiene

In good condition generally.

Status of industries engaged in building.

In the province there exist only lime factories (hydraulic) and brick factories which have renewed their activity but produce much less than the normal

Bridges

Reconstruction and reparations to 19 bridges destroyed and damaged under the direct charge of this office for a total amount of L.4.514.500 of which there is already spent L.900.500; 4 bridges actually being finished at an estimated amount of L.516.500; actually spent L.510.500.

Aqueducts

Closely guarded works in the temporary restoration of the aqueduct Geraci to Geracello (at the service of the city of Caltanissetta) interrupted by the fall of bridges, done by the communes upon order of the Allies--by the overflowing of December 5th the aqueduct has again been interrupted at the crossing of the river Salso.

Closely guarded special maintenance and functioning of the aqueduct Madonie.

Public ~~xxx~~ Services

In discreet conditions; Communications between the provincial capital and some communes ~~has~~ been reestablished, while communications with five communes still interrupted with railroad and public automobile services not functioning.

Postal services have been restored, but not telegraphic services; telephone service is limited to the urban network.

The supply of electrical energy has been effected for private and industrial lighting, energy which in 9 communes is produced by local central termini.

Hygiene

In good condition generally.

Status of industries engaged in building.

In the province there exist only lime factories (hydraulic) and brick factories which have renewed their activity, but produce much less than the normal period because of the difficulty of the fuel supply.

Office Personnel

See the list at the bottom of the Director's report which explains the necessity of adding 3 engineers, 4 surveyors, 4 assistants and a driver for the office which is composed of 4 sections.

5856

-4-

OFFICE OF CATANIA
(Chief Engineer: Ballantini Umberto)

Public and Private Buildings

Demolition of dangerous walls and the clearing of the debris in the city of Catania are nearly completed and the clearing of the inside of buildings in the same city have been started in which the presence of bodies has been reported. The clearing of debris has also been started in the towns of ADRANO, BRONTE and RANDAZZO which were seriously damaged by war activities. The expense for the above works is more than L.4.000.000 and it is estimated that as much remains to be spent, without considering similar works effected by local Enti with Allied Command funds.

The inspection of damages suffered by State buildings has been accomplished and the necessary protection work has been done.

A general census is underway, by interested Enti, of the other destroyed or damaged public buildings.

Among the state-owned buildings repaired are those of the Court of Assise and the Judicial Prison of Catania; undergoing repairs are the buildings in the vicinity of the port of Catania, former convents now the seats of schools in Acireale and other buildings.

Already carried on or about to be started are small reparation works in the private buildings used for the financial offices of Acireale and ADRANO and reparations works to buildings Public Enti.

After the occupation, there was no intervention on the part of this office with regard to the damaged or destroyed churches and private buildings, work to the latter having been suspended (work underway) without any possibility to provide their liquidations because of the block of the crediting orders issued in former times.

The building activities of the Public Enti are of minor importance.

Private reparation work is underway for many damaged buildings.

Repair to the Bellini Theater and the Municipal Seat have been completed in the Comune of Catania with funds of the Allied Command.

The Province has begun repair and adjustment work at the Provincial seat and at the Prefettura and at the Building of ex-federation of Rasdi in the amount of L.1.200.000 granted by the Allied Command.

Road Work and Bridges

Within the period from August 8 and November 22, 1943, there were effected under the Allied Command, restoration work to interrupted roads and pavement work along three trunks of State roads and other provincial roads in the amount of L. 1.978.600.

Along the roads under this offices' control in the province, drainage and to be classified, up to now there have been ascertained 87 working operations to damaged and destroyed units, among which are 68 bridges of varied importance for which the reconstruction only (excluding the road covering) there has been estimated an expense of L.60.000.000.

In the meantime, where possible, there has been started the construction of temporary passages, many of which

The inspection of damages suffered by local Enti with Allied Command funds, and the necessary protection work has been done.

A general census is underway, by interested Enti, of the other destroyed or damaged public buildings.

Among the state-owned buildings repaired are those of the Court of Assise and the Judicial Prison of Catania; undergoing repairs are the buildings in the vicinity of the port of Catania, former convents now the seats of schools in Acireale and other buildings.

Already carried on or about to be started are small repair works in the private buildings used for the financial offices of Acireale and Adrano and repair works to buildings Public Enti.

After the occupation, there was no intervention on the part of this office with regard to the damaged or destroyed churches and private buildings, work to the latter having been suspended (work underway) without any possibility to provide their liquidations because of the block of the crediting orders issued in former times.

The building activities of the Public Enti are of minor importance.

Private repair work is underway for many damaged buildings.

Repair to the Bellini Theater and the Municipal Seat have been completed in the Comune of Catania with funds of the Allied Command.

The Province has begun repair and adjustment work at the Provincial seat and at the Prefettura and at the Building of Ex-Federation of Fasci in the amount of L.1.200.000 granted by the Allied Command.

Road Work and Bridges

Within the period from August 8 and November 22, 1943, there were effected under the Allied Command, restoration work to interrupted roads and pavement work along three trunks of State roads and other provincial roads in the amount of L. 1.978.600.

Along the roads under this offices' control in the province, drainage and to be classified, up to now there have been ascertained 87 working operations to damaged and destroyed units, among which are 68 bridges of varied importance for which the reconstruction only (excluding the road covering) there has been estimated an expense of L.60.000.000.

In the meantime, where possible, there has been started the construction of temporary passes, many of which are already finished and there have been contracted operations along various roads having priority.

At the present time, there are underway construction work on 15 bridges on provincial roads for an estimated amount of L.620.000; and reconstruction work on wall supports and drainage along other provincial roads in the amount of L.3.680.000.

To be approved are 5 projects in the total amount of L.3.277.000 for the reconstruction of as many bridges and several walls of support along 4 provincial roads and one road to be classified, works, which however, will be started soon.

Well underway, still under the charge of this office, are works for the settlement and maintenance of the roads to be classified in the amount of L.5.405.000; in order to support the wear caused by the exceptional and intense heavy traffic.

Underway for contract, under the charge of this office, are works for the settling of various provincial trunks, to be met with a fund of L.30.000.000, ~~for the~~ ~~to be~~ ~~conceded~~ ~~directly~~ ~~by~~ ~~the~~ ~~Allied~~ ~~Command~~.

Upon request of the Surveyor's of the OO.PP., more than L.352.000.000 were collected by the indicating office of the interested Enti for works of ordinary and special maintenance to provincial, municipal and drainage roads.

5855

-5-

Aqueducts

Accomplished by the office, with advanced funds and several materials furnished by the Allied Command, reactivation work to the Consortium aqueduct of 16 communes of Bosco Etneo, restored since October, 1943, certain work still remaining to be done for which there is underway an estimate.

Several other communal and private aqueducts were reactivated by the interested parties with means furnished directly by the Allied Command.

Ports

Up to now, the office has not been able repair the damage done to the port of Catania nor the damages to the port of Riposto which were considerably less.

Public Services

Public transportation services have been reactivated in general, excluding the railroads which are still interrupted on different lines.

The tramway service of Catania and suburbs ~~xx~~ has been restored to normal; the greater part of the automobile services between Catania and the centers of the province has been reactivated with a number of inadequate vehicles, however, enough for the need.

Postal services for ordinary correspondence have been renewed, not the telegraph or telephone services with the exception of the urban network of Catania.

Services for the supply of electricity and water have returned to normal.

The supply of gas has not yet been reactivated.

Hygiene

Conditions normal.

Status of Industries engaged in building.

Hydraulic lime factories at Caltagirone are operating as well as various white lime factories in Catania, Acireale and Giardini di Taormina.

There are no cement factories in operation in the province, but plans are underway for the renewal of operation Etna cement factory of Catania.

At present the cement, as much as is allowed by the limited availability, comes from the cement factory of Villafranca (Messina) by means of trucks.

The production of bricks has regained its normal rate, but it is insufficient for the present need.

No supply of iron for reinforced cement except that which is obtained from demolitions.

Limited local supply of chestnut wood.

Office Personnel

Public Services

Public transportation services have been reactivated in general, excluding the railroads which are still interrupted on different lines.

The tramway service of Catania and suburbs ~~xx~~ has been restored to normal; the greater part of the automobile services between Catania and the centers of the province has been reactivated with a number of inadequate vehicles, however, enough for the need.

Postal services for ordinary correspondence have been renewed, not the telegraph or telephone services with the exception of the urban network of Catania.

Services for the supply of electricity and water have returned to normal.

The supply of gas has not yet been reactivated.

Hygiene

Conditions normal.

Status of Industries engaged in building.

Hydraulic lime factories at Caltagirone are operating as well as various white lime factories in Catania, Acireale and Giardini di Taormina.

There are no cement factories in operation in the province, but plans are underway for the renewal of operation Etna cement factory of Catania.

At present the cement, as much as is allowed by the limited availability, comes from the cement factory of Villafranca (Messina) by means of trucks.

The production of bricks has regained its normal rate, but it is insufficient for the present need.

No supply of iron for reinforced cement except that which is obtained from demolitions.

Limited local supply of chestnut wood.

Office Personnel

See the attached list of names and numerical list at the foot of the Chief Engineer's report, who makes known that three of the six sections in which the office is divided lack a chief engineer of section, that the available personnel is absolutely inadequate to the present activity of the office and that ~~xxx~~ to assure the necessary need, in the meantime, 3 engineers, 5 surveyors, 6 assistants, 1 file clerk and one stenographer are needed.

OFFICE OF ENNA

(Director: Chief Engineer of Section, Piergianni Giacomo)

All the activities executed by the office, underway before the emergency, were stopped and never renewed by the explicit orders of the Allied Command.

After the occupation, AMG attached to the Engineering Office of Enna the Prov. Technical and Compartmental office of the A.S.S., limiting to the territory of the province and of the communes of Cesaro' and Capizzi of the province of Messina; this amalgamation ceased by order of AMG at the end of November, 1943, when the said office consigned to the Provincial Administration and to the A.A.S.S. the plans belonging to it (estimates, contracts and accounts).

According to the plan of public works drawn up by AMG and the orders received from time to time, the office showed the following activities.

5854

-6-

Public and Private Buildings

Ascertained damages in the amount of approximately L.50.000.000, on 2.000 struck houses.

A program was executed in the amount of L.900.000 for the complete removal of debris from the streets of the provincial capital, removal being done with the amount of L.355.000 and then completed by the communes with unemployed personnel.

Estimates drawn up and repair and protective works done to 16 churches of Enna and several communes in the Province in the amount of approximately L.513.700; and state owned buildings of the judicial jail of Enna in the amount of L.291.200.

Estimate of L.900.000 for works and adjustments to the provincial hospital of the ex-government building, works which are still underway under the charge of this same office.

Drainage tract on one of the roads of traffic of Enna has been completed in the amount of L.102.000.

Road Works

Estimates have been drawn up and maintenance work has been effected to June 30, 1944 to ten groups of state roads for a total distance of approximately 265 Km. which were rendered impracticable by the progress of the battle for an amount of L.6.219.400; 13 groups of provincial roads for a distance of approximately 436 Km. for a total amount of L.7.129.111; and of 3 groups of roads to be classified for a total distance of approximately 76 Km. with a total amount of L.1.877.662.50.

For these 3 groups of roads the works are underway under the charge of this office, which provided for the consignment and beginning of the works for the other groups (now underway by the appropriate agencies), with the exception of four of the 10 groups of state roads.

Bridges

Estimated in the amount of L.26.624.500, effected in the amount of L.36.326.283 reconstruction work was done to 59 destroyed bridges.

Up to now, 24 of the said bridges have been reopened to traffic and many others will be reopened by next May--only six or seven among those of major importance will be reopened by August, it is presumed.

In his report, The Director gives certain information on the methods followed in establishing the contracts and accomplishing the work. In this regard, it is considered necessary to make known that in order to avoid financial embarrassment to the firms, the payment of the guarantee was not prescribed in the contracts, without, however, establishing as a compensation the prescribed deductions and thus the contracts were liquidated on the basis of simple certificates issued regularly by the office and apparently without any limitation of cost; the solution of eventual controversies was referred to an appropriate arbitrator to be nominated by the A.M.G.

The Superintendent of the OO.PP. has reassumed his functions, the works are proceeding under the direct charge of said institute.

Aqueducts

same office.

Drainage tract on one of the roads of traffic of Enna has been completed in the amount of L.102.000.

Road Works

Estimates have been drawn up and maintenance work has been effected to June 30, 1944 to ten groups of state roads for a total distance of approximately 265 Km. which were rendered impracticable by the progress of the battle for an amount of L.6.219.400; 13 groups of provincial roads for a distance of approximately 436 Km. for a total amount of L.7.129.111; and of 3 groups of roads to be classified for a total distance of approximately 76 Km. with a total amount of L.1.877.662.50.

For these 3 groups of roads the works are underway under the charge of this office, which provided for the consignment and beginning of the works for the other groups (now underway by the appropriate agencies), with the exception of four of the 10 groups of state roads.

Bridges

Estimated in the amount of L.26.624.500, effected in the amount of L.36.326.283 reconstruction work was done to 59 destroyed bridges.

Up to now, 24 of the said bridges have been reopened to traffic and many others will be reopened by next May--only six or seven among those of major importance will be reopened by August, it is presumed.

In his report, The Director gives certain information on the methods followed in establishing the contracts and accomplishing the work. In this regard, it is considered necessary to make known that in order to avoid financial embarrassment to the firms, the payment of the guarantee was not prescribed in the contracts, without, however, establishing as a compensation the prescribed deductions and thus the contracts were liquidated on the basis of simple certificates issued regularly by the office and apparently without any limitation of cost; the solution of eventual controversies was referred to an appropriate arbitrator to be nominated by the A.K.G.

The Superintendent of the OO.PP. has reassumed his functions, the works are proceeding under the direct charge of said institute.

Aqueducts

There was collaboration of the office with the AMG in the operations for the restoration, at first temporary then permanent, of the aqueducts of Enna and Leonforte.

Public Services

For some time, the postal services for ordinary correspondence have been renewed. Telegraph services have not yet been restored.

The telephone service in Enna has been limitedly reestablished.

Some public auto-services have been restored, no daily schedule, between Piazza Armerina, Enna and Caltanissetta and between Troina, Nicosia and Enna.

Transportation services and distribution services of electrical energy are operating gradually, but slowly they are improving; the office collaborated in the reestablishment of electric services of the provincial capital where, temporarily there was repaired, in the best way possible, by the Societa' Generale Elettrici of Sicily, an old electric plant.

Some aqueducts subordinated to electric plants for the drawing of water are functioning in a limited manner.

Gas plants do not exist in the province.

Status of Industries Underway in Building

5853

-7- 572

Status of Industries Engaged in Building

There are found in the province several factories (hydraulic and open air) --primitive in nature--and brick factories (brick and tile), of which the most important there are 17 lime and 18 for brick.

