

من المصادر الإلكترونية في مكتبة قطر الرقمية ١٥/١٢٠٢٢ PDF بتاريخ النسخة الإلكترونية من هذا السجل متاحة للاطلاع على الإنترنت عبر الرابط التالي:

http://www.qdl.qa/archive/81055/vdc_100000000648.0x000164

تحتوي النسخة الإلكترونية على معلومات إضافية ونصوص وصور بدقة عالية تسمح بإمكانية تكبيرها ومطالعتها بسهولة.

".المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بواخر دورية من إيطاليا.

المؤسسة المالكة	المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند
المرجع	IOR/L/PS/12/3789
التاريخ/ التواريخ	١٤ يناير ١٩٣٣ - ٣١ مايو ١٩٣٥ (ميلادي)
لغة الكتابة	الإنجليزية في اللاتينية
الحجم والشكل	ملف واحد (٥٣ ورقة)
حق النشر	<u>رخصة حكومة مفتوحة</u>



حول هذا السجل

يتعلق الملف بتقديم خدمة الشحن "المدعومة مالياً" إلى الخليج العربي من قبل شركة الشحن الإيطالية لويد تريستينو. وقد راقبت وزارة الخارجية هذه التطورات بقلق، في وقت يزداد فيه الاهتمام الدولي بمنطقة الخليج العربي.

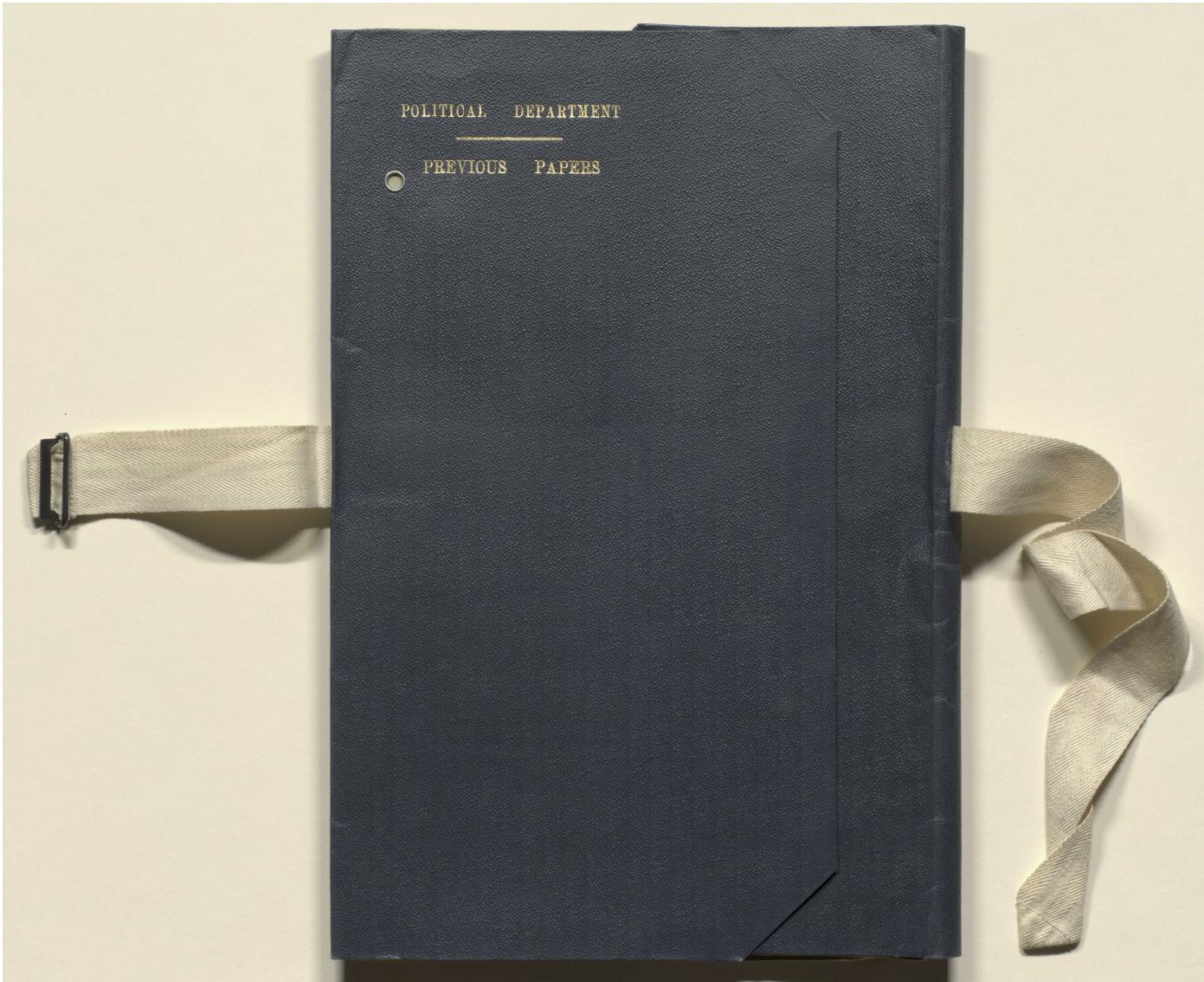
تناول الأوراق ما يلي: ملخص لخدمات الشحن الأجنبية في الخليج (الورقة ٤٩)؛ خط سير الخدمة الجديدة (الورقة ٤٠)؛ وجهة نظر المقيم السياسي في الخليج العربي التي تفيد بأنه من المرجح لا تؤثر الخدمة الجديدة على خدمات الشحن البريطانية (الورقة ٣٧)؛ فلق رسمي من انخفاض هيمنة خدمات الشحن البريطانية والبضائع البريطانية في الخليج (الأوراق ٣٣-٣٢، ٢٩)؛ وجود الشحن الياباني والألماني في الخليج؛ تدشين خدمة لويد تريستينو؛ صلة الخدمة الجديدة مع سكة الحديد العابرة بلاد فارس (مثل الورقتين ٢٥، ٩)؛ رد فعل شركة الهند البريطانية للملاحة البحارية (B.I.S.N.).

على الخدمة الجديدة (مثل الورقتين ١٧، ٢٣)؛ وتقارير عن تحركات السفن الإيطالية والبضائع التي كانت على متها، وخاصة السكر والإسمنت.