All operate with local fuel, except a few, such as the one at Crottacalda, which is nearly inactive because of the lack of mineral fuel.

At Piazza Armerina there is in operation ~~an~~ a wood industry (mainly poplar, pine and chestnut wood.)

Office Personnel

The office is practically based upon one section in spite of the fact that in name three sections are called for.

See the numerical list of personnel in the Director's report, which confirms a proposal made in 1942 for a suitable division of the office in sectional units according to which the organization should have 29 instead of 22 officers.

The Director also makes known that the office has at present only one vehicle at its disposal (A Fiat 1100) completely inefficient, while for its needs it should have at least 2 vehicles in good operating condition, considering that the province is lacking in railroads and public auto-service is scarce.

OFFICE OF MESSINA
(Director: First Engineer of Section Gherzi Aurelio)

From the Director's brief report accompanied by a significant plan of the city of Messina, it is clearly deduced that there is clearly deduced the extent of the damages inflicted upon the city, seriously damaged everywhere by aerial bombardments.

For the return to normalcy, it is necessary to complete as soon as possible the most urgent works in the reparation of hospitals, state buildings, schools, buildings of public interest as well as roads, aqueducts, etc.

In addition serious damages have been inflicted to the many communes of the province and to the provincial roads with their bridges for the most part mined and blown up.

The activity completed and underway under the charge of this office is seen the two plans attached to the said report, according to which 7 working operations have been finished under this office (clearing away of debris and reparations) in the total amount of L.7.714.000, of which L.3.983.366 have already been liquidated; and under the charge of Enti with careful surveillance an operation in the amount of L.80.000 of which L.39.000 have been liquidated, while there are underway under this office 26 working operations of various nature (depending upon the war damages)

in name three sections are called for.

See the numerical list of personnel in the Director's report, which confirms a proposal made in 1942 for a suitable division of the office in sectional units according to which the organization should have 29 instead of 22 officers.

The Director also makes known that the office has at present only one vehicle at its disposal (A Fiat 1100) completely inefficient, while for its needs it should have at least 2 vehicles in good operating condition, considering that the province is lacking in railroads and public auto-service is scarce.

OFFICE OF MESSINA

(Director: First Engineer of Section Gherzi Aurelio)

From the Director's brief report accompanied by a significant plan of the city of Messina, it is clearly deduced that there is clearly deduced the extent of the damages inflicted upon the city, seriously damaged everywhere by aerial bombardments.

For the return to normalcy, it is necessary to complete as soon as possible the most urgent works in the reparation of hospitals, state buildings, schools, buildings of public interest as well as roads, aqueducts, etc.

In addition serious damages have been inflicted to the many communes of the province and to the provincial roads with their bridges for the most part mined and blown up.

The activity completed and underway under the charge of this office is seen the two plans attached to the said report, according to which 7 working operations have been finished under this office (clearing away of debris and reparations) in the total amount of L.7.714.000, of which L.3.983.366 have already been liquidated; and under the charge of Enti with careful surveillance an operation in the amount of L.80.000 of which L.39.000 have been liquidated, while there are underway under this office 26 working operation of various nature (depending upon the war damages) in the amount of approximately L.55.000.000, of which L.13.121.000 have been liquidated; and under the charge of Enti other 15 working operations in the amount of L.29.707.500 of which L.7.976.158 have been liquidated.

As for the work which is to be done, a general estimate is attached to the report for the total amount to be financed for the period April 1 to June 30, 1944, drawn up according to the circular of February 21 of the current year No. 1238, Pres. of Cons. of the Chief of the Government.

Part 1 Includes 50 working operations of various nature for reparations for war damages, approved by AMG and well underway are estimates for as many operations for the total amount of L.245.742.000 and financed for L.45.146.675 up to March of the current year by AMG upon approved request of the Supt. of the OO.PP. of Palermo. For the prosecution of such work in the quarterly period April-June, 1944 is necessary further financing of L.91.675.325.

5852

-8-

Part 2 Includes 197 various works for reparations to war damages to be started in the period April-June, 1944, carrying as many estimates for the total amount of L. 279.525.750. For the said period the financing in the amount of L.196.964.500 is requested.

Part 3. Includes various working operations for the total amount of L.17.950.000, of which L.12.500.000 pertain to work for war damages, authorized by Ministerial Decrees completed and underway at the time of the emergency, but remaining to be paid, for which is required the financing for the tri-mestre period April-June, '44.

Part 4. Includes the estimated expense of L.1.666.100 for the operation of the office for the tri-mestre period April-June, 1944.

Public Services

There have been restored to a reduced measure the auto-service ~~lines~~ on the line Messina-Sparta and ~~xxxxx~~ one line in the provincial capital.

The postal service, supply of water and electrical energy have been restored.

The sewage systems of the city are in the process of being restored and adjusted.

The gas lines are being restored.

Telegraph service is interrupted; telephone service is limited only to the urban network.

Status of the Industries engaged in Building

In the vicinity of Messina and in the Province there exist furnaces for the manufacture of lime, plaster and bricks which is used by the needs.

As for cement there is in operation only one factory of Villafranc Tirrene with sufficient production for the present needs for authorized State works.

There is a scarce supply of iron for reinforced cement.

Office Personnel

See the list of names attached to the Director's report, which explains that for the operation of the Office, sub-divided into 8 sections, besides the separate unit of Milazzo and used for bookkeeping services, there are needed in addition 4 engineers of Sections, 10 surveyors and 30 assistants.

0
—
0

OFFICE OF PALERMO
(Chief Engineer: Vecchio Verderame Matteo)

Public and Private Buildings

4. There has been effected the clearing of all the streets and squares of the city of Palermo and the demolitions of buildings or parts of dangerous buildings in the amount of L.26.377.913.

The demolition works of buildings and related clearing continue because of the fact that the stability conditions of a large number of buildings become worse day

Messina - The postal service, supply of water and electrical energy have been restored. The sewage systems of the city are in the process of being restored and adjusted. The gas lines are being restored. Telegraph service is interrupted; telephone service is limited only to the urban network.

Status of the Industries engaged in Building

In the vicinity of Messina and in the Province there exist furnaces for the manufacture of lime, plaster and bricks which is used by the needs.

As for cement there is in operation only one factory of Villafranca Tirreno with sufficient production for the present needs for authorized State works. There is a scarce supply of iron for reinforced cement.

Office Personnel

See the list of names attached to the Director's report, which explains that for the operation of the Office, sub-divided into 8 sections, besides the separate unit of Milazzo and used for bookkeeping services, there are needed in addition 4 engineers of Sections, 10 surveyors and 30 assistants.

0
—
0

OFFICE OF PALERMO
(Chief Engineer: Vecchio Verderame Matteo)

Public and Private Buildings

A. There has been effected the clearing of all the streets and squares of the city of Palermo and the demolitions of buildings or parts of dangerous buildings in the amount of L.26.377.913.

The demolition works of buildings and related clearing continue because of the fact that the stability conditions of a large number of buildings become worse day by day as the result of the bad winter weather and the thefts of robbers.

B. There have been accomplished and underway in the city of Palermo reparation work to several state-owned buildings to safeguard the parts not destroyed and to render possible their eventual use, school buildings to put them into condition for operation, several buildings for religious services and monuments, and finally several public not state-owned buildings.

The liquidated amount for the works up to now of Sub-section B is in the amount of L.13.525.526.

Road Works

There are underway reparation work to roads and drainage systems of the city of Palermo and suburbs, which up to today have reached the amount of L.18.996.673.

5851

-9*

Bridges

A small bridge on the road Valledolmo-Stazione Cammarata has been reconstructed under the charge of this office.

Nineteen bridges along the provincial roads are under construction--total or partial--through the Technical Provincial Office.

Aqueducts

Reparation work of the aqueduct of Palermo is underway for which up to now there has been spent approximately one million lire and there is anticipated a further expense of L.800,000.

Public Services

All the railroad services, trolley-bus and autobus services in the provincial capital and auto-courier for the different communes are functioning under a reduced capacity.

The production and distribution of gas is still inactive due to lack of coal, although the plants and lines have been repaired. This service has never functioned from the period preceding the Allied occupation.

The service of distribution of electrical energy is functioning at reduced capacity.

Status of Industries engaged in Building

Small local industries for the production of lime are functioning at a greatly reduced capacity for lack of fuel.

There exists in the province only one factory for hydraulic cement products with a present production much less than the actual need, being deprived of the supply of coal and electrical energy.

Brick production is much less than the need.

No iron works exist, nor any source of metal material.

The place is completely devoid of wood, except some very limited supply of chest-

nut wood in the internal part of the island.

Office Personnel

See the list of names attached to the report of the Office Chief (the office is divided into 8 sections) who indicates that the personnel is numerically insufficient inasmuch as, following the authorization of Superior command, there were employed only on a temporary basis other technical personnel (engineers, surveyors and assistants) and that that the future requirements of personnel depend upon the development which can be given to the working operations.

Other Information

By decree No. 45 of December 5, 1943 issued by the Chief Civil Affairs Officer of Sicily of the Allied Military Government, the Principal engineer, Vecchio Verderame Matteo of the Civil Engineer Office of Palermo was promoted to First Engineer of Section (grade 7) beginning July 23, 1943 and Chief Engineer (grade 6) beginning October 1, 1943.

All the railroad services, trolley-bus and autobus services in the provincial capital and auto-courier for the different communes are functioning under a reduced capacity.

The production and distribution of gas is still inactive due to lack of coal, although the plants and lines have been repaired. This service has never functioned from the period preceding the Allied occupation.

The service of distribution of electrical energy is functioning at reduced capacity.

Status of Industries engaged in Building

Small local industries for the production of lime are functioning at a greatly reduced capacity for lack of fuel.

There exists in the province only one factory for hydraulic cement products with a present production much less than the actual need, being deprived of the supply of coal and electrical energy.

Brick production is much less than the need.

No iron works exist, nor any source of metal material.

The place is completely devoid of wood, except some very limited supply of chestnut wood in the internal part of the island.

Office Personnel

See the list of names attached to the report of the Office Chief (the office is divided into 3 sections) who indicates that the personnel is numerically insufficient inasmuch as, following the authorization of Superior command, there were employed only on a temporary basis other technical personnel (engineers, surveyors and assistants) and that that the future requirements of personnel depend upon the development which can be given to the working operations.

Other Information

By decree No. 45 of December 5, 1943 issued by the Chief Civil Affairs Officer of Sicily of the Allied Military Government, the Principal Engineer, Vecchio Verderame Matteo of the Civil Engineer Office of Palermo was promoted to First Engineer of Section (grade 7) beginning July 23, 1943 and Chief Engineer (grade 6) beginning October 1, 1943.

By a similar Decree No. 46 on same date the Principal Engineers Vitale Giuseppe, Maida Salvatore, Caruso Francesco, and Sortino Filippo were promoted to Principal Engineers of Section, (Grade 8) beginning July 23, 1943 and First Engineers of Section (grade 7) beginning October 1, 1943.

By Decree of January 1, 1944 issued by the Superior Officer of the Civil Affairs Office of the Province of Palermo, the Engineer Caruso Francesco was ordered to lend his services with the Provincial Office of Public Health as Chief of the Division "Health Engineering".

The Provincial Office of Public Health was established beginning January 1, 1944 with Decree No. 9 under date of October 23-December 9, 1943 by the Chief of Civil Affairs of Sicily.

Copies of the 4 brief decrees are attached.

0

5850

-10-

OFFICE OF RAGUSA
(Director; First Engineer of Sec. Ferni, Emilio)

At the beginning of July, 1943 there were underway repair work to public and private buildings damaged by war engagements and clearing away of debris in several communes of the province, as well as ordinary maintenance work to state-owned buildings, drainage systems, etc.

With the occupation these operations were suspended.

By order of AMG in August, 1943 there were presented the estimates, in the total amount of L.3.104.000, for the maintenance of 4 provincial roads for a total distance of 107 Km., from September 1943 to June 30, 1944, as well as two estimates with a total amount of L.2.730.000 for the maintenance for the same period of two stretches of state roads of a distance of 115 Km.

The relative works were contracted and in September, 1943 were begun with the exception of those said state roads which, by order of the Supt. of the OO.PP. of Palermo, were consigned to the AA.SS.

In addition, there were projected and accomplished 7 various working operations of clearing, demolition and repair of buildings in the total amount of L.330.500. A group of estimates was drawn up and presented in the total amount of L.4.362.500 for reparations to buildings of minor damage in several communes; the relative works were not undertaken following the superior decision of not proceeding with the repair of damaged private buildings.

Two estimates were recently presented to the Supt. of the OO.PP. for the clearing of debris in the town of S. Croce Camerina and for repair to the Divisional Barracks of the Carabinieri of Ragusa.

In the entire province only two bridges were destroyed. For one of these the estimate of L.550.000 for its reconstruction was drawn up and approved by the Supt. of the OO.PP.; and the bidding for the contract of the work was to have taken place on the ninth of the current month at the office of Civil Engineering.

For the other bridge, the estimate of the total anticipated amount of L.60.000 is underway.

Nevertheless, thoroughfare in the province is fully assured, with the most urgent reparations having been completed and regular maintenance underway.

As for the Aqueducts the little damage following the bombardments before the occupation, were immediately repaired by the interested communes.

Public Services

Passenger service on the railroads has been suspended.

Railroad secondary service has been restored from Ragusa to Siracusa with the detour by Vizzini, but with a reduced schedule and operating only on alternating days. The few autoservices of the province have been suspended.

Rates are difficult and costly.

Postal services have been restored; telephone services have not been.

The distribution of electrical energy is limited during the night and regular on alternating days.

No gas plants exist.

Existing aqueducts and drainage systems are functioning regularly.

Palermo, were consigned to the AA.SS.

In addition, there were projected and accomplished 7 various working operations of clearing, demolition and reparation of buildings in the total amount of L.330.500. A group of estimates was drawn up and presented in the total amount of L. 4.362.500 for reparations to buildings of minor damage in several communes; the relative works were not undertaken following the superior decision of not proceeding with the reparation of damaged private buildings.

Two estimates were recently presented to the Supt. of the OO.PP. for the clearing of debris in the town of S.Croce Camerina and for reparation to the Divisional Barracks of the Carabinieri of Ragusa.

In the entire province only two bridges were destroyed. For one of these the estimate of L.550.000 for its reconstruction was drawn up and approved by the Supt. of the OO.PP.; and the bidding for the contract of the work was to have taken place on the ninth of the current month at the office of Civil Engineering.

For the other bridge, the estimate of the total anticipated amount of L.60.000 is underway.

Nevertheless, thoroughfare in the province is fully assured, with the most urgent reparations having been completed and regular maintenance underway.

As for the Aqueducts the little damage following the bombardments before the occupation, were immediately repaired by the interested communes.

Public Services

Passenger service on the railroads has been suspended.

Railroad secondary service has been restored from Ragusa to Siracusa with the detour by Vizzini, but with a reduced schedule and operating only on alternating days. The few autoservices of the province have been suspended.

Rates are difficult and costly.

Postal services have been restored; telephone services have not been.

The distribution of electrical energy is limited during the night and regular on alternating days.

No gas plants exist.

Existing aqueducts and drainage systems are functioning regularly.

Status of the Industries engaged in Building.

No iron works exist, nor factories of cement or wood deposits. Several modest furnaces of regular lime and tile which are found in the communes of Vittoria and Sciolli are operating with a limited activity.

Office Personnel

See the personnel arrangement and the service distribution of the office attached to the report of the Director, which shows the necessity to have one engineer for the directions of Section 2 and 4, one surveyor, one messenger and the use of another stenographer.

0
—
0

5849

-11-

OFFICE OF SYRACUSE
(DIRECTOR: FIRST ENGINEER OF SECTION, MARZANO, TRISTACOLLE)

Public and Private Buildings

After the occupation, clearing, demolition and support operations were effected in the amount of approximately L.5.000.000; and reparations to various public or private buildings adapted for public services in the amount of approximately L. 640.000.

Reparation works on several public buildings in the amount of approximately L.750.000 are underway and on several parochial churches in the amount of app. 990.0000.

The reparation of religious buildings has been limited at present to those declared national monuments.

Reparation work to about 75 civilian homes in the amount of L.3.000.000/ has been finished under charge of this office.

As a result of verbal orders of MAG many citizens were authorized to directly repair their own homes, except reimbursement to approved and financed estimation. On Nov. 10, 1943 private financing was suspended and these are now waiting such reimbursement which, according to MAG, should be assumed by the Italian Government. In the meantime for such works, the office drew up 526 estimates in the total amount of app. L.15.800.000.

Road Works

Several urgent repair operations to 144 state roads were effected near Syracuse in the amount of L.70.300.; maintenance work for one provincial road is underway in the amount of L.100.000.

Reactivation work to 2 other provincial roads has been anticipated in the amount of L.5.148.000.

Bridges

On provincial roads certain small bridges have been reactivated. There are some destroyed bridges on the state roads but these have been substituted by the army and several others damaged, but repaired, so that transit is assured, even though the roads, including state roads, require urgent reparation.

Aqueducts

The Syracuse aqueduct was damaged several times and repaired by the commune with the help and direct supervision after the occupation, of the Allied Military Engineers.

The Augusta aqueduct, also damaged and repaired partially by the commune, is functioning partially.

Public Services.

Postal service is functioning limited to ordinary correspondence; the telegraph service is not.

reparation work to about 75 civilian homes in the amount of L.3,000,000/ has been finished under charge of this office.

As a result of verbal orders of the many citizens were authorized to directly repair their own homes, except reimbursement to approved and planned estimates. On Nov. 10, 1943 private financing was suspended and these are now making good. In the meantime which, according to the, should be assumed by the Italian Government. of app. L.15,000,000.

Road Works

Several urgent repair operations to 114 state roads were effected near Syracuse in the amount of L.70,300.; maintenance work for one provincial road is underway in the amount of L.100,000.

Restoration work to 2 other provincial roads has been anticipated in the amount of L.5,148,000.

Bridges

On provincial roads certain small bridges have been reactivated. There are some destroyed bridges on the state roads but these have been substituted by the army and several others damaged, but repaired, so that transit is assured, even though the roads, including state roads, require urgent reparation.

Aqueducts

The Syracuse aqueduct was damaged several times and repaired by the comune with the help and direct supervision after the occupation, of the Allied Military Engineers.

The Augusta aqueduct, also damaged and repaired partially by the comune, is functioning partially.

Public Services

Postal service is functioning limited to ordinary correspondence; the telegraph service is not.

Telephone service is functioning partially.

The supply of electric energy is restored.

No gas plants exist.

Hygiene

Hygiene leaves nothing to be desired.

Status of Industries engaged in Building

Only several small furnaces of lime and brick exist. There is no supply of iron, wood, etc.

Office Personnel

See the numerical list in the Director's report, who indicates that for the present, considering the attention given to reparation to war damages to private establishments, the personnel is exuberant, but will be usefully employed for numerous accounting for the work underway in July 1943 or for the company for the restoration of activity in the province, etc.

With restoration of activity in full and the consequent redistribution of the office in sectional units, as there would be necessary, however, according to the

-12-

Director, at least one engineer of section and one surveyor (on roll) and in addition there would be necessary to assign one bookkeeper as the office has none.

----- 0
0

OFFICE OF TRAPANI

(Director: First Engineer of Section ACCARDI ANTONIO)

Public and Private Buildings

A. Under charge of This Office:

Demolition work and clearing underway in the amount of L.6.000.000. of which L.5.400.000 have been spent.

Repair work to 20 state-owned buildings underway in the amount of L.3.690.000, of which L.50.000 have been spent; in addition to the provincial building used for the judicial jail at Trapani in the amount of L.350.000, of which L. 120.000 have been spent.

Estimate drawn up in the amount of L.1.600.000 for demolition and clearing in the city of Marsala.

Twelve estimates drawn up in the total amount of 10.633.000 Lire for the repair to 3 state owned buildings, one communal building, 2 private buildings adapted for public use and 6 churches.

B. Under charge of the Province.

Underway repair work to the Technical Institute and the Science Lyceum of Trapani in the amount of L.330.000, of which L.250.000 have been spent.

C. Under charge of the communes:

Underway repair work to 8 school buildings and 2 communal buildings used for offices in the total amount of L. 1.607.000, of which L.1.270.000 have been spent.

Estimates drawn up in the amount of L. 2.074.000 for other public buildings to be repaired.

Road Works--Bridges

A. Under charge of the Office:

Reconstruction work to 10 bridges has been finished along the state roads, communes and drainage systems with an expense of L.8.363.000. Reconstruction is underway for another 3 bridges in the contracted amount of L.9.258.124; and the clearing away of the debris from the contracted amount of L.

A. Under charge of This Office:

Demolition work and clearing underway in the amount of L.6.000.000. of which L.5.400.000 have been spent.

Repair work to 20 state-owned buildings underway in the amount of L.3.690.000, of which L.50.000 have been spent; in addition to the provincial building used for the Judicial Jail at Trapani in the amount of L.350.000, of which L. 120.000 have been spent.

Estimate drawn up in the amount of L.1.600.000 for demolition and clearing in the city of Marsala.

Twelve estimates drawn up in the total amount of 10.633.000 Lire for the repair to 3 state owned buildings, one communal building, 2 private buildings adapted for public use and 6 churches.

B. Under charge of the Province.

Underway repair work to the Technical Institute and the Science Lyceum of Trapani in the amount of L.330.000, of which L.250.000 have been spent.

C. Under charge of the communes:

Underway repair work to 8 school buildings and 2 communal buildings used for offices in the total amount of L. 1.607.000, of which L.1.270.000 have been spent.

Estimates drawn up in the amount of L. 2.074.000 for other public buildings to be repaired.

Road Works--Bridges

A. Under charge of the Office:

Reconstruction work to 10 bridges has been finished along the state roads, communes and drainage systems with an expense of L.8.363.000.

Reconstruction is underway for another 3 bridges in the contracted amount of L.9.258.124; and the clearing away of the debris from the port roads of Trapani and Marsala in the amount of L.2.355.000.

Two estimates have been drawn up for the repair of a tract of road in Trapani and the clearing away of the debris from Rione S. Pietro in the amount of L.4.076.000.

Under study are projects in the amount of L.6.300.000 for the reconstruction of another bridge, for other road ~~systems~~ adjustments in Trapani and Marsala and for the clearing away of the debris in the town of Marsala.

B. Under charge of the Province.

Underway are repair works (intermittent) on provincial roads in the amount of L.5.552.000; drawing up of the estimates for the complete repair of the damages inflicted upon the same roads in the estimated amount of L.50.000.000.

C. Under charge of Communes:

Clearing away of debris in Trapani and Marsala in the amount of L.

2.760.000 has been completed.

Underway are repair works and adjustments to roads within and without the towns in the amount of L.7.957.000.

Estimates have been drawn up in the amount of L.9.228.000 for repair and adjustments of internal and external roads.

5847

Aqueducts

There is underway under charge of the Commune of Marsala work in the amount of L.240.000.

-13-

Public Services

Communications are effected with mechanical means of A.M.G., some communes and some private and not all the centers of the Province are reached.

Postal services have been restored. Telephone services have not been.

Electric lighting has been restored everywhere, but in reduced capacity.

The supply of gas and water is limited to the quarters not damaged.

Hygiene

The hygiene leaves some to be desired (several cases of typhus have been verified). In the various communes, there are anticipated adjustment works to the sewage systems in the amount of L.892.000. In Castelvetro there are anticipated repair works to the anti-venereal Dispensary in the amount of L.150.000; and the anti-scabies ambulatory, in the amount of L.100.000.

Status of the Industries Engaged in Building

All the industries are paralyzed by the lack of essential materials and means of transportation.

Office Personnel

See the list of the names in the Director's report, with the distribution of various services and in the 4 sections of the office.

In order to meet the service the Director considers it necessary to assign one engineer to the Office.

0
—
0

AUTONOMOUS SECTION OF PALERMO FOR HYDRO-GRAPHIC SERVICE
(Director: Principal Engineer of Section, ABADESSA Francesco)

Immediately after the occupation of the Island, the Section gradually renewed its activity. In October it was able to renew the ~~printing~~ printing of the hydrologic Annals which it finished in December and paid with funds placed at the disposal of same by AMOT.

As a result of war damages 71 pluviographic and pluviometric stations were destroyed, 19 hydrometric and hydrometrographic stations and 2 turbo-metric stations.

According to the Director's reference, one part of the pluviographic and pluviometric stations could be gradually restored with the supply of the material and disposition of the Section, which is not found in most of the hydrometrographic stations, the Section having little equipment in the warehouse.

As for the personnel of the Section, see the name list transmitted to the Ministry with letter of March 18, 1944 No. 40 in reply to the request of Dec. 28, 1943,

No. 720

anti-scabies ambulatory, in the amount of L.100,000.

Status of the Industries Engaged in Building

All the industries are paralyzed by the lack of essential materials and means of transportation.

Office Personnel

See the list of the names in the Director's report, with the distribution of various services and in the 4 sections of the office.

In order to meet the service the Director considers it necessary to assign one engineer to the Office.

0
—
0

AUTONOMOUS SECTION OF PALERMO FOR HYDRO-GRAPHIC SERVICE (Director: Principal Engineer of Section, ABBADESSA Francesco)

Immediately after the occupation of the Island, the Section gradually renewed its activity. In October it was able to renew the ~~printing~~ printing of the hydrologic Annuals which it finished in December and paid with funds placed at the disposal of same by AMOT.

As a result of war damages 71 pluviographic and pluviometric stations were destroyed, 19 hydrometric and hydrometrographic stations and 2 turbo-metric stations. According to the Director's reference, one part of the pluviographic and pluviometric stations could be gradually restored with the supply of the material and disposition of the Section, which is not found in most of the hydrometrographic stations, the Section having little equipment in the warehouse.

As for the personnel of the Section, see the name list transmitted to the Ministry with letter of March 18, 1944 No. 40 in reply to the request of Dec. 28, 1943, No. 730.

0
—
0

NEW RAILROAD CONSTRUCTION OFFICE OF PALERMO (Office Chief: Chief of Section, MASTROJANNI, Guglielmo)

The office referred to the Allied Military Command with report of 30 August, 1943 its activities and related activities, sent in copy to the Ministry with letter of 20 Jan. 1944, No. 234/62 and later another brief report in detail under date of 10 December, 1943 on the expropriations and upon its administration management, also this in copy to the Ministry.

With letter of 18 January, 1944, No. 178/2-26, it sent the general list of personnel in response to the Ministerial request of 28 December, 1943, No. 730 and with the letter of 30 January, 1944, No. 53 Ris. the information regarding the qualifications of the personnel for the year 1943.

The activity effected and to be effected refers work to aqueducts used for water supply for the railroads and of various communes, lines of circumvallation of Palermo and several related works to the railroad equipment of the port of Catania, as well as the expropriations of property over which the railroads and aqueducts travel, and the administration of property management (state-owned property along the railroad trunks which are rented or private) and finally the study of the railroad line Gallitello-Mercatobianco and Caltagirone Cella.

5846

Aqueducts

-14-

1. Aqueduct of Montescuro (East Branch) Supplies 8 communes and three railroad lines. It was completed in 1937 and the office then saw to its maintenance. It should be consigned to the Sicilian Ente Acquedotti, for which the office is waiting for confirmation of the dispositions under date of May 10, 1943, No. 1420 received by the Ministry LL.PP.

2. Aqueduct of Montescuro (toward the west) Used for supplying 18 communes 105 Km. of railroad.

Construction work begun in 1937 was suspended for the present contingency. Four groups of works have been contracted, the first of which is completed; the second gone for the amount of L.8.111.832 of the estimated amount of L.9.907.576, lacking only the excavation and the placing of the steel conduits, at the foot of the construction along the tract and necessitating in addition, the construction of a tunnel to prevent a landslide for which a study has been projected; the third was done in the amount of L.1.839.695 out of an estimated amount of L.4.650.000, for section contracted by one firm; the amount of L. 1.708.952 out of L.2.000.000, for the part contracted by other firms (for the 3rd lot steel tubes are lacking for the tracts under high pressure); and finally the 4th group contracted in the amount of L.3.515.713 has not been begun because of lack of supply of pipe due to the emergency.

In addition there have been contracted and completed in the amount of L.211.144 out of L.516.000 work to telephone lines and two redistribution reservoirs of 3,000 and 1,000 cubic meters capacity, while another reservoir for the city of Trapani of 3,000 cu. meters capacity is in construction for the amount of L.307.154 out of L. 580.000.

The office made known to A.M.G. the necessity of concluding a program to finish the tracts of this aqueduct where the conduits are found.

3. Aqueduct of Favara di Burgio. Supplies 11 communes and 1 railroad line. It has been consigned for the maintenance and the function of the Sicilian Ente Acquedotti.

4. Aqueduct for the Railroad Burgio-S. Carlo and the for the Commune of Burgio. Has been completed. The office tends to the maintenance of the conduit from its source at S. Carlo, which, however, should be consigned to the FF.SS.

Circumvallation of Palermo

The fundamental project in principle is divided into two groups, of which the first has been projected with a settlement and also completed in the amount of L.12.000.000 in addition to L.2.900.000 for expropriations, while for the 2nd group there was made ready and approved in due time the project in principle.