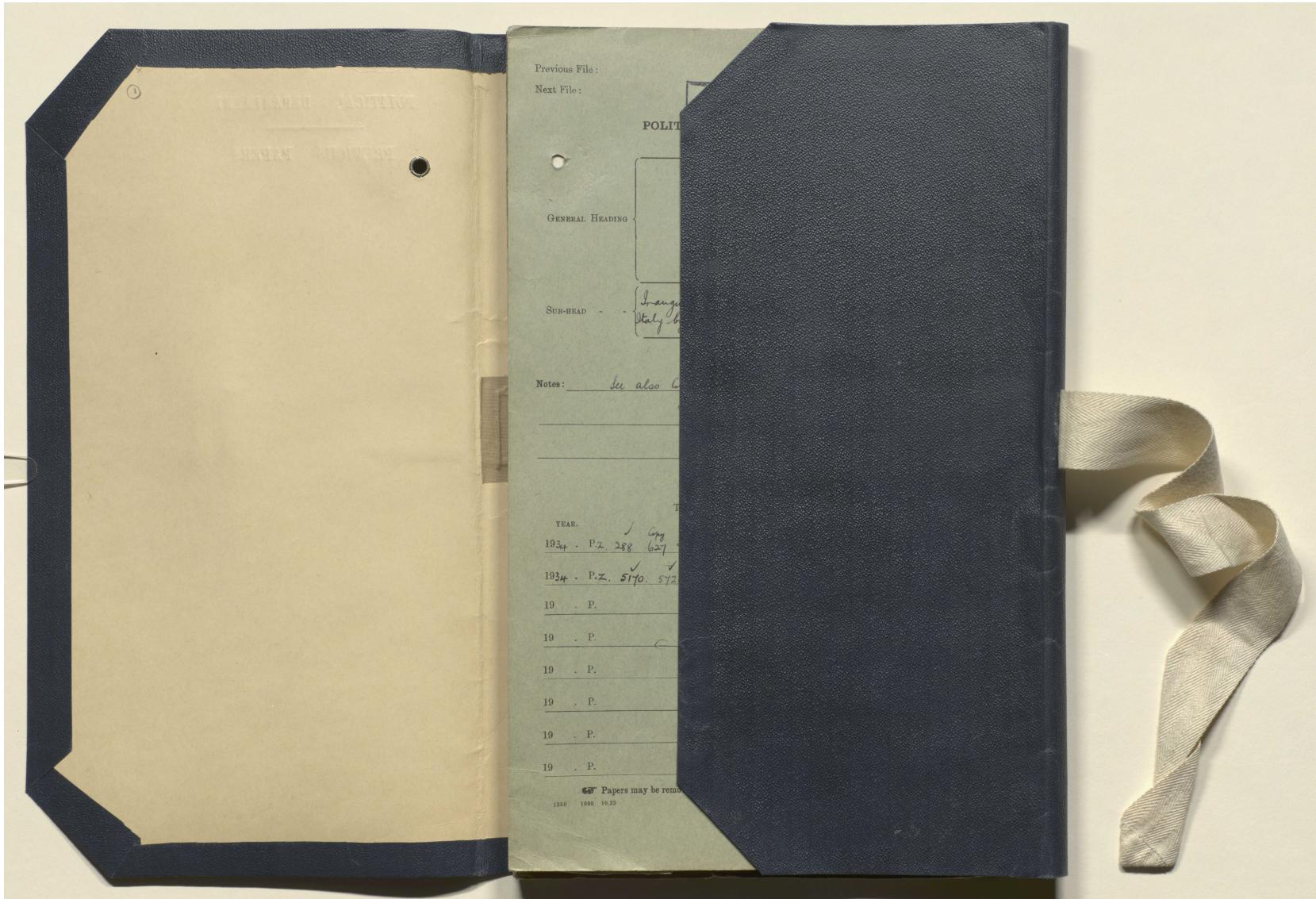
يحتوي الملف على مراسلات من وزارة الخارجية، ومجلس التجارة، وعدة مسؤولين بريطانيين في المنطقة.

يشتمل الملف على فاصل يتضمن قائمة مراجع المراسلات الواردة به حسب السنة. ويوجد هذا الفاصل في نهاية المراسلات.

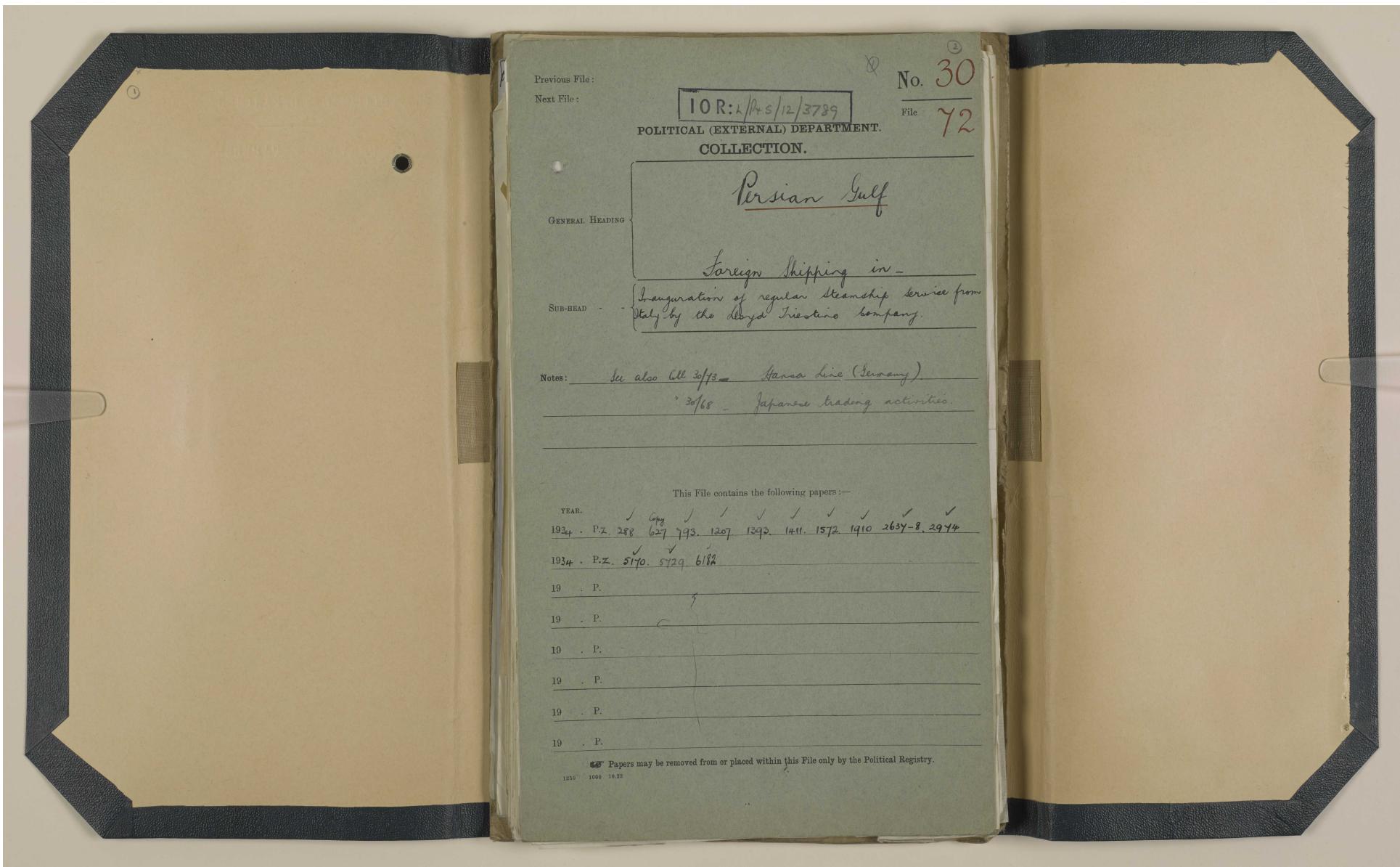
المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوآخر دورية من إيطاليا". [أمامي]
(١٠٩/١)