For the completion of the first group there was drawn up and approved a proposal for L.10.000.000, which however was sent back.

to prevent a landslip for which a study has been projected; the third was done in the amount of L.1.839.695 out of an estimated amount of L.4.650.000, for section contracted by one firm & the amount of L. 1.708.952 out of L.2.000.000, for the part contracted by other firms (for the 3rd lot steel tubes are lacking for the tracts under high pressure); and finally the 4th group contracted in the amount of L.3.515.713 has not been begun because of lack of supply of pipe due to the emergency.

In addition there have been contracted and completed in the amount of L.211.144 out of L.516.000 work to telephone lines and two redistribution reservoirs of 3,000 and 1,000 cubic meters capacity, while another reservoir for the city of Trapani of 3,000 cu. meters capacity is in construction for the amount of L.307.154 out of L. 580.000.

The office made known to A.M.G. the necessity of concluding a program to finish the tracts of this aqueduct where the conduits are found.

3. Aqueduct of Favara di Burgio. Supplies 11 communes and 1 railroad line. It has been assigned for the maintenance and the function of the Sicilian Ente Acquedotti.

4. Aqueduct for the Railroad Burgio-S. Carlo and the for the Comune of Burgio. Has been completed. The office tends to the maintenance of the conduit from its source at S. Carlo, which, however, should be assigned to the FF.SS.

Circumvallation of Palermo

The fundamental project in principle is divided into two groups, of which the first has been projected with a settlement and also completed in the amount of L.12.000.000 in addition to L.2.900.000 for expropriations, while for the 2nd group there was made ready and approved in due time the project in principle.

For the completion of the first group there was drawn up and approved a proposal for L.10.000.000, which however was sent back.

Equipment for the port of Catania

The operations, underway in charge of the Supt. of the OO.PP., have for the present been suspended.

New railroad lines of Normal gauge.

Two have been projected, namely, the Gallitello-Marcotobiano and the Calta-girone-Gela.

Expropriations and property administration

See the attached brief report of the office in this matter.

0
—
0

5845

-15-

COMPARTMENT OF THE AA.SS. OF PALERMO
(Chief of the compartment: Chief Engineer SPALLITTI, Mario)

Period before the Emergency

At the time of the emergency, the compartment, by order of the Intendenza was transferred one month ago to S. Caterina Villarmosa.

At first the maintenance road service proceeded with serious difficulties principally because of the lack of means of transportation and labor, complete lack of road material and asphalt powder, insufficient fuel and tires.

At the time of the emergency, the roads were reduced to the following general conditions: technical solidity was bettered following the special work ~~for~~ of military interest; pavement solidity became worse because of lack of binding materials.

In regard to the improvement of the road foundations, there remained to be done a total distance of 66 Km. of State-roads 113, 114, 115, 119, 121, and 124 and the funds were available; but no firms were disposed to assume this work at any price because of the lack of labor and trucks with tires.

For several months prior to the emergency, such difficulties began to improve with the intervention of the Direzione Strade and of the Intendenza, the last of which had started to send to Sicily from the continent conspicuous quantities of ~~mix~~ asphalt.

Period of the Occupation of Sicily

Immediately after the debarkation, road travel became dangerous and was avoided; Maintenance workers deserted the roads; the ~~efficiency~~ functionaries remained blocked where they were; the maintenance houses, becoming insecure, were abandoned and finally general looting took place of the compartmental equipment, of which there remained only 2 Fiats 1100, one of which a little later, however, was destroyed in a collision, and the second one was an old Fiat Balilla.

Transitional period after the Occupation

Not until the middle of August was there decided, on the part of the Chief of Civil Affairs of the AMI., the continuation of the compartment, which was then authorized to renew its maintenance services of the roads ~~xx~~ and to reconstruct bridges, within the limits, however, of the Province of Palermo; while at Enna upon initiatives of the appropriate Allied Governments there was ~~xx~~ constituted the "Ufficio Tecnico Provinciale Riunito (Genio Civile e Ufficio Tecnico Provinciale) for all the public works of the province; to the Genio Civile of Trapani was entrusted the reconstruction of several bridges along the state road No. 115 within the boundaries of the province; to the Genio Civile of Caltanissetta was entrusted the reconstruction of one bridge and to the Genio Civile of Ragusa the maintenance of 68 Km. of the ~~xx~~ said state road falling within the province, nothing in the other provinces and the Section detached from Catania was then used only to pay the workers of the operations done by the English Military Engineers, remaining, however, blocked within the boundaries of the Province for a long time, namely, until the end of the August, when the compartment Chief insisted that the officers in the Provinces of Messina and Syracuse could act.

On November 14, the restriction for the movement of the Officers of the Compartment-

a total distance of 66 Km. of State-roads 113, 114, 115, 119, 121, and 124 and the funds were available; but no firms were disposed to assume this work at any price because of the lack of labor and trucks with tires.

For several months prior to the emergency, such difficulties began to improve with the intervention of the Direzione Strade and of the Intendenza, the last of which had started to send to Sicily from the continent conspicuous quantities of mixasphalt.

Period of the Occupation of Sicily

Immediately after the debarkation, road travel became dangerous and was avoided; Maintenance workers deserted the roads; the maffiar functionaries remained blocked where they were; the maintenance houses, becoming insecure, were abandoned and finally general looting took place of the Compartmental equipment, of which there remained only 2 Flats 1100, one of which a little later, however, was destroyed in a collision, and the second one was a an old Fiat Balilla.

Transitional period after the Occupation

Not until the middle of August was there decided, on the part of the Chief of Civil Affairs of the AMG., the continuation of the Compartment, which was then authorized to renew its maintenance services of the roads and to reconstruct bridges, within the limits, however, of the Province of Palermo; while at Enna upon initiatives of the appropriate Allied Governments there was constituted the "Ufficio Tecnico Provinciale Riunito (Genio Civile e Ufficio Tecnico Provinciale) for all the public works of the province; to the Genio Civile of Trapani was entrusted the reconstruction of several bridges along the state road No. 115 within the boundaries of the province; to the Genio Civile of Caltanissetta was entrusted the reconstruction of one bridge and to the Genio Civile of Ragusa the maintenance of 68 Km. of the state road falling within the province, nothing in the other provinces and the Section detached from Catania was then used only to pay the workers of the operations done by the English Military Engineers, remaining, however, blocked within the boundaries of the Province for a long time, namely, until the end of the August, when the Compartment Chief insisted that the officers in the Provinces of Messina and Syracuse could act.

On November 14, the restriction for the movement of the Officers of the Compartment was lifted, which from that time they were permitted to travel throughout the entire island.

During all this period the Compartment Chief was called by AMGOT to furnish information and to assist in the bidding of contract works, to be done according to the plans and appropriate programs.

But of the large number of works placed on bid only two were granted either because of the exorbitant prices asked by the bidding firms or because soon after they were recognized as unsuitable according to the above criteria.

Beginning November 1st, the Compartment was invited to extend throughout the island its intervention for the maintenance of roads, intermittently requested repair and for the reconstruction of all the fallen bridges.

Such were the first bids made use of, but the granting of them was suspended, the Division of LL.PP. being without means of transportation and because of the difficulties in finding wood and cement, decided to dismiss the reconstruction of bridges and to limit itself, in the meantime, to assure temporary travel, in a large part already done by the Allies.

A general recognition, in the meantime effected, showed the following facts:

State Road 113 "Settecentrale Sicula" Especially between Palermo and Messina, it had been subjected to heavy traffic, but it had resisted well, except for a few stretches of the trunk between Alcamo and Trapani which were severely damaged.

State Road 114 Orientale Sicula In general, it has resisted well. A stretch of

584

-16-

20 Km. beyond Carlentini toward Syracuse is damaged. Nearly all the bridges between Messina and Catania are destroyed.

State Road No. 115: Sud-occidentale Sicula. Serious damages to the travelling surface, especially between Agrigento and Gela and beyond for some kilometres up to the river Drillo, where they become worse.

The least number of destroyed bridges occur in the stretch Agrigento-Trapani and especially ~~in~~ between Menfi and Trapani.

State Road No. 116: Randazzo Capo d'Orlando. Little damages to the travelling surface. Various wall supports and several bridges were struck, among which are

State Road No. 117: Misy Trasversale Sicula. The surface damaged and several bridges destroyed.

State Road No. 117 Bis: Trasversale Sicula. Travelling surface damaged, especially the last stretch near Gela and several bridges destroyed, as-

State Road No. 118: Corleonese Agrigentina. Serious damages to the surface, 2 bridges destroyed and many supporting walls among which one is of considerable importance.

State Road No. 119: di Gibellina. Serious enough damage to the surface between Alcamo and Gibellina, because of the terminals of military transit.

State Road No. 120: Dell'Etna e delle Madonie. Serious danger to the surface and nearly all the bridges struck especially between Nicosia and Randazzo.

State Road No. 121: Catanese. Notable damages to the pavement. few bridges struck.

State Road No. 122: Agrigentina Same as above.

State Road No. 123: Di Licata Serious damages to the foundation.

State Road No. 124: Siracusana. The foundation is damaged especially in several stretches between Grammichele and Vizzini. Little damages to bridges. An occasional fallen wall.

The above mentioned damages have become, since, worse because of the prolonged abandonment of several months and the military traffic and especially because of the removal of many materials and because of the numerous temporary approaches at troop encampments and fuel and munitions deposits.

THE TOTAL AMOUNT OF DAMAGES, indeed difficult to determine, results in an estimated amount as shown in the summary sent to Minister of the Compartment under date of Jan. 25, 1944 and herewith attached in copy.

According to this estimate in order to repair the damages there is needed L. 205.000.000, of which L. 83.800.000 is to be used for bridges, L. 68.300.000 for the road foundations; L. 31.900.000 for the pavements; L. 9.200.000 for the maintenance houses; L. 5.800.000 for various operations and L. 6.000.000 for machinery and equipment.

This figure is raised to L. 241.000.000, adding L. 24.000.000 for works contracted by the Ufficio Tecnico Riunito of Enna for bridge reconstruction: L. 8.000.000 for work contracted by the Genio Civile of Trapani; L. 1.000.000 for the work contracted by the Genio Civile of Caltanissetta and L. 3.000.000 for maintenance work to The State Genio Civile.

Then there would still be to add the expense, up to now unrecognized, of permanent reconstruction work along the State Roads No. 113 and 114, accomplished by the English Military Engineers.

the English Military Engineers.

bridges destroyed and many supporting walls along with them.

State Road No. 119: di Gibellina. Serious enough damage to the surface between Alcamo and Gibellina, because of the terminals of military transit.

State Road No. 120: Dell'Etna e delle Madonie. Serious danger to the surface and nearly all the bridges struck especially between Nicosia and Randazzo.

State Road No. 121. Catanese. Notable damages to the pavement. few bridges struck.

State Road No. 122: Agrigentina. Same as above.

State Road No. 123: Di Licata. Serious damages to the foundation.

State Road No. 124: Siracusana. The foundation is damaged especially in several stretches between Grammichele and Vizzini. Little damages to bridges. An occasional fallen wall.

The above mentioned damages have become, since, worse because of the prolonged abandonment of several months and the military traffic and especially because of the removal of many materials and because of the numerous temporary approaches at troop encampments and fuel and munitions deposits.

THE TOTAL AMOUNT OF DAMAGES, indeed difficult to determine, results in an estimated amount as shown in the summary sent to Minister of the Compartment under date of Jan. 25, 1944 and herewith attached in copy.

According to this estimate in order to repair the damages there is needed L. 205,000,000, of which L. 83,800,000 is to be used for bridges, L. 66,300,000 for the road foundations; L. 31,900,000 for the pavements; L. 9,200,000 for the maintenance houses; L. 5,800,000 for various operations and L. 6,000,000 for machinery and equipment.

This figure is raised to L. 241,000,000, adding L. 24,000,000 for works contracted by the Ufficio Tecnico Riunito of Enna for bridge reconstruction: L. 8,000,000 for work contracted by the Genio Civile of Trapani; L. 1,000,000 for the work contracted by the Genio Civile of Caltanissetta and L. 3,000,000 for maintenance work to The State road No. 115 falling within the province of Ragusa contracted by the Ufficio of the Genio Civile.

Then there would still be to add the expense, up to now unrecognized, of permanent reconstruction work along the State Roads No. 113 and 114, accomplished by the English Military Engineers.

INTENSE RENEWAL OF WORK

Towards the end of 1943, the Compartment renewed the unsuccessful bids for the contract of several road works in the province of Agrigento and during the first days of January, 1944, upon the request of the AMGOT began the activity of opening bids and effecting improvements of many road trunks and reconstruction of all the bridges along the roads recognized by military interests.

The operations thus effected up to the present time by the Compartment can be summed up in the following manner:

Reconstruction of bridges. Subdivided into 46 groups of works in the total amount of L. 72,825,000, among which 8 operations in the amount of L. 11,850,000 have been completed; 29 in the amount of L. 45,975,000 underway; 9 in the amount of L. 15,000,000 to be contracted.

-17-

Road Repair; Subdivided in 32 groups of operations in the total amount of L. 56.767.000, among which 26 works in the amount of L.48.467.000 underway and 6 in the process of being contracted.

The drawing up of plans and the organization of further contract bids are proceeding according to the AMCOR Directives, which approves the estimates and opens and initials the bids of the competing firms for the contracts and approves the grants following the report of the Compartment.

In his report the Compartment Chief gives the information concerning the methods of contract bids, and attaches an exemplary form, upon which are previously indicated the number of the various categories of works and the firms are held to keep within the requested prices and expenses.

ORDINARY MAINTENANCE WORK

As has been said, only beginning on Nov. 1 was the Compartment authorized to intervene in the maintenance, when the serious difficulties and in some cases insurmountable difficulties presented themselves because of the bad season, in the extraction of materials from the rivers and from the fields, material of which the roads were completely deprived; in addition labor was scarce and road binding materials were not to be found.

But a few weeks ago, the S.B.C.D., very much concerned, became determined to renew fabrication of asphalt eil and asphalt to be used when heated and this firm together with the group of other English mines has renewed the sending of asphalt powder, so that it will be possible to renew the maintenance of repairable pavement.

With regard to such pavement, the Compartment Chief makes it known that the 1800 Km. of asphalt road were, at the time of the emergency, reduced to approximately 1300 Km. and later reduced to app. 1000 Km.

The estimated expense for the ordinary maintenance for all the operation rises to about L.40.000.000 and nearly all the work has been contracted.

MACHINERY AND VEHICLES

Nearly two months ago, the Compartment was given back the workshop and the garage, but has been given back only one automobile, in bad condition, of the three which it had.

The entire Compartment, composed of 5 sections including the detached units of Messina and Catania, today has 2 Balilla cars which were put out of use, the other one being without wheels, while to ensure the service, which up to now has been carried on by ~~the~~ using occasional means of transport or trusting to chance, there ~~are~~ are needed (According to the Allied Command) at least 12 vehicles.

Other lost machinery is being recovered with the agreement of the Allies.

PERSONNEL

table

See the three attached ~~lists~~ of personnel on the permanent list, that of the contract and the daily contract and that of the jobber.

In the first table there is annotated the fact that the Compartment Chief was promoted to Grade V, but the ~~communication~~ did not take place because of the bulletin did not arrive at the Compartment from the Month of February and on.

ORDINARY MAINTENANCE WORK

As has been said, only beginning on Nov. 1 was the Compartment authorized to intervene in the maintenance, when the serious difficulties and in some cases insurmountable difficulties presented themselves because of the bad season, in the extraction of materials from the rivers and from the fields, material of which the roads were completely deprived; in addition labor was scarce and road binding materials were not to be found.

But a few weeks ago, the S.B.C.D., very much concerned, became determined to renew fabrication of asphalt oil and asphalt to be used when heated and this firm together with the group of other English mines has renewed the sending of asphalt powder, so that it will be possible to renew the maintenance of repairable pavement.

With regard to such pavement, the Compartment Chief makes it known that the 1800 Km. of asphalt road were, at the time of the emergency, reduced to approximately 1300 Km. and later reduced to app. 1000 Km.

The estimated expense for the ordinary maintenance for all the operation rises to about L.40.000.000 and nearly all the work has been contracted.

MACHINERY AND VEHICLES

Nearly two months ago, the Compartment was given back the workshop and the garage, but has been given back only one automobile, in bad condition, of the three which it had.

The entire Compartment, composed of 5 sections including the detached units of Messina and Catania, today has 2 Balilla cars which were put out of use, the other one being without wheels, while to ensure the service, which up to now has been carried on by ~~the office~~ using occasional means of transport or trusting to chance, there ~~xxxxxx~~ are needed (According to the Allied Command) at least 12 vehicles.

Other lost machinery is being recovered with the agreement of the Allies.

PERSONNEL

See the three attached ~~lists~~ of personnel on the permanent list, that of the contract and the daily contract and that of the jobber.

In the first table there is annotated the fact that the Compartment Chief was promoted to Grade V, but the ~~xxxxxxxxxxxxxxxxxxxx~~ did not take place because of the bulletin did not arrive at the Compartment from the Month of February and on.

0
—
0

EMMI ACQUEDOTTI SICILIANI

With Seat at Palermo

(President: Engineer Mario Rubino Professor of the Royal U. of Palermo)

At the time of Allied debarkation in Sicily, The Central Seat was at Caltanissetta, where it was transferred temporarily from Palermo in the month of May, 1943 because of the war contingency.

At that time, there were absent the President Engineer Vecchini, the Director of Technical Service, Engineer (Chief) Bellomo Emilio and the Administrative Chief Director of Division Doctor Vitale Mario, having left several days before for Rome for service or on leave; the Chief of the Bookkeeping Service Inspector of the Ministry of Finance Steidl Carlo, appointed a short time ago Chief Bookkeeper with the High Civil Commissariat of Sicily and the Technical officers, temporarily ~~xxx~~ on duty away from the Seat.

The Functioning Director General Engineer De Cristoforis Costantino, ~~58 42~~ present, went back immediately to Trapani to renew his services at the Technical Communal Office.

Informing the Regional Allied Command/the functions of the Ente through the Prefect of Caltanissetta, the functionaries present at Caltanissetta, Engineer (principal)

-18-

of Civil Engineering Pettineo Giuseppe and Lanzara Alfredo, the Bookkeeper (principal) of Civil Engineering Mazzotta Emilio and the Secretary of the Nuove Costruzioni Ferroviarie Vivona Simone, were authorized to return to Palermo and to re-transfer the central Seat of the Ente.

Then the temporary representation of the Ente was assumed by the Administrative Councillor old Senator Engineer Aurelio Drago, but the plans for the recognition of the Ente met with difficulties contingent upon the Regional Command which, by decree of October 21, 1943 decided to suspend its activities, then put off, however, from month to month until the issue of the Decree of January 11, 1944 No. 27 (copy attached) with which the said Command disposed of the official renewal of the activities of the Ente and provided for the appointment of the present President and the new Administration Council, with the order to provide to the reorganization of the personnel and of the correlated services to the specific requirements, rendering available the financial activity which had been assigned to the Banco di Sicilia.

In the first place, it was necessary to provide for the ~~existing~~ quarters of the Ente's seat, inasmuch as the building of Via Bentivenga, old seat, first struck by the bombardment was later requisitioned by the Allies upon their entrance into Palermo and the choice fell temporarily, for lack of a better place, to an apartment at Via Carducci, No. 1, sufficient to receive for the moment the Administration Council and the personnel.

The first Council was held on February 10, at which time it was decided that the Ente would assume as soon as possible the administration and function of large aqueducts, and Consorzi, as seen above, and to effect, even to the necessary financing, a program of works.

For such a program, from which ~~it~~ is excluded the supply of conduits of every type, there is anticipated for the year in progress an expense of L.71.700.000. (see the appendices 1 and 2 attached to the report of 19 March, 1944 No. 129 of the President of the Ente, in which for every aqueduct under the program there are indicated the partial estimated amounts of work, taken from estimations as a rule based upon the present costs of materials and labor.).

In the meantime the Ente has provided from January 1, 1943 for the maintenance and function of the consortial aqueduct "Favera di Burgio", servicing 10 communes and one railroad trunk, already being regularly consigned by the Ufficio Nuove Costruzioni Ferroviarie, aqueduct upon which the re are presently underway works for the urgent sum of ~~the~~ an estimated amount of L.850.000, for the restoration of a stretch of plain-surfaced conduit, damaged by a landslide.

With letter of 19 March, 1944, No. 128, the Ente turned to the Ministry also confirming to the Ufficio delle Nuove Costruzioni Ferroviarie of Palermo the dispositions already given to the same by Ministerial Decree of 10 May, 1943 No. 1420 (attached in copy) concerning the consignment to the same Ente the aqueduct Consorziale "Montescuro Est", having already drawn up in due time the plans and documents for the necessary ends.

Naples, 29 March, 1944.

The First Engineer of Section
Assigned

/s/ Signature illegible.

into Palermo and the choice fell temporarily, for lack of a better place, to an apartment at Via Carducci, No. 1, sufficient to receive for the moment the Administration Council and the personnel.

The first Council was held on February 10, at which time it was decided that the Ente would assume as soon as possible the administration and function of large aqueducts, and Consorzi, as seen above, and to effect, even to the necessary financing, a program of works.

For such a program, from which ~~xx~~ is excluded the supply of conduits of every type, there is anticipated for the year in progress an expense of L.71,700,000. (see the appendices 1 and 2 attached to the report of 19 March, 1944 No. 129 of the President of the Ente, in which for every aqueduct under the program there are indicated the partial estimated amounts of work, taken from estimations as a rule based upon the present costs of materials and labor.)

In the meantime the Ente has provided from January 1, 1943 for the maintenance and function of the consortial aqueduct "Favera di Burgio", servicing 10 communes and one railroad trunk, already being regularly consigned by the Ufficio Nuove Costruzioni Ferroviarie, aqueduct upon which the re are presently underway works for the urgent sum of ~~the~~ an estimated amount of L.850,000, for the restoration of a stretch of plain-surfaced conduit, damaged by a landslide.

With letter of 19 March, 1944, No. 128, the Ente turned to the Ministry also confirming to the Ufficio delle Nuove Costruzioni Ferroviarie of Palermo the dispositions already given to the same by Ministerial Decree of 10 May, 1943 No. 1420 (attached in copy) concerning the consignment to the same Ente the aqueduct Consorziale "Montescuro Est", having already drawn up in due time the plans and documents for the necessary ends.

Naples, 29 March, 1944.

The First Engineer of Section
Assigned

/s/ Signature illegible.

5841

Confidential

Palermo, and Palermo,

Via Roma,

Palermo,

23. 3. 44.

Dear Colonel Rogers,

1. We have your into a fair amount of detail during your visit but there are still a few things I should like to express.

2. I am particularly insistent on an increased establishment for Public Works in Sicily because:

a) I think excepting yourself no one has given any thought to the matter despite my constant protests, and it is one of vital importance. It Public Works under A.M.G. has been properly organized there should have been about twelve officers.

1. We have gone into a fair amount of detail during your visit but there are still a few things I should like to emphasize.

2. I am particularly insistent on an increased establishment for Public Works in Delhi because:

a) I think excepting yourself no one has given any thought to the matter despite my constant protests, and it is one of vital importance. If Public Works under A.P.S. has been properly organized there should have been about twelve officers. I have asked for five including myself. Now that you have a broad picture of the situation I would ask you to endeavor to improve existing conditions here.

5840

b) It has been said that officers are not available and I personally

21

knows of one case here in Palermo where an American officer, Lt. Samouelle who was a sergeant in the Corps of Engineers, U.S. Army for twenty years, and who therefore, has considerable technical experience, is now being used to keep a tally of trucks going from the docks, loaded with Public Works along with some at Gattamelata. It is understood he is under orders to proceed to Naples. It would be worth while making an effort to get him into Public Works.

c) There is a rather officer ^{another} Major A. (Gentile) R.E. who works under Mr. Col. Diak at Catania and whose job is to control & technical utilities on the east side of the island. Frankly, I do not see any reason why he could not control and E utilities utilities.

used to keep a tally of trucks
going from the docks, loaded with
food. He previously did some
Public Works along with other duties
at Gallinetta. It is understood
he is under orders to proceed to Naples.
It would be worth while making an
effort to get him into Public Works,

2) There is a paper officer
Major A. ^{Castro} ~~Castro~~ R.E. who works
under Mr. Sol.ovich at Electric
and whose job is to control Electrical
utilities on the east side of the
Island. Frankly, I do not see

any reason why he could not control
all Electrical utilities in Sicily,
more particularly as I believe Mr. Sol.
ovich is also a specialist in
Electricity. If this were done I
could have Capt. DeToni full
time.

3. Another point which I mentioned
and about which I feel rather

5834

3.
 I think is that it should be recommended that I work directly under the Region Commissioner and not in a Division which comprises Telecommunications, Railways, Road, Transport, Shipping, Fisheries, Utilities, Mining, and Public Works. No work can be accomplished with such a heterogeneous set up. However, as I am only Chief of the Public Works Section I am not in a position to protest.

I thank you and Mr. McHenry for your interest in my position and I am sorry if I have bothered you, neglecting my duty if I had failed to direct attention to the present chaotic state of Public Works in this island.

no good can be accomplished with

such a heterogeneous set up.
However, as I am only Chief of the
Public Works Section I am not in
a position to protest.

I thank you and Mr. McHenry
for your interest in our problem and
I am sorry if I have bothered you,
but I feel that I should have been
neglecting my duty if I had failed
to direct attention to the present
chaotic state of Public Works in
this Island.

Yours sincerely,

Wanda L. Davis

5838

EDUCATION

MOISTURE CONTROL WITHIN

Public Works and Utilities Sub-Commission

420 394

Subject: Procedure to be followed on Public Works in Italian Territory including Sicily.

In a directive issued by Adv. A.F.H.Q. under date of 13 Feb. 1944, addressed to Chief Engineer officers of Districts 2 and 3 on the mainland of Italy, with copies to P.B.B. and other units, Adv. A.F.H.Q. outlined the policy to be followed in carrying out Public Works and particularly military highway reconstruction, as differentiated from civil highways. This was issued after many conferences with army units in various sections and with the Italian Ministry of Public Works. Copy of this directive is attached.

The policy of A.P.H.Q. is to relieve the army units of as much reconstruction and maintenance work as possible and to have the Italian engineers assume these tasks under A.G.C. control. This is referred to in several paragraphs but particularly in Par. 7.

It is clear, therefore, that army units are to gradually relieve themselves of these tasks and that the Italian Civil Engineer organization is to do the work under A.C.C. control. However, it is equally clear that, so long as army units are in charge of certain districts, they are not relieved of the overall responsibility to see to it that essential work is done

In a directive issued by Adv. A.P.H.Q. under date of 13 Feb. 1944, addressed to Chief Engineer officers of Districts 2 and 3 on the mainland of Italy, with copies to P.B.S. and other units, Adv. A.P.H.Q. outlined the policy to be followed in carrying out Public Works and particularly military highway reconstruction, as differentiated from civil highways. This was issued after many conferences with army units in various sections and with the Italian Ministry of Public Works. Copy of this directive is attached.

The policy of A.P.H.Q. is to relieve the army units of as much reconstruction and maintenance work as possible and to have the Italian engineers assume these tasks under A.C.C. control. This is referred to in several paragraphs but particularly in Par. 7.

It is clear, therefore, that army units are to gradually relieve themselves of these tasks and that the Italian Civil Engineer organization is to do the work under A.C.C. control. However, it is equally clear that, so long as army units are in charge of certain districts, they are not relieved of the overall responsibility to see to it that essential work is done on military highways and furnish equipment and materials needed by the civil personnel. This is also referred to in Par. 5 and 6.

The procedure is outlined in Par. 4. The army units are not to contact the Italian engineers, except in case of an emergency. Army units must make their programs well in advance so as to allow A.C.C. and the Italian engineers time to get organized and obtain approvals.

This procedure applies only to military highways which, to our knowledge, are now limited in Sicily, to the main

highway from Siracusa to Messina, as being the only highway actually carrying military traffic.

The Ministry of P.W. has received a special appropriation to pay for all military highways. All work done on these highways in the future must be paid out of that fund. However, no funds are made available without my approval and notification to the Ministry of P.W. to have the necessary funds made available. Therefore, as soon as the army units have given their program, stating what they want done, an army engineer, an A.C.C. engineer and the Italian engineer must make a joint inspection of the road, agree upon the work to be done and the Italian engineer must prepare an estimate giving quantities and estimated cost. This must be approved by the A.C.C. engineer and a summary sent to this office with the request for approval and work is not to be done until approval has been received, except in an emergency, although bids from contractors should be obtained as soon as the engineers estimate of quantities has been prepared so that the contractor will know what he is bidding on and work can be undertaken as soon as approval has been received.

Attached hereto are copies of instructions to our engineers on the mainland and the same rules apply to Sicily where conditions are much more stable than over here.