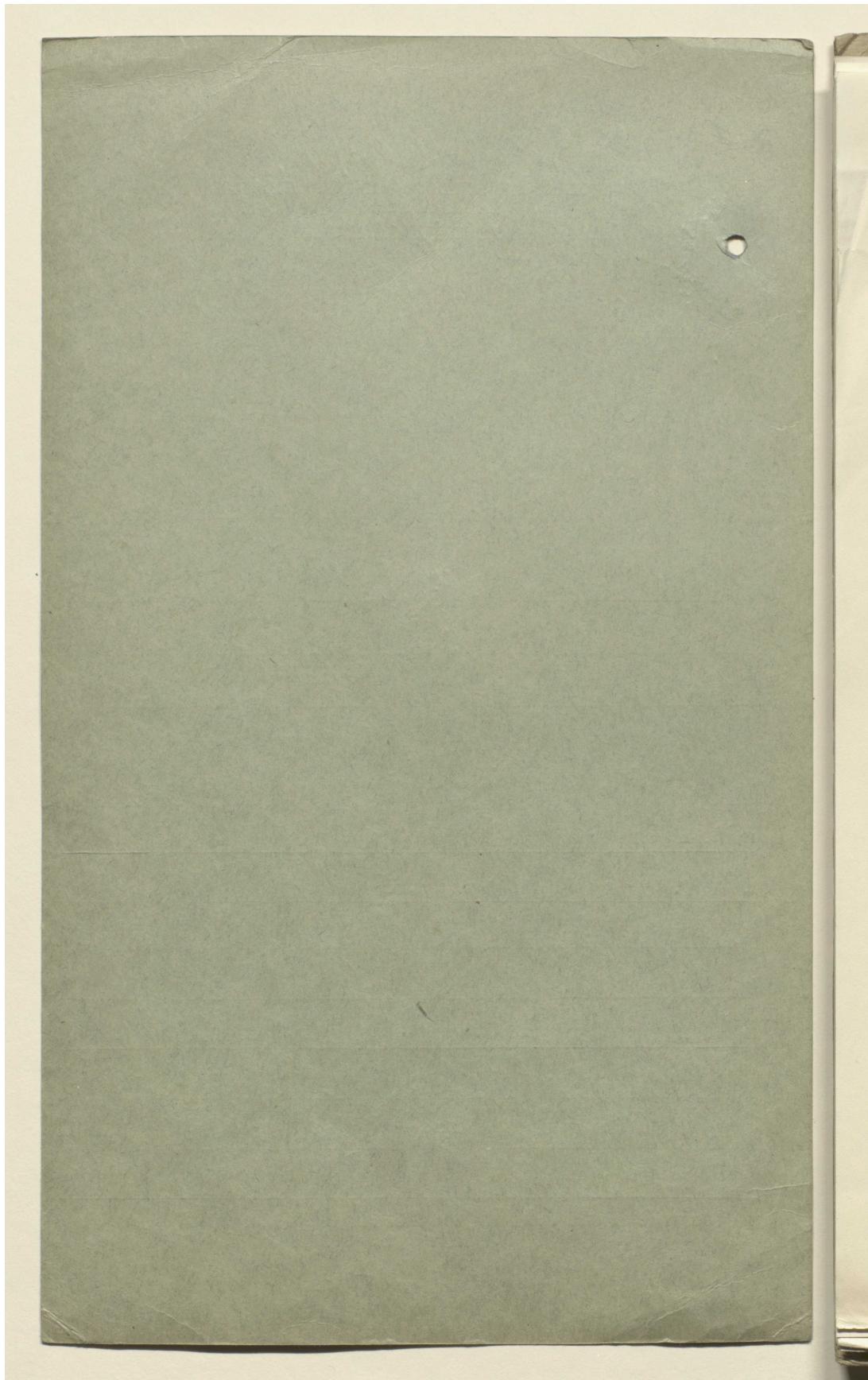
المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بواخر دورية من إيطاليا". [أمامي-داخلي]
(١٠٩/٢)



المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بواخر دورية من إيطاليا". [٢٠] (١٠٩/٣)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٢] (٤/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٥] (١٠٩/٥)

P.Z.3966/35.

② ball ③
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SECRET.

No.10 of 1935.