Civil highways, serving civilian needs, will continue to be handled by regional engineer officers with the Italian engineers and will be paid for as in the past. Military units have no jurisdiction over these highways as they are only

notification to the army units. Therefore, as soon as the army units funds made available. Therefore, as soon as the army units have given their program, stating what they want done, an army engineer, an A.C.C. engineer and the Italian engineer must make a joint inspection of the road, agree upon the work to be done and the Italian engineer must prepare an estimate giving quantities and estimated cost. This must be approved by the A.C.C. engineer and a summary sent to this office with the request for approval and work is not to be done until approval has been received, except in an emergency, although bids from contractors should be obtained as soon as the engineers estimate of quantities has been prepared so that the contractor will know what he is bidding on and work can be undertaken as soon as approval has been received.

Attached hereto are copies of instructions to our engineers on the mainland and the same rules apply to Sicily where conditions are much more stable than over here.

Civil highways, serving civilian needs, will continue to be handled by regional engineer officers with the Italian Engineers and will be paid for as in the past. Military units have no jurisdiction over these highways as they are only concerned with military highways.

Enclosures as Follow:

1. "Civil Road Organization"-A.F.H.Q.
13 Feb. 1944.
2. "Relations with Engineering Officials
of the Italian Govt."
P.W. & U. (S.C.) Inst.No.1, 21 Jan 1944
3. "Instructions to Field Engineers
Regarding Preparation and Approval
of Work and the Handling of Contractors
Proposals" - P.W. & U. (S.C.)
Inst.No.2 - 28 Feb. 1944
(including Estimate Form No.1)

L.A. JENNY,
Lt. Col. C.E.,
Director.

5836

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 294

DAB/el

File : RTO 6004

1 March 1944

SUBJECT : Public Works.

TO : Regional Commissioner, Region I.

1. It would be appreciated if the following problems could be submitted to the Executive Commissioner, Region Control and Military Government Section, for a ruling.

2. Since he was appointed Chief Public Works Officer the opinion of the writer has been that it was essential to have a Technical Officer in charge of Public Works in each province.

3. The only province where an engineer officer was appointed was Palermo, where the fine results of his effort are evident. More recently a Public Works Officer was appointed in Messina Province where he has a full time job. In perhaps the most important province in Sicily, from a military point of view, i.e. Catania, where Headquarters of No. 1 District is located and where works of military importance are being initiated almost daily, there has never been a Public Works Officer. Thus, officers of the Royal Engineers who find that they have no Technical Officer on the spot and who want work started at once exert pressure on SO40 Catania asking him to carry out work. Instead of SO40 Catania seeking advice of the Region Public Works Officer he orders the Italian works agencies to put the work in hand immediately, employing labour directly and buying their materials. Thus, the normal contract procedure of the A.S.S. and the Genio Civile has been sabotaged and fantastic amounts are being spent on works. A Public Works Officer of suitable rank and ex-

not rely on the Italian Engineers and get them to work under A.C.C. general supervision
diag 13/2

14 March 44

1. It would be appreciated if the following problems could be submitted to the Executive Commissioner, Region Control and Military Government Section, for a ruling.

2. Since he was appointed Chief Public Works Officer the opinion of the writer has been that it was essential to have a Technical Officer in charge of Public Works in each province.

3. The only province where an engineer officer was appointed was Palermo, where the fine results of his effort are evident. More recently a Public Works Officer was appointed in Messina Province where he has a full time job. In perhaps the most important province in Sicily, from a military point of view, i.e. Catania, where Headquarters of No. 1 District is located and where works of military importance are being initiated almost daily, there has never been a Public Works Officer. Thus, officers of the Royal Engineers who find that they have no Technical Officer on the spot and who want work started at once exert pressure on SCAD Catania asking him to carry out work. Instead of SCAD Catania seeking advice of the Region Public Works Officer he orders the Italian works agencies to put the work in hand immediately, employing labour directly and buying their materials. Thus, the normal contract procedure of the A.S.S. and the Genio Civile has been sabotaged and fantastic amounts are being spent on works. A Public Works Officer of suitable rank and experience, preferably of the Corps of Engineers or the Corps of the Royal Engineers would be able to handle these matters in a regular manner and relieve the SCAD of much worry.

4. A large bridge and road reconstruction programme initiated by Chief Engineer, No. 1 District, and handed to me for execution by the A.S.S. and the Genio Civile, is now on hand. A considerable amount of the work is in the provinces of Catania and Siracusa. I have succeeded in obtaining from the Chief Engineer a R.E. officer who will be attached to SCAD Catania for the purpose of supervising the C.E.'s programme in that area. Nevertheless, I

17/11/41
M. J. J. J.

*They must rely more on Italian engineering
as the work under A.C.E. general supervision*
13/5

Major Blakes

consider this arrangement as unsatisfactory, as it is only a partial solution of my problem, and I can see no reason why the A.C.C. should not have a number of engineer officers on the establishment of each Region. I have put forward this argument many times but I was always told that officers could not be found. The answer is that they must be found, personally, unless I can get some more assistance in the provinces I should prefer to be relieved of my appointment, as I am not able to exercise control with the present setup. I have submitted my ideas in a report on Public Works in Sicily sent forward about two months ago. I realise that when the Italian Government starts to function it may not be necessary to have a technical officer in every province, but Public Works has in my opinion always been the Cinderella of A.C.C. In fact the writer, who was transferred from Royal Engineers Works Services to supervise Public Works in Occupied Enemy Territory, spent his first three months in the Economics and Supplies Division because it was thought that a Public Works Division was unnecessary, and it was only with constant agitation that he obtained a transfer to Public Works a considerable time after that section was set up. It may well be that other officers in A.C.C. are similarly fixed at present. I recommend the appointment of at least four Public Works Officers in the provinces.

5. Another point which requires elucidation is the procedure now to be adopted in view of the handing over to the Italian Government. Up to date, I have been giving instructions as to what works I wanted done, these being chiefly of military importance. I examine the estimates and decide for what work tenders should be asked. When tenders are received they are always opened in my presence. In short I have always exercised a full control.

a. If Chief Engineer, No. 1 District, asks me to have certain work carried out, do I order the works agencies to do it?

ideas in a report on Public Works in Sicily sent forward about two months ago. I realize that when the Italian Government starts to function it may not be necessary to have a technical officer in every province, but Public Works has in my opinion always been the Cinderella of AME. In fact the writer, who was transferred from Royal Engineers Works Services to supervise Public Works in Occupied Enemy Territory, spent his first three months in the Economics and Supplies Division because it was thought that a Public Works Division was unnecessary, and it was only with constant agitation that he obtained a transfer to Public Works a considerable time after that section was set up. It may well be that other officers in AOC are similarly fixed at present. I recommend the appointment of at least four Public Works Officers in the provinces.

5. Another point which requires elucidation is the procedure now to be adopted in view of the handing over to the Italian Government. Up to date, I have been giving instructions as to what works I wanted done, these being chiefly of military importance. I examine the estimates and decide for what work tenders should be asked. When tenders are received they are always opened in my presence. In short I have always exercised a full control.

a. If Chief Engineer, No. 1 District, asks me to have certain work carried out, do I order the Italian works agencies to do the work? If they refuse what action do I take? I feel that a directive from my Sub-Commission on this matter quoting Armistice terms is required. In the meantime I am continuing to work as before.

b. If large programmes for new work are submitted by the Italian Government, am I in a position to disapprove because I think essential materials could be put to better use on works of military importance?

1st Indorsement to

Lt. Col. Jimmy

Public Utilities Sub-Commission
ACC HQ.

For information & direction
to Regional Commissioner, Region 1.

David A. Boyd

Major, R.E.,

Region Public Works Officer

5834

1. I arrived in Palermo late in the afternoon of Monday 28 March, and on the two following days had discussions with Lt.-Col. Bolick and Major Boyd, and also with Sig. Alesso, who is the Provveditore (Public Works) Regional Commissioner. It was important that I should see also Lt.-Col. Hancock, the three, but he was not able to see me till the Thursday morning.

Incidentally, I also had two discussions with Lt.-Col. Lindbergh, who is now the A.C.C. representative (working under Col. Fitch) in charge of the Sicilian Railways.

2. Present Position.

Lt.-Col. Bolick has a long title viz. "TRANSPORTATION, UTILITIES AND PUBLIC WORKS OFFICER", Region I (Sicily). He explained to me that on the transport side he is concerned with railways, road traffic, and shipping under 300 tons; under ~~telecommunications~~ telecommunications, telephones and telegraphs, but these not yet operating; under utilities, electric, gas and water; also claims that he deals with mining, in the sense that Lt. Ballard, one of Lt.-Col. Koenig's officers stationed in Sicily, is under him for administration. Further, Lt.-Col. Bolick has other activities such as lighthouses, a boiler inspection service, and a State hydrographic service. Finally, he is also concerned with Public Works, though in fact every detail of this is done by Major Boyd.

The list is a somewhat imposing one; but candidly I do not think it need be taken at its face value. Lighthouses, hydrographic service, boiler inspection and mining probably amount to very little. As to railways, Lt.-Col. Lindbergh showed me a letter dated 17 March from Col. Fitch placing him in charge; there was no mention of Lt.-Col. Bolick. Lt.-Col. Lindbergh had made it clear to I.B.S. at Palermo, the day before, that from the present time even they will not be in a position to control the Sicilian Railways except by and through him. He was also going to give similar information to HQ., No.1 District at Catania (Major-General Heyderan, British).

To assist him at Palermo Lt.-Col. Bolick has Cpt. Pastoli, and at the Eastern end of the island he also has a Major Crowther, R.E. (British) who is apparently an electrical specialist. This officer is referred to at 2 in the letter that I have marked 2 (dated 29 March from Major Boyd to me). In that letter Major Boyd suggests (on the Public Works side) the full time of Cpt. Pastoli, with Major Crowther dealing with Utilities on a wider basis than merely electricity, at the Eastern end of the island.

3. This raises the question whether both Crowther and Pastoli should not be counted as Public Works and Utilities officers, wholly and solely.

2. Present Position.

Lt.-Col. Bolick has a long title viz. "TRANSPORTATION, UTILITIES AND PUBLIC WORKS OFFICER", Region I (Sicily). He explained to me that on the transport side he is concerned with railways, road traffic, and shipping under 300 tons; under ~~the~~ communications, telephones and telegraphs, but these not yet operating; under utilities, electric, gas and water; also claims that he deals with mining, in the sense that Lt. Rollard, one of Lt.-Col. Koenig's officers stationed in Sicily, is under him "for administration". Further, Lt.-Col. Bolick has other activities such as lighthouses, a boiler inspection service, and a State hydrographic service. Finally, he is also concerned with Public Works, though in fact every detail of this is done by Major Boyd.

The list is a somewhat imposing one; but candidly I do not think it need be taken at its face value. Lighthouses, hydrographic service, boiler inspection and mining probably amount to very little. As to railways, Lt.-Col. Lindbergh showed me a letter dated 17 March from Col. Fitch placing him in charge; there was no mention of Lt.-Col. Bolick. Lt.-Col. Lindbergh had made it clear to I.A.S. at Palermo, the day before, that from the present time even they will not be in a position to control the Sicilian Railways except by and through him. He was also going to give similar information to HQ., No. 1 District at Catania (Major-General Heyderan, British).

To assist him at Palermo Lt.-Col. Bolick has Capt. Dastoli, and at the Eastern end of the island he also has a Major Crowther, R.E. (British) who is apparently an electrical specialist. This officer is referred to at 2 in the letter that I have marked 2 (dated 23 March from Major Boyd to me). In that letter Major Boyd suggests (on the Public Works side) the full time of Cpt. Dastoli, with Major Crowther dealing with Utilities on a wider basis than merely electricity, at the Eastern end of the island.

3. This raises the question whether both Crowther and Dastoli should not be counted as Public Works and Utilities officers, wholly and solely.

The position is anomalous in more than one respect. Instructions from this Sub-Commission even of a technical nature cannot be conveyed direct to Major Boyd, but have to go through Lt.-Col. Bolick, whose technical responsibility is hard to define.

Similarly, Major Boyd has no direct access to Lt.-Col. Hancock, and all requests from the latter regarding Public Works are passed through Lt.-Col. Bolick. It is necessary to be clear about this matter. Personal relations between Lt.-Col. Bolick and Major Boyd are very good, but officially they are not so. Major Boyd complained to me seriously, as he was entitled to if he wished, that Lt.-Col. Bolick passes any and every problem to him (Public Works), without doing any work on it himself, and without giving guidance or help. Major Boyd says, from months of experience that this Public Works side involves between half and two thirds of everything that comes into Lt.-Col. Bolick's office. Major Boyd asks, amongst other things, that he should be made independent of Lt.-Col. Bolick; that

he shall have direct access to the Regional Commissioner (Lt.-Col. Hancock); and that on technical and organizational matters he shall receive his instructions direct from this Sub-Commission.

In the usual way, of course, matters of major importance and policy questions would go through the Regional Commissioner.

4. That Major Boyd suggests as a reasonable establishment (in Sicily) for advisory and supervisory functions only, is four Engineer officers besides himself.

With him at Palermo there would be one e.g., Capt. Eastoli, in charge of the Palermo and Trapani Provinces only; at Messina one (Lt. Hodges there now) in charge of Messina and Lamezia Provinces; at Catania one, in charge of Catania, Syracuse and Ragusa Provinces; and at Agrigento one, in charge of Agrigento and Caltanissetta Provinces.

With Eastoli at Palermo and Hodges at Messina, only two more would be required, leaving out of account for the moment the above mentioned Major Crowther (Utilities) who now works directly with Lt.-Col. Polick. Major Boyd considers that with four such officers besides himself he could exercise a proper control. I told him that I could see little hope of getting officers at Catania and Agrigento.

No. 1 District HQ. (British) is at Catania and they are constantly asking for Major Boyd's assistance, i.e. to get the Italian Authorities to do this, that, or the other. Pressed on the point, by me, he thought that probably 50% of the demands on him are initiated by that HQ. I remarked to him that Messina and Catania are only about two hours apart by road, and that I could see no reason why Lt. Hodges, who has worked exclusively in Messina Province for some months, should not move to Catania so as to be in touch with the Military HQ. there. The trouble is, apparently, that Lt. Hodges is relied on very largely by Lt.-Col. Storey, the Provincial Commissioner (formerly known as S.O.A.O.), who would object to losing him. War damage at Messina City is admittedly very great, but in the rest of the Province it is no greater than anywhere else.

5. Major Boyd states that No. 1 District HQ. have been most helpful throughout, realising his difficulties, and that they have freely provided transport and other facilities.

As a rule Major Boyd is only able to get away from Palermo on inspection duties about one week in four, or less. When he returns to Palermo, after a few days, he finds a large accumulation of plans and papers, and a good many things that have "gone wrong" in his absence. Such inspections as he can undertake have to be devoted to the eastern side of the island, where Military demands are most insistent.

charge of Catania, Syracuse and Ragusa Provinces; and at Agrigento, where, in charge of Agrigento and Caltanissetta Provinces.

With Dastoli at Palermo and Hodges at Messina, only two more would be required, leaving out of account for the moment the above mentioned Major Crowther (Utilities) who now works directly with Lt.-Col. Bollick. Major Boyd considers that with four such officers besides himself he could exercise a proper control. I told him that I could see little hope of getting officers at Catania and Agrigento.

No. 1 District HQ. (British) is at Catania and they are constantly asking for Major Boyd's assistance, i.e. to get the Italian Authorities to do this, that, or the other. Pressed on the point, by me, he thought that probably 50% of the demands on him are initiated by that HQ. I remarked to him that Messina and Catania are only about two hours apart by road, and that I could see no reason why Lt. Hodges, who has worked exclusively in Messina Province for some months, should not move to Catania so as to be in touch with the Military HQ. there. The trouble is, apparently, that Lt. Hodges is relied on very largely by Lt.-Col. Storey, the Provincial Commissioner (formerly known as S.O.A.C.), who would object to losing him. War damage at Messina City is admittedly very great, but in the rest of the Province it is no greater than anywhere else.

5. Major Boyd states that No. 1 District HQ. have been most helpful throughout, realising his difficulties, and that they have freely provided transport and other facilities.

As a rule Major Boyd is only able to get away from Palermo on inspection duties about one week in four, or less. When he returns to Palermo, after a few days, he finds a large accumulation of plans and papers, and a good many things that have "gone wrong" in his absence. Such inspections as he can undertake have to be devoted to the eastern side of the island, where Military demands are most insistent.

When away he leaves Capt. Dastoli in charge. Major Boyd takes responsibility for Water and other Utilities, except Electricity. When at Palermo Dastoli assists him half-a-day each day, with the other half given to Lt.-Col. Bollick.

Major Boyd therefore says, and with some truth, that including Lt. Hodges at Messina, and himself, he is attempting the task of trying to control the Public Works in Sicily, and Utilities (except Electric) with literally two and a half officers.

6. Sig. Alagna's (Provveditore).

The question of replacing Sig. Alagna by another Italian official was discussed fully with Sig. Fugliese at this office on 25 March, and Major Boyd's two letters on the matter were examined. The two letters I have attached, marked C and D respectively. Nothing further need be added at the moment except to say that:-

5832

- (a) Lt.-Col. Poliek was not consulted last October when Sig. Alagna was appointed to his post, nor was Major Boyd. Neither was this Sub-Commissioner.
- (b) I discussed the matter on the 23 March with Lt.-Col. Hancock, who had already gone into it with Sig. Francesco Musso, the recently appointed High Commissioner.
- (c) I met Sig. Spalletti, mentioned by Major Boyd for the appointment, and he made a distinctly good impression on me.
- (d) I was obliged to speak seriously to Major Boyd on the point that his two letters, concerning this highly-placed official had not been handled as a secret document. I also made a similar complaint to Lt.-Col. Hancock. (I do not think that this particularly regrettable method of handling important personnel questions, which of all types should be secret, will occur again.)

7. Powers of High Commissioner.

This also was dealt with in the recent discussion with Sig. Fugliese. The relevant document I have attached marked E, apparently placing the High Commissioner in a similar position to the Italian official in Sardinia. (Further action as to this is being taken through Sig. De Caro, the Minister.)

3. Unified Organisation.

I discussed fully with Major Boyd the advantages that would accrue to him if he could establish in Sicily a single control on the Italian side, similar to the way in which we function here. I gathered that at present Major Boyd deals with not only the Regional Commissioner and the Provincial Commissioners on the one hand, but also with Italian agencies on the other, such as Sig. Alagna's office, his Provincial Engineering Officials, the A.A.S.S., Municipal Engineers, and numerous others. This may have been necessary when Major Boyd had executive responsibilities i.e. up to 11 February last, but I impressed on him, repeatedly, that his present functions are much more limited and very different in character. They are, or should be, advisory and supervisory, and in certain respects they may be comparable to the legal expression "Holding a watching brief".

Under these conditions it should be possible for Major Boyd to deal solely with the office of Sig. Alagna or his successor, if the Italians can "canalise" everything of importance up to that office in Palermo. (In this connection note the part I have underlined in blue in document E, which gives the High Commissioner power to appoint and remove

* with Directed.

similar complaint to Lt.-Col. Hancock. (I do not think that this particularly regrettable method of handling important personnel questions, which of all types should be secret, will occur again.)

7. Powers of High Commissioner.

This also was dealt with in the recent discussion with the Pugliese. The relevant document I have attached marked E, apparently placing the High Commissioner in a similar position to the Italian official in Cardinia. (Further action as to this is being taken through Sig. De Caro, the Minister.)

8. Unified Organisation.

I discussed fully with Major Boyd the advantages that would accrue to him if he could establish in Sicily a single control on the Italian side, similar to the way in which we function here. I gathered that at present Major Boyd deals with not only the Regional Commissioner and the Provincial Commissioners on the one hand, but also with Italian agencies on the other, such as Sig. Alagna's office, his Provincial Engineering Officials, the A.A.S.S., Municipal Engineers, and numerous others. This may have been necessary when Major Boyd had executive responsibilities i.e. up to 11 February last, but I impressed on him, repeatedly, that his present functions are much more limited and very different in character. They are, or should be, advisory and supervisory, and in certain respects they may be comparable to the legal expression "holding a watching brief".

Under these conditions it should be possible for Major Boyd to deal solely with the office of Sig. Alagna or his successor, if the Italians can "canalise" everything of importance up to that office in Palermo. (In this connection note the part I have underlined in blue in document E, which gives the High Commissioner powers to change the frame-work of the present Sicilian Public Works Administration, interpreting this in a wide sense.)

9. Remarks.

Referring to Major Boyd's letter to us of the 1 March, I gave him the Director's reply dated 7 March in original. Also a copy of the instructions given to me dated 15 March, which deals with the unified organisation question, mentioned in the preceding paragraph. I also discussed with him our letter 19 March addressed to Region IV. (These three letters are attached, copies, marked respectively E, Q, L.)

I showed him the letter signed by the Minister (marked J), which is being further elucidated.

I also gave him copies of the following:-

- (a) Letter from D.D.T. dated 15 Feb. (marked X).
- (b) Set of instructions Nos. 1 and 2 to our field engineers, together with certificate and estimate form, attached marked L1, L2, and L3 respectively.
(Lt.-Col. Bolick also saw the above documents, and joined in the discussion concerning them.)

10. General Information.

The following points of general interest emerged:-

- (a) As a single example, I was shown a list of proposed works in Messina Province, numbering perhaps two or three hundred. The sum involved is 545,000,000 lire, of which it is calmly suggested that 300,000,000 lire should be spent in the three months April to June. I noted that 9,000,000 lire was for the rebuilding of the Messina University Buildings, and 25,000,000 lire for the rebuilding of some destroyed churches. (There was a long letter from the Archbishop of Messina in support of the latter, from which it might be gathered that the rebuilding of the said churches is the most important thing in the world, at the present time.)
- (b) Under pressure, the Provincial and Regional Commissioners appear to have approved large numbers of projects, and Major Boyd has also approved. To the best of my knowledge, in fact, 545,000,000 lire programme is in hand at the present time. I expressed incredulity, but Major Boyd assured me that this is the case. Great pressure is constantly being exerted on him to approve this, that, or the other project, and the Provincial Commissioners (formerly the S.C.A.Os.) each seem to be anxious to get as much reconstruction work as possible done in their own Provinces. There is little visible attempt, either by the Italians or on the Regional Commissioners' side, to take a proper perspective of the whole programme and cut it down to what is, strictly and exclusively, necessary.
- (c) Sig. Alagna is constantly sending his staff over to Major Boyd's office asking for signatures in token of approval. Whilst I was there, for example, a Sig. Santoro arrived with a 6,000,000 lire road reconstruction scheme in one of the remote Provinces. Major Boyd told me that this was the third time he had been pestered with this particular scheme, having twice previously rejected it. (He asked my advice. I told him to adhere to his previous decision.)

The sum involved is 545,000,000 lire, of which 300,000,000 lire should be spent in the three months April to June. I noted that 9,000,000 lire was for the rebuilding of the Messina University Buildings, and 25,000,000 lire for the rebuilding of some destroyed churches. (There was a long letter from the Archbishop of Messina in support of the latter, from which might be gathered that the rebuilding of the said churches is the most important thing in the world, at the present time.)

(b) Under pressure, the Provincial and Regional Commissioners appear to have approved large numbers of projects, and Major Boyd has also approved. To the best of my knowledge, in fact, with the exception of the churches, a good proportion of the 545,000,000 lire programme is in hand at the present time. I expressed incredulity, but Major Boyd assured me that this is the case. Great pressure is constantly being exerted on him to approve this, that, or the other project, and the Provincial Commissioners (formerly the S.C.A.Os.) each seem to be anxious to get as much reconstruction work as possible done in their own Provinces. There is little visible attempt, either by the Italians or on the Regional Commissioners' side, to take a proper perspective of the whole programme and cut it down to what is, strictly and exclusively, necessary.

(c) Sig. Alegna is constantly sending his staff over to Major Boyd's office asking for signatures in token of approval. Whilst I was there, for example, a Sig. Santoro arrived with a 6,000,000 lire road reconstruction scheme in one of the remote Provinces. Major Boyd told me that this was the third time he had been pestered with this particular scheme, having twice previously rejected it. (He asked my advice. I told him to adhere to his previous decision.)

Sig. Alegna is constantly treating Major Boyd in this manner. I reminded Major Boyd that it was time that a stop was put to it, and that I was surprised to find that it had gone on for so long. I told him it was high time to call a halt, through his own personality. He ought to take a very much stronger line.

(d) I noticed a list covering 27 pages and including about 200 items, mainly roads and bridges asked for by No. 1 District, Catania; total about 200,000,000 lire. This is said to be in hand, and about 75% started. A letter dated 16 Jan. from them gave priority and details. (No. 1 District lent 30 trucks, now in use on this programme by the Italians.) Major Boyd regards this programme as his principal task at the present time. He can only inspect it on his very infrequent trips to Catania.

(e) I saw a letter dated 26 Feb. signed by Major-General Heydeman, No. 1 District, concerning the removal of six Bailey Bridges, which the Army positively must have; and take them from Sicily at the rate of one a week between the 15 May and the end of June. They will be removed, no matter whether there is any alternative

crossing of the river or ravine or not.

- (f) There are difficulties about road repairs through towns and villages. Sig. Alagna's organisation appears to stop short at the village boundaries, and the General Commanding the 42nd Division is complaining about despatch riders killing themselves through suddenly running at high speed on to a particularly bad village street. Major Boyd has been reduced to having to go to local Mayors, almost "cap in hand", asking them to do something. (This is one way in which a unified organisation would expedite things.)
- (g) Letters take two weeks each way from Catania to Palermo, so that a month elapses before a reply can be got. On this account No. 1 District is apparently still dealing with A.A.S.S. on the eastern side of the island, and sending complaints to them instead of to Major Boyd. The latter does not blame them for this, under the circumstances, but not having a representative at Catania he is regularly left in ignorance of what is happening.

- (h) I was shown a pile of estimates, in many cases direct from the Provincial Genio Civile and not through Sig. Alagna's office at all. Some came from the Provincial Commissioners' offices direct, and not through the Regional Commissioner's office.

11. Sig. Alagna. (Interviews).

I had two interviews with Sig. Alagna, the present head of the Sicilian Public Works Administration. I called on him at his office, by way of courtesy, and the next day I had a second talk with him at Major Boyd's office. I summarize as follows:-

- (a) I told him about the 600,000,000 lire fund (Military Roads on Mainland). Seeing that the Catania HQ. are requiring so much work in Sicily (refer to 10d above), the question arises whether that fund ought not to be extended to Sicily; or should not D.D.W. be consulted about endorsing, at any rate, some of the 200,000,000 schemes put forward.
- (b) Usual difficulties about transport. Sig. Alagna has few vehicles, and only sets of bad tyres. His engineering staff both at Palermo and in the 9 Provinces largely immobilised.
- (c) Claims to have a general knowledge of everything going on in the island. The changes since 11 Feb. have made little difference to him. Receives instructions signed by Sig. Tizzano, Naples, and recognises him as his immediate superior. Generally, he tries to go ahead with things that Major Boyd and

on the eastern side of the island, and sending complaints to them instead of to Major Boyd. The latter does not blame them for this, under the circumstances, but not having a representative at Catania he is regularly left in ignorance of what is happening.

- (h) I was shown a pile of estimates, in many cases direct from the Provincial Genio Civile and not through Sig. Alagna's office at all. Some came from the Provincial Commissioners' offices direct, and not through the Regional Commissioner's office.

11. Sig. Alagna. (Interviews).

I had two interviews with Sig. Alagna, the present head of the Sicilian Public Works Administration. I called on him at his office, by way of courtesy, and the next day I had a second talk with him at Major Boyd's office. I summarise as follows:-

- (a) I told him about the 600,000,000 lire fund (Military Roads on Mainland). Seeing that the Catania HQ. are requiring so much work in Sicily (refer to 10d above), the question arises whether that fund ought not to be extended to Sicily; or should not D.L.W. be consulted about endorsing, at any rate, some of the 200,000,000 schemes put forward.
- (b) Usual difficulties about transport. Sig. Alagna has few vehicles, and only sets of bad tyres. His engineering staff both at Palermo and in the 9 Provinces largely immobilised.
- (c) Claims to have a general knowledge of everything going on in the island. The changes since 11 Feb. have made little difference to him. Receives instructions signed by Sig. Tizzano, Naples, and recognises him as his immediate superior. Generally, he tries to go ahead with things that Major Boyd and the Civil and Military Authorities consider important. The Genio Civile in the nine Provinces are directly under him.
- (d) Complains that Provincial Commissioners (formerly S.C.A.Cs.) go on "giving their blessing" to scores or hundreds of schemes, which eventually find their way to Major Boyd either direct or through the Regional Commissioners, or through him.
- (e) Every Regional Commissioner and every local Italian Official wants the absolute maximum in his own area.
- (f) I expressed my views as follows on the point of sanctions and approvals:-

1. Necessity.
2. Money.
3. Sound Engineering Design.
4. Materials.
5. Priorities.

5829

As to these, every scheme must be necessary and not merely desirable. The War Effort first, and vital civilian needs second. Major Boyd comes in on this, but equally important may be policy and administration matters. (Commonsense!) The second part, money, is one for the Italians. Sound Engineering, coupled with business methods must be seen to by Major Boyd, but is an Italian responsibility. Control of critical materials is a most vital function, and this factor may condition all the rest; even far more important than mere money.

The fifth point, priorities, is again a question of commonsense taking into account a balance of the other four factors.

On these basic points Lt.-Col. Bolick, Major Boyd and Sig. Alagna all agreed.