Extract from
Intelligence Report of the Political Agent,
Bahrein, for the period from 16th to 31st May 1935

81. SHIPPING.

1. Italian.

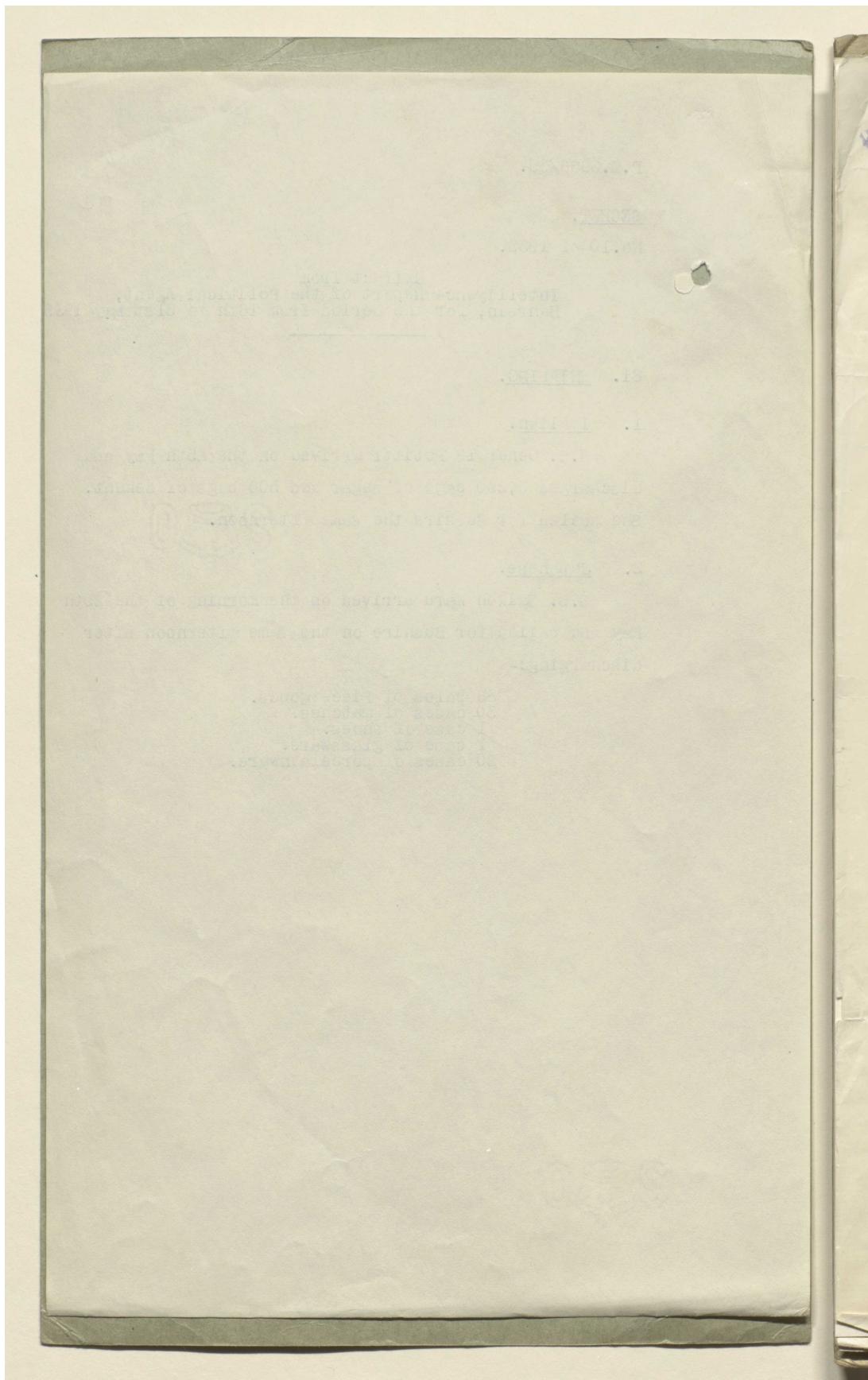
S.S. Generale Petitti arrived on the 25th May and discharged 3,250 bags of sugar and 500 bags of cement. She sailed for Bushire the same afternoon.

2. Japanese.

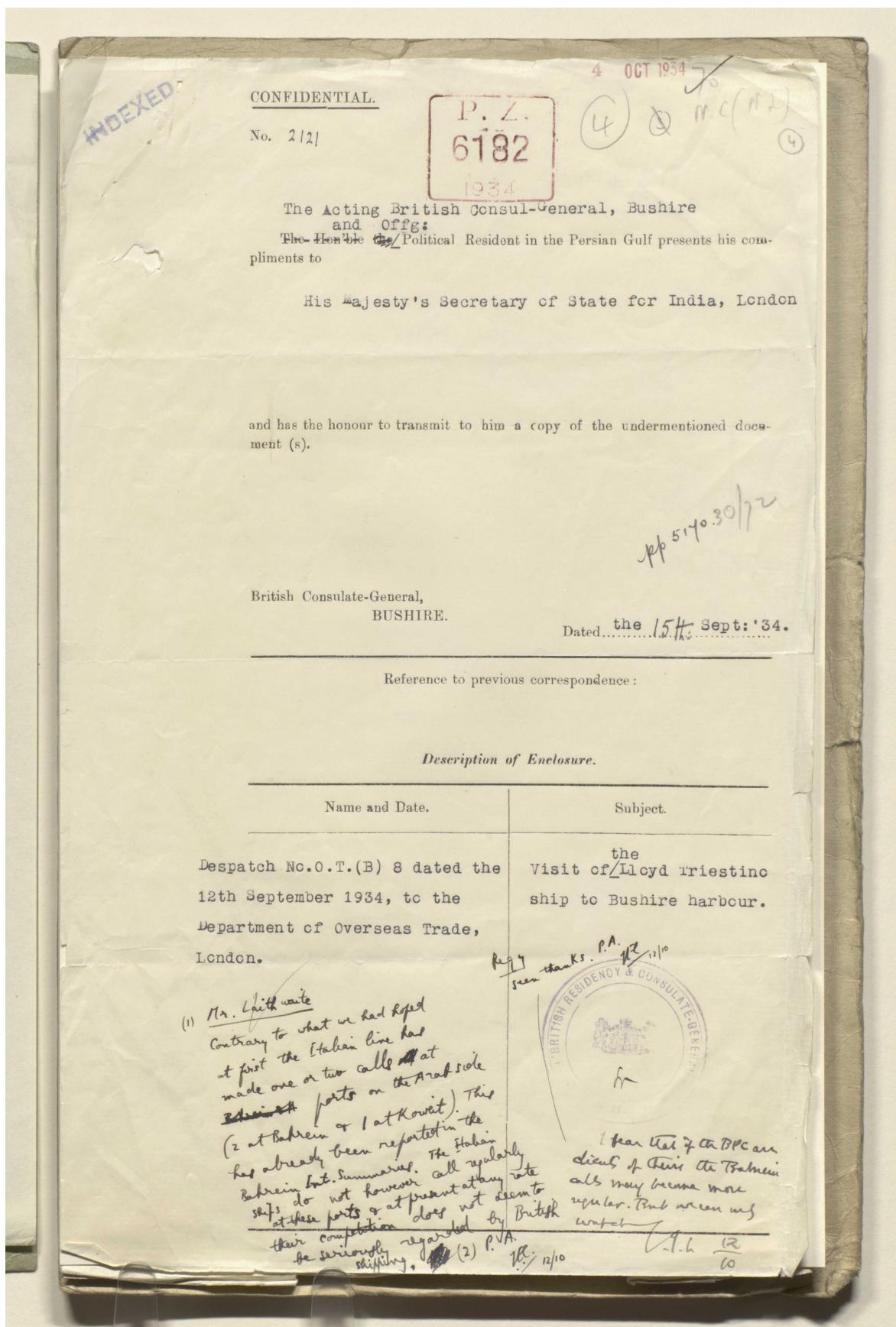
S.S. Saikoh Maru arrived on the morning of the 25th May and sailed for Bushire on the same afternoon after discharging:-

38 bales of Piece goods.
30 cases of matches.
1 case of shoes.
1 case of glassware.
20 cases of porcelainware.

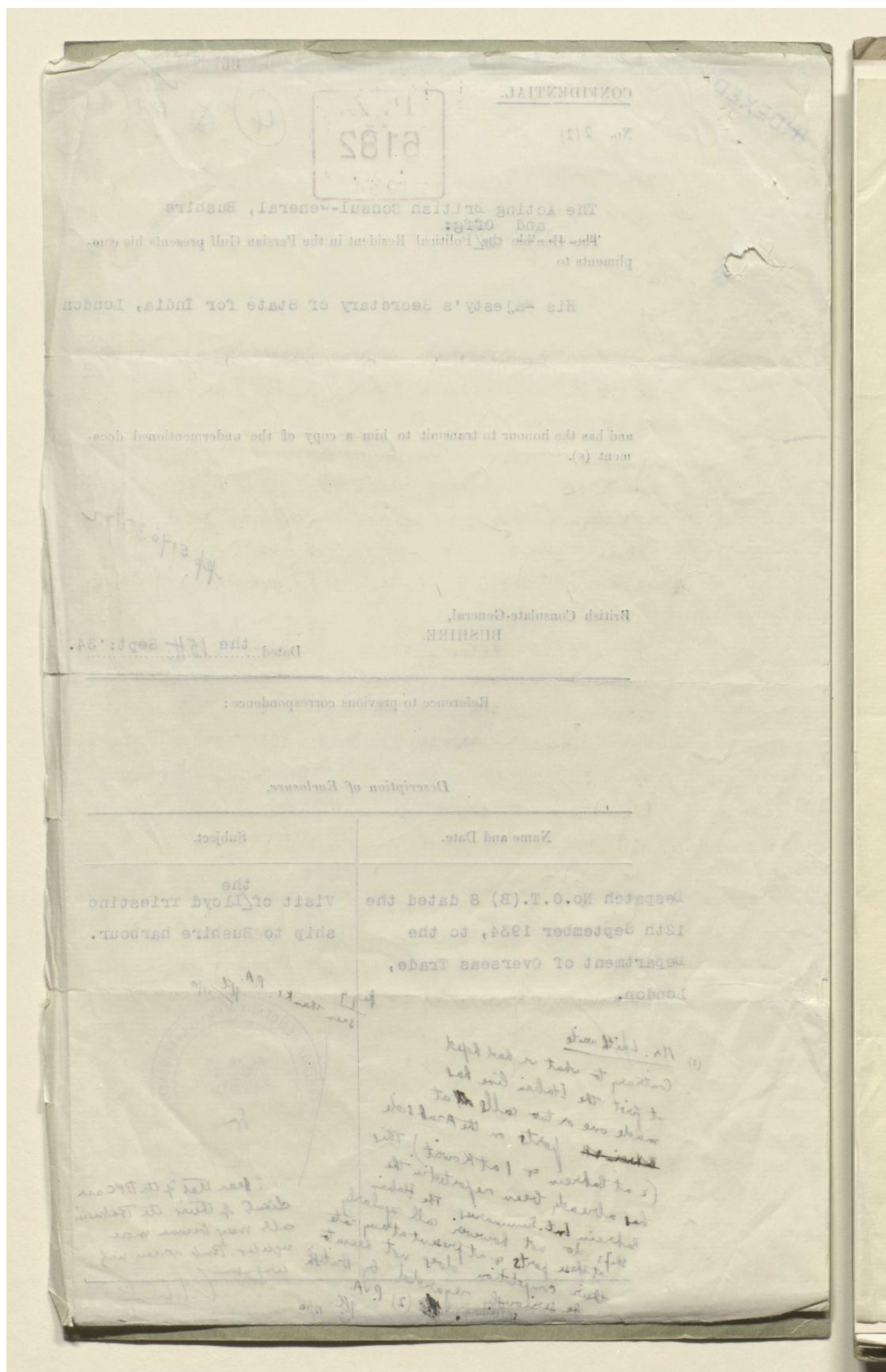
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٣] (٦/١٠٩)