(E)

Apart from transport difficulties, coal supplies seem to be equally short. Neither bricks, tiles or cement can be made without it. Major Boyd says that there are only about 7,000 tons of cement on the island at present, and utilising present coal stocks only 13,000 tons more cement can be manufactured.

12. Regional Commissioner (Lt.-Col. Hancock).

Having sent the relevant papers to Lt.-Col. Hancock the previous day, for his perusal, I had a long talk with him on 23 March.

We discussed, first of all, the new High Commissioner's powers, and later in the day I got the English translation of them. He was interested to know of the Directive on the "Powers and Rights of the Allied Forces and Allied Military Government in Unoccupied Italy", but I had not got it with me. Since returning to Naples I find it to be dated 23 March 1944, (Ref. 125/18/CA). By this time I suppose the Regional Commissioners will have received it. It stresses as a main duty of Regional officers that of liaison between the Italian Administration and Allied Military Formations, and secondly that all but the most routine dealings must be conducted through A.C.C.

Concerning one channel of communication, to and from the Italian Authorities, Lt.-Col. Hancock thought that in Sicily the A.A.S.S. had already been amalgamated with the Genio Civile by Decree, though neither he nor Major Boyd had seen it (in any event we caught it from Sig. Tizzano, and the High Commissioner's powers as now granted would seem to make it possible, if in fact it has not already taken place).

In order to simplify the mass of detail reaching Major Boyd's office I got Lt.-Col. Hancock to agree to the following in future, as a definite

may condition all the rest; even far more important than mere money.

The fifth point, priorities, is again a question of commonsense taking into account a balance of the other four factors.

On these basic points Lt.-Col. Bolick, Major Boyd and Sig. Alagna all agreed.

(2)

Apart from transport difficulties, coal supplies seem to be equally short. Neither bricks, tiles or cement can be made without it. Major Boyd says that there are only about 7,000 tons of cement on the island at present, and utilising present coal stocks only 13,000 tons more cement can be manufactured.

12. Regional Commissioner (Lt.-Col. Hancock).

Having sent the relevant papers to Lt.-Col. Hancock the previous day, for his perusal, I had a long talk with him on 23 March.

We discussed, first of all, the new High Commissioner's powers, and later in the day I got the English translation of them. He was interested to know of the Directive on the "Powers and Rights of the Allied Forces and Allied Military Government in Unoccupied Italy", but I had not got it with me. Since returning to Naples I find it to be dated 23 March 1944. (Ref. 125/18/CA). By this time I suppose the Regional Commissioners will have received it. It stresses as a main duty of Regional officers that of liaison between the Italian Administration and Allied Military Formations, and secondly that all but the most routine dealings must be conducted through A.C.C.

Concerning one channel of communication, to and from the Italian Authorities, Lt.-Col. Hancock thought that in Sicily the A.A.S.S. had already been amalgamated with the Genio Civile by Decree, though neither he nor Major Boyd had seen it (in any event we can get it from Sig. Trazano, and the High Commissioner's powers as now granted would seem to make it possible, if in fact it has not already taken place).

In order to simplify the mass of detail reaching Major Boyd's office I got Lt.-Col. Hancock to agree to the following in future, as a definite routine. I quote his own words:-

"If a Prefect, or the Genio Civile of a Province, ask our Provincial Commissioner to take Public Works action, in future, the latter will advise the Prefect or the Genio Civile, as the case may be, to submit the scheme or schemes direct to Sig. Alagna's office at Palermo."

There will therefore be no more lists of schemes coming to Palermo, except through Sig. Alagna's office.

Lt.-Col. Hancock said that under present conditions he considers his own control of Sicily to be limited, and to some extent superficial. He thought that Major Boyd must consider himself in the same light.

Lt.-Col. Hancock regretted that on the 6 March No. 1 District at Catania (Military) had addressed the A.A.S.S. direct, and not through him or through Major Boyd. He would take strong steps to see that this would not occur again. There are three Service Agencies in Sicily, the Royal

Navy, the IIB.S., and No. 1 District. Their future demands for Public Works, made on the Italians, must come through him and Major Boyd.

Finally, we discussed whether the D.D.W. would be likely to include some of the Sicilian roads and bridges in a priority programme, i.e. having a claim on the services of our field engineers, and a share in the 600,000,000 lire budget. I said this was a matter that we might have to take up with A.F.H.Q. here at Naples, but it may well be the case that the Sicilian highways are in an altogether different category.

13. Observations.

Later in the day I again saw Sig. Alagna, and told him the main points I had discussed with Lt.-Col. Hancock; he made a final point. He finds his "Radio Civile" all over the island are spending 3% of their time in making plans and estimates for projects that have not the least chance of being executed. Provincial Commissioners, and many others, have not the least idea of the time and labour taken up. He asked if we could put a stop to it. I told him I had had much the same experience during my service in India, and that we finally solved it by instructing Assistant Engineers not to prepare such estimates except under order from the Executive Engineer (their responsible senior), except in case of a serious emergency such as accident, storm, or flood.

I told him that we would consider the matter, and raise it with the Regional Commissioner shortly.

14. Miscellaneous.

With further reference to the question of personnel, Major Boyd showed me a letter from G.I. here in Naples (No. 16098/G.I. of 8 Mar. 44) signed by Lt.-Col. Furgold. This suggested the release of Lt. Hodges, now Public Works Officer at Messina; as a British officer not yet 35 he ought not to be in A.C.C. I investigated the position. Last August this officer was apparently lent to the S.C.A.O. Messina (Lt.-Col. Storey) by a Royal Artillery unit for duty as a C.A.O. Lt.-Col. Storey found he was a qualified architect, and he has since been engaged on urgent reconstruction work in Messina City. He was posted to A.M.C. officially on the 6 November 1943, after the transfer had been approved by HQ. 30 Corps (British).

We must endeavour to keep this Officer, and I propose to see Lt.-Col. Furgold about the case in a day or two.

15. Policy (for Priorities).

I had discussed with it. Col. Hancock; he made a final point. He finds his Civilian all over the Island are spending 50% of their time in making plans and estimates for projects that have not the least chance of being executed. Provincial Commissioners, and many others, have not the least idea of the time and labour taken up. He asked if we could put a stop to it. I told him I had had much the same experience during my service in India, and that we finally solved it by instructing Assistant Engineers not to prepare such estimates except under order from the Executive Engineer (their responsible superior), except in case of a serious emergency such as accident, storm, or flood.

I told him that we would consider the matter, and raise it with the Regional Commissioner shortly.

14. Miscellaneous.

With further reference to the question of personnel, Major Boyd showed me a letter from G-1 here in Naples (No. 16098/G-1 of 8 Mar. 44) signed by Lt.-Col. Purgold. This suggested the release of Lt. Hodges, now Public Works Officer at Messina; as a British officer not yet 35 he ought not to be in A.C.C. I investigated the position. Last August this officer was apparently lent to the S.C.A.C. Messina (Lt.-Col. Storey) by a Royal Artillery unit for duty as a C.A.C. Lt.-Col. Storey found he was a qualified architect, and he has since been engaged on urgent reconstruction work in Messina City. He was posted to A.M.G. officially on the 6 November 1943, after the transfer had been approved by HQ. 30 Corps (British).

We must endeavour to keep this Officer, and I propose to see Lt.-Col. Purgold about the case in a day or two.

15. Policy (for Priorities).

I promised Sig. Alagna that, after agreement with the Regional Commissioner, we may be able to give him some sort of a directive to assist in the "screening" of proposals, and the elimination of unnecessary ones. Such a directive being acted upon not merely by his own Head Office, but also by his whole professional staff. It would also be binding on Provincial Commissioners, and others.

Following this, Major Lloyd gave me his ideas as follows:-

1. Demolition of dangerous buildings.
2. Debris Clearance.
3. Roads and Bridges (Military Importance).
4. Harbour Works.

5827

5. Lighthouses.
6. Schools.
7. Hospitals.
8. Gaols.
9. Public Buildings, e.g.
Custom Houses.
Provincial Administration Buildings.
Slaughter Houses.
Post Offices.
Court Houses etc.

I do not quite agree with the list; for example, debris clearance may only be important in certain places; hospitals may be more important than schools, and there are other criticisms and qualifications.

16. Finance.

- (a) I have referred already to the 600,000,000 lire fund, and its non-applicability to Sicily, as matters stand. This, in spite of the fact that scores of millions of lire are now being spent on roads and bridges (military) as noted above.
- (b) For the rest I do not know, and no one could tell me, whether A.M.F.A. is providing funds for specific projects; or whether they are making up Sicilian budget deficiencies on a large scale. * Our Finance Sub-Commission must have information on the point, and in any case it may have a bearing on the wide powers (Public Works Sanctions) recently conferred on the High Commissioner for Sicily. Since returning to Naples I note the Exec. Mem. No. 45/33/CA of 19 March on this important matter, and particularly para. 2.

X: I now understand
what this is the
case. A.C.R.

- (c) ^{example} As another of what is going on I attach herewith the documents marked N (letter 20 March from Finance Officer to F.C.U.P.W. a bill for 1,514 dollars, L.151.473, repairs to Excelsior Hotel, Palermo, buck slip, and note by Major Boyd on it.) The letter states that the L.151.473 were "approved" by Lt.-Col. Menopace and Hancock; see also endorsement by the Billeting Officer.

Major Boyd was not consulted; he states that some of the work is now covered and cannot be measured; that he has no subordinate staff to make the check measurements, and so on.

He complains, most of all, that as to necessity, extent of repairs and their nature, and as to supervision he was not asked for advice. It seems, to him, that the errors

16. Finance.

(a) I have referred already to the 600,000,000 lire fund, and its non-applicability to Sicily, as matters stand. This, in spite of the fact that scores of millions of lire are now being spent on roads and bridges (military) as noted above.

(b) For the rest I do not know, and no one could tell me, whether A.M.F.A. is providing funds for specific projects, or whether they are making up Sicilian budget deficiencies on a large scale. * Our Finance Sub-Commission must have information on the point, and in any case it may have a bearing on the wide powers (Public Works Sanctions) recently conferred on the High Commissioner for Sicily. Since returning to Naples I note the Exec. Dec. No. 45/33/CA of 19 March on this important matter, and particularly para. 2.

* I now understand that this is the case. C.V.R.

(c) ^{example} As another of what is going on I attach herewith the documents marked N (letter 20 March from Finance Officer to F.C.U.F.W. a bill for 1,514 dollars, L.151,473, repairs to Exelsior Hotel, Palermo, buck slip, and note by Major Boyd on it.) The letter states that the L.151,473 were "approved" by Lt.-Cols. Manopace and Hancock; see also endorsement by the Billposting Officer.

Major Boyd was not consulted; he states that some of the work is now covered and cannot be measured; that he has no subordinate staff to make the check measurements, and so on.

He complains, most of all, that as to necessity, extent of repairs and their nature, and as to supervision he was not asked for advice. It seems, to him, that the owners are getting a reconditioned hotel free of expense, merely because Allied Officers use it as a mess, and as quarters for living.

I told him that as to subordinate assistance he could surely call on the Genio Civile at Palermo. As to other people handling and authorising things of this kind, without his knowledge, he can act through Lt.-Col. Hancock. (Unfortunately that officer is said to be involved in the matter.) But he stresses that it is time such things were regularised, by positive orders.

It will be noted that 9,909 lire are added to the bill for "Assistenza Tecnica". I do not know whether this sum is to be paid to the contractor, or to the Genio Civile.

5826

17. The main points arising out of the foregoing are the following:-

- (a) Settle, and possibly separate, the functions of the P.W. Staff in Sicily. Lt.-Col. Bolick (who can not be considered F.W. since he has so many other "functions"); Majors Boyd and Crowther, Capt. Dastoli, and Lt. Hodges. (Paras. 2 and 3 above.)
- (b) Settle what the total Establishment should be. Major Boyd asks for 4, besides himself. Importance of having an officer permanently at, or near, Catania. (Paras. 4 and 5.)
- (c) Position of Sig. Alagna; in hand with Sig. Pugliese (para. 60)
- (d) Powers of High Commissioner; provisionally settled (?). (Para. 7)
- (e) Need for unified organisation in Island (para. 8) and see para. 12 re new H.C.'s, powers, to bring this about.
- (f) Various letters and instructions handed over. (para. 9)
If any revised ones issued, important that they should not conflict with these.
- (g) Messina Province, 545 ML projects; much now in hand (para. 10a and 10b).
200 ML programme Mil. H'ways and Bridges, and other matters, said to be 75% started (para. 10d).
Removal of 6 Bailey Bridges before end of June, whether alternatives ready or not (para. 10c).
Communications difficulties in Island, posts and tels. (para 10g)
- (h) Whether DDW should be consulted about above, in connection with the 600 ML appropriation (paras. 11a, 12, and 16a).
Transport troubles (para. 10b).
Need to establish system priorities (para. 11f) and see para. 12 re Regl. Commr's own statement about all schemes to come through Sig. Alagna's office, in future.
Directive needed (para. 15).
- (i) All Service demands channelled through Regl. Commr. and Major Boyd in future (para. 12).
- (j) Waste of effort in preparing useless plans and estimates.
Retention of Lt. Hodges.
Case of Excelsior Hotel, Palermo; bill for Lire 151,473 now to be checked and paid.

*See also
letter Op. inv. d
your service d*

- (e) Need for unified organization in Island (para.8) and see para. 12 re new H.C.'s. powers, to bring this about.
- (f) Various letters and instructions handed over. (para.9)
If any revised ones issued, important that they should not conflict with these.
- (g) Messina Province, 545 ML projects; much now in hand (para. 10a and 10b).
200 ML programme Mil. H'ways and Bridges, and other matters, said to be 75% started (para.10d).
Removal of 6 Bailey Bridges before end of June, whether alternatives ready or not (para.10c).
Communications difficulties in Island, posts and tels. (para 10g)
- (h) Whether DDM should be consulted about above, in connection with the 600 ML appropriation (paras. 11a, 12, and 16a).
Transport troubles (para. 10b).
Need to establish system priorities (para. 11f) and see para.12 re Regl. Commr's own statement about all schemes to come through Sig. Alagna's office, in future.
Directive needed (para.15).
- (i) All Service demands channelled through Regl. Commr. and Major Boyd in future (para.12).
- (j) Waste of effort in preparing useless plans and estimates.
Retention of Lt. Hodges.
Case of Excelsior Hotel, Palermo; bill for Lire 151,473 now to be checked and paid.
- (k) System of financing PMs in Sicily; seems from recent letter 19 March that budget deficits are to be made up.

5825 *W.E.H.*Lt.-Col. R.E.
Deputy-Director, P.W. and U.S.C.*29. 3. 44.*

I 3 8 3