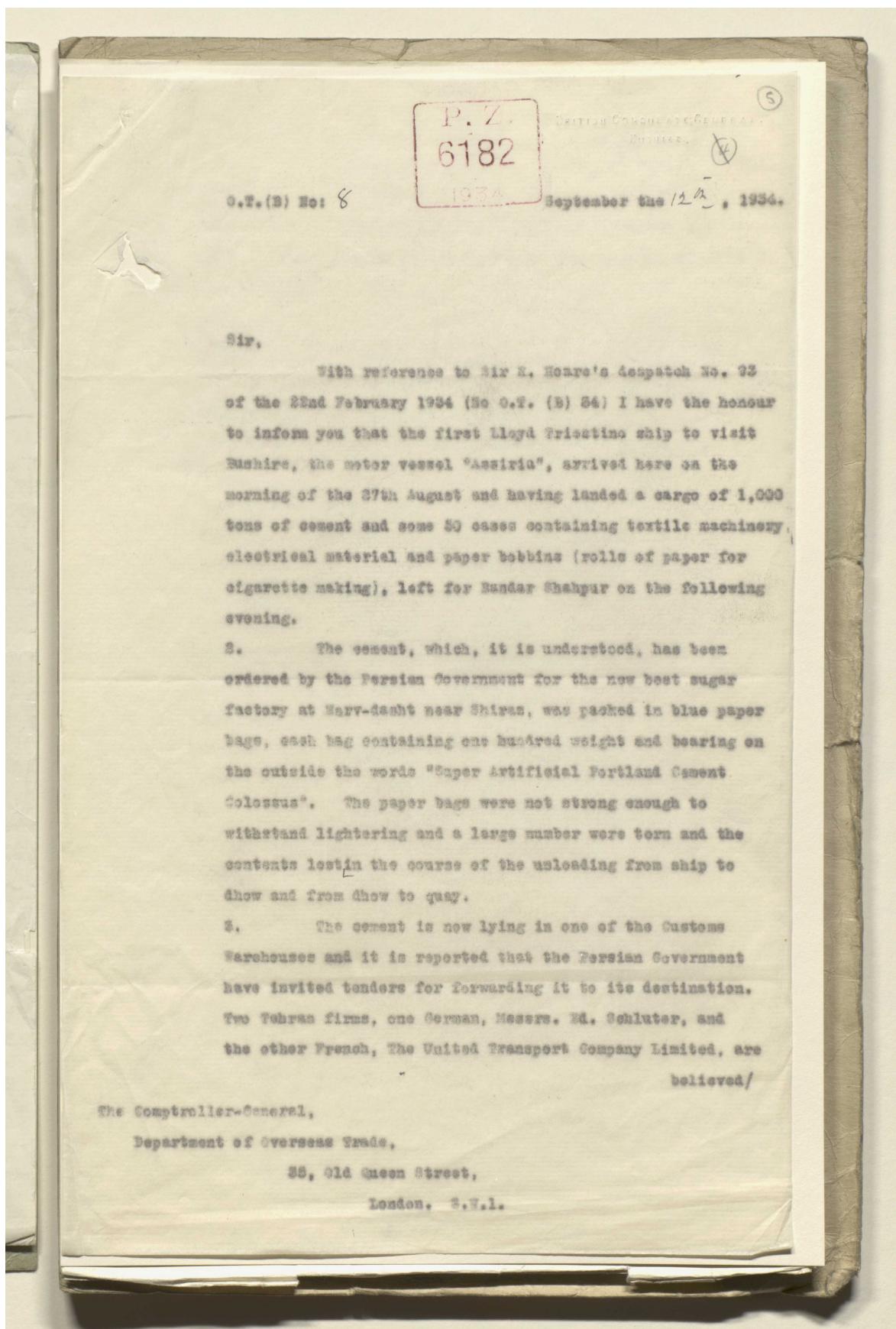
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٤٠] (٧/١٠٩)



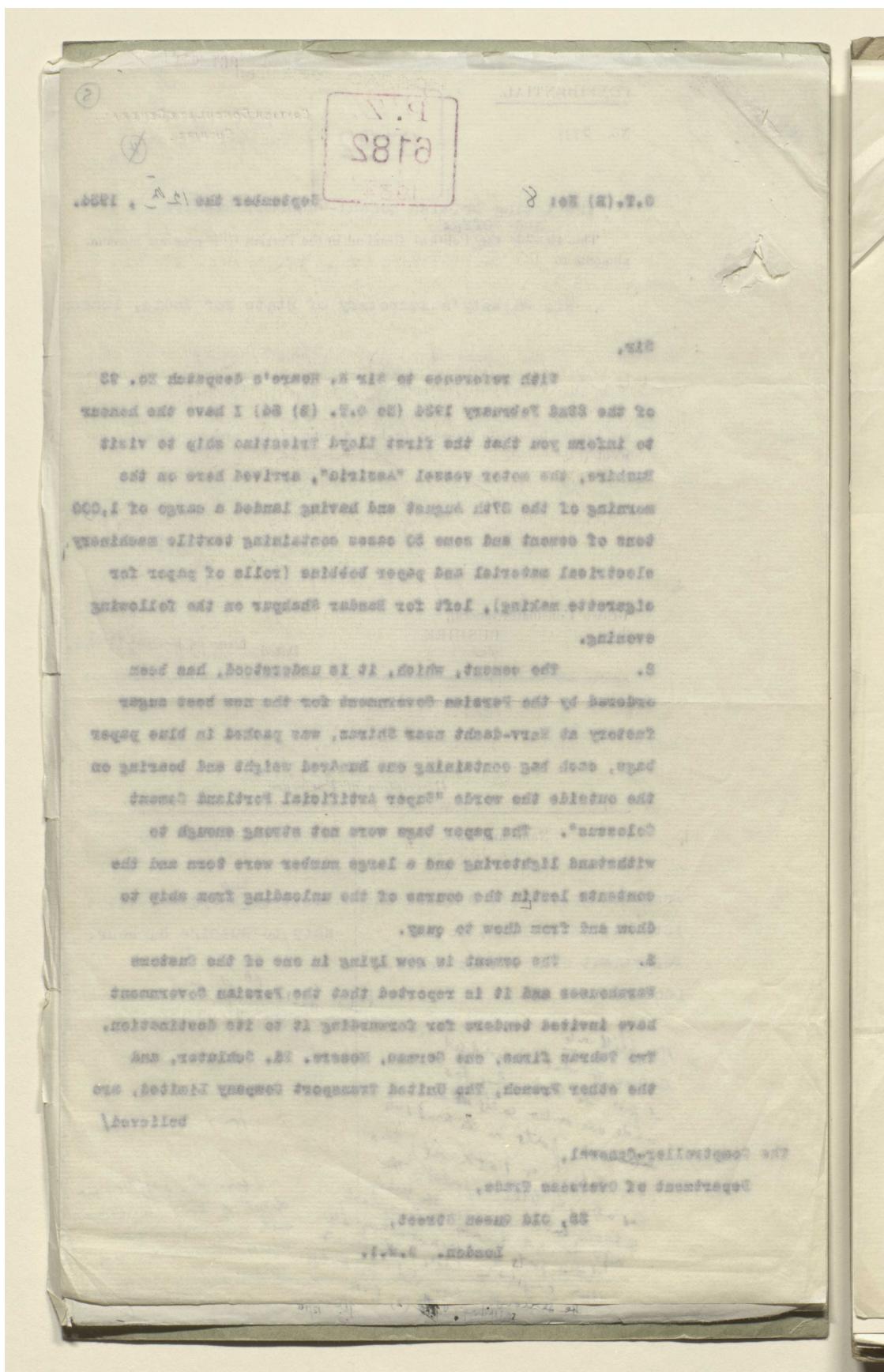
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوآخر دورية من إيطاليا". [٤٦] (٨/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٠] (١٠٩/٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٥] (١٠٩/١٠)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦٦] (١٠٩/١١)

BRITISH CONSULATE-GENERAL
BUSHIRE

(6)

BUSHIRE



- ٣ -

believed to be negotiating with their Bushire agents with a view to obtaining the contract, but it is not known whether any decision has yet been taken in the matter.

4. The "Assiria", according to the latest Lloyd's shipping itinerary, is scheduled to carry out a Gulf trip once every two months calling at Bandar Shahpur, Mohammerah and Basrah with optional calls at other ports. On a previous trip in June she made calls for the first time at Bahrain and Kuwait, discharging 1,500 bags of Austrian sugar (see my despatch C.T. (B) No 17 dated 29th July 1934) and 5 cases of sundries at the former and 150 tons of sugar at the latter. She then proceeded to Mohammerah where she discharged 531 packages of general cargo. On her present trip according to a report received from the Political Agent, Bahrain, she arrived there on the 26th August and discharged 1,000 bags of artificial cement for the Bahrain Petroleum Company Limited, 226 bales of waste tobacco for a firm of Iraq merchants and 3 cases of cigarette paper. From Bushire she was understood to be proceeding to Bandar Shahpur with cargo for Tehran and thence to Mohammerah and Basrah.

5. I am sending a copy of this despatch to His Majesty's Secretary of State for India, the Government of India and to His Majesty's Minister at Tehran.

I have the honour to be,

Sir,

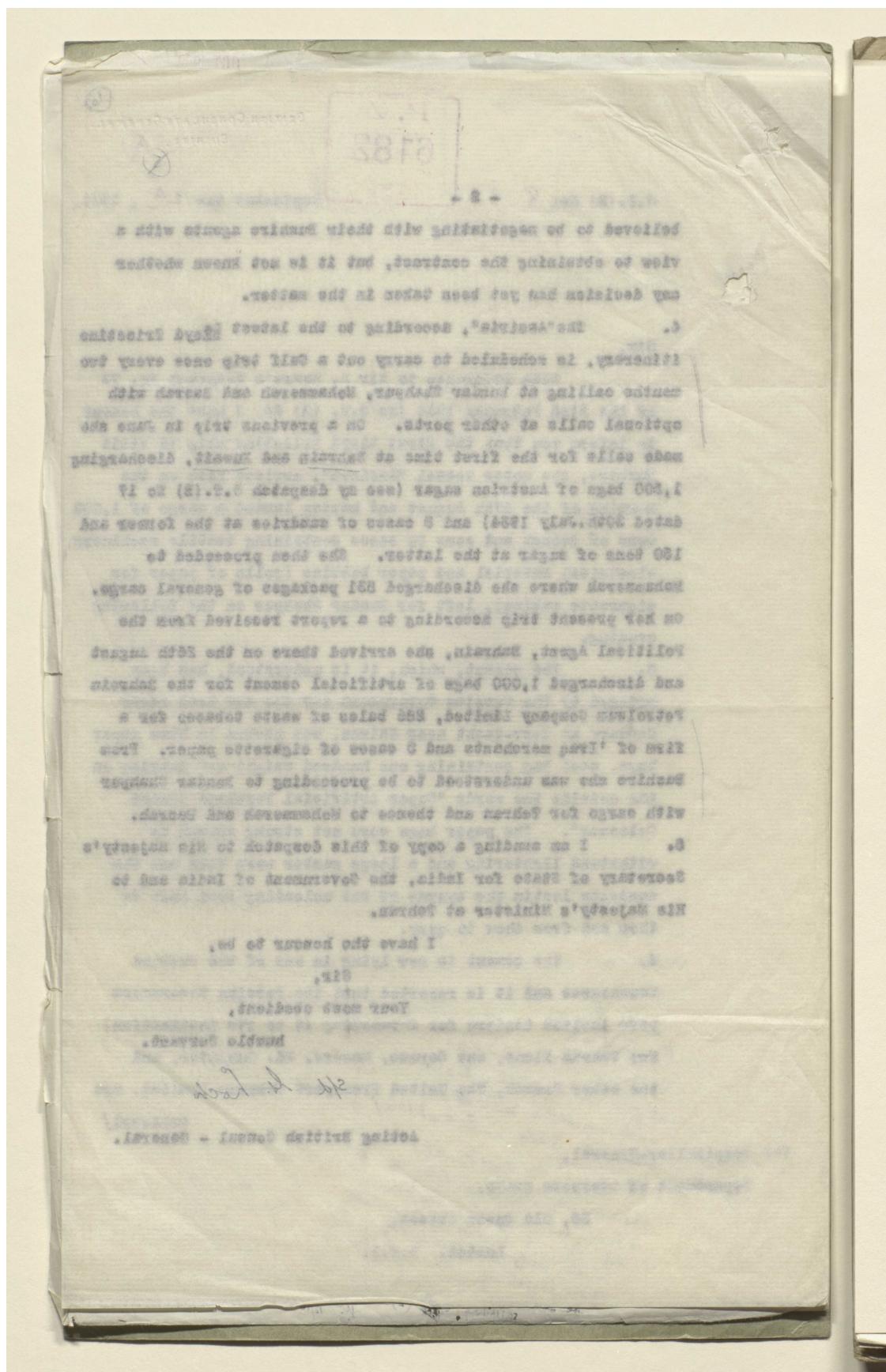
Your most obedient,

Humble Servant.

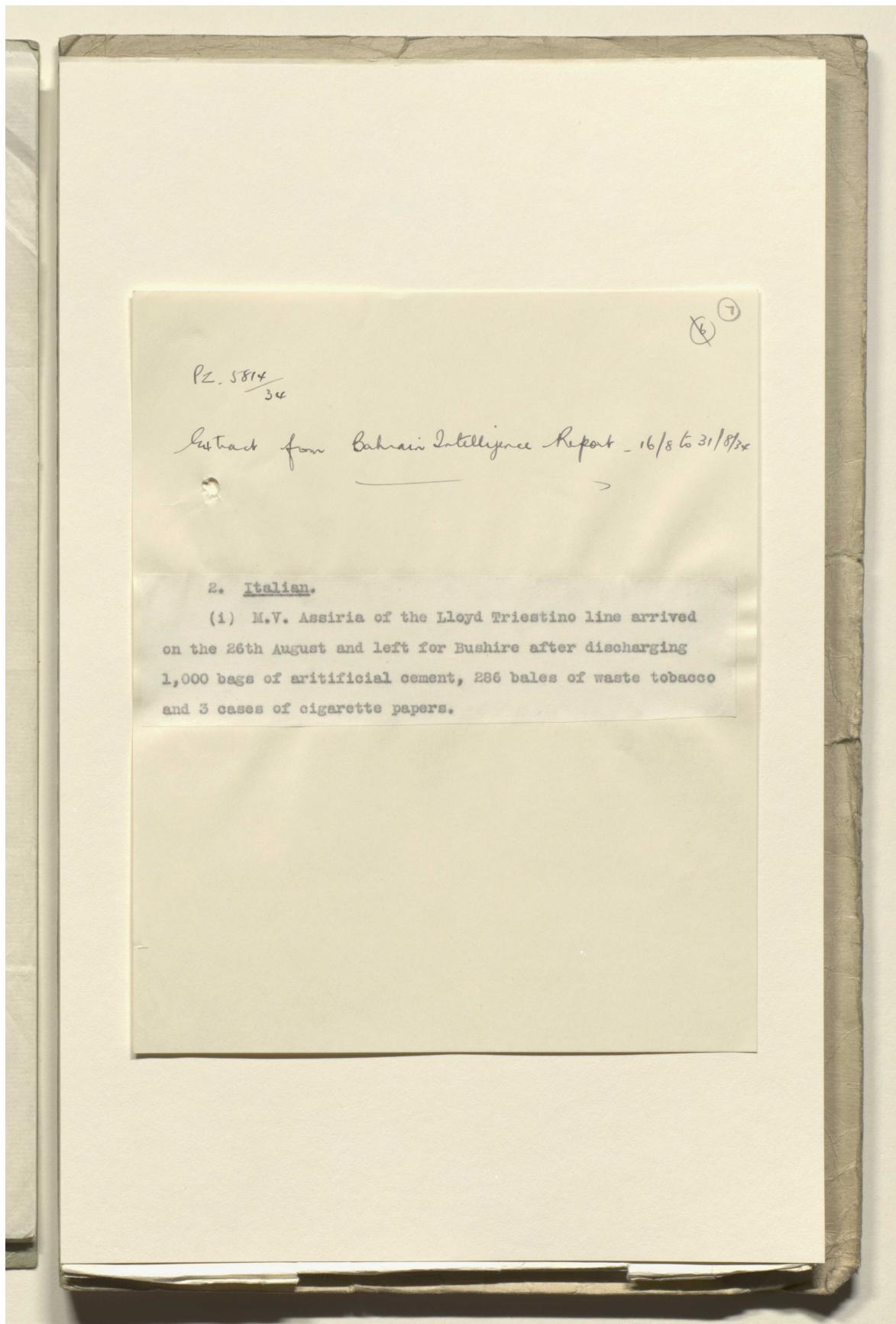
Sd: G. Loch

Acting British Consul - General.

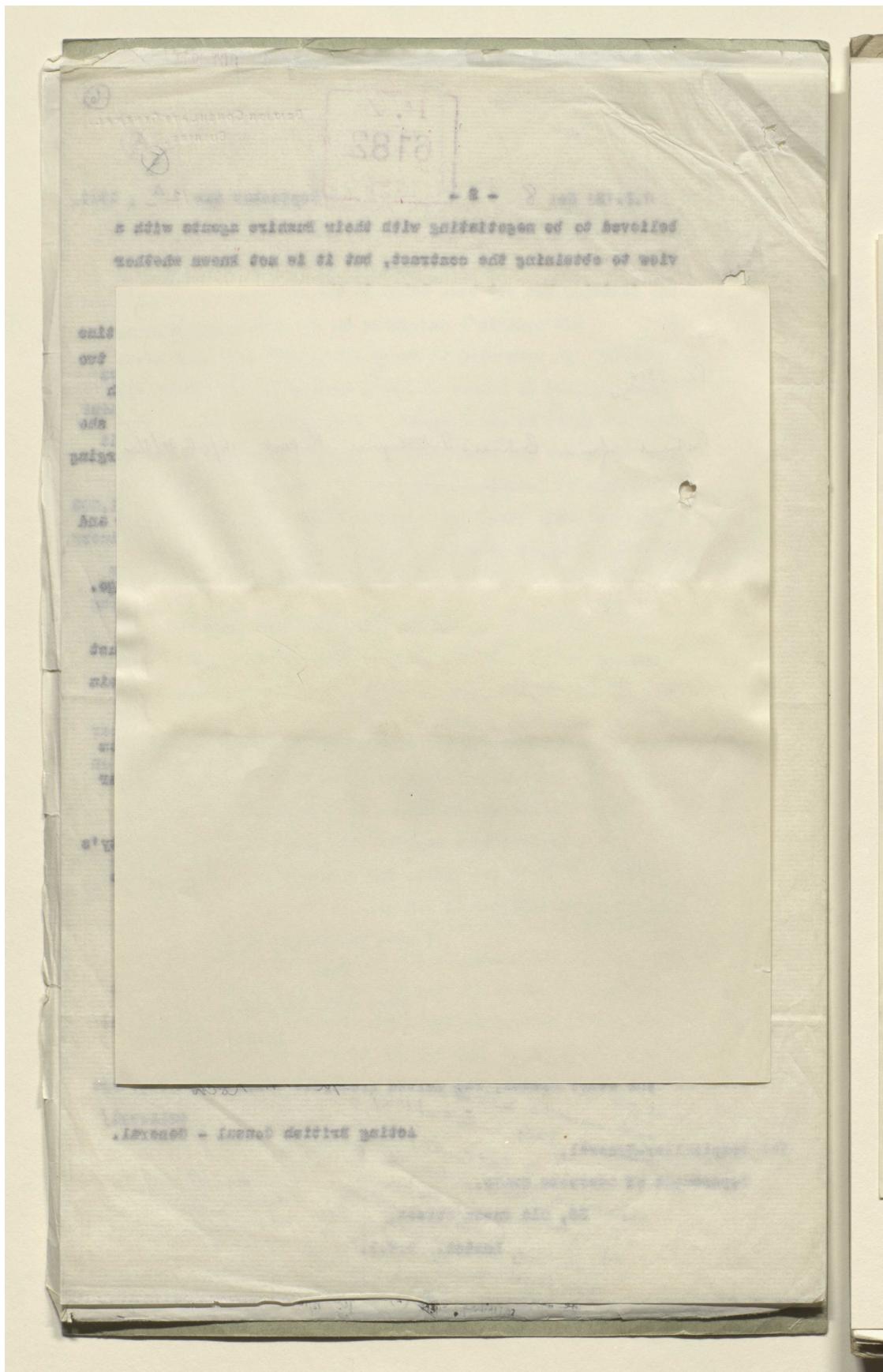
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦٦] (١٠٩/١٢)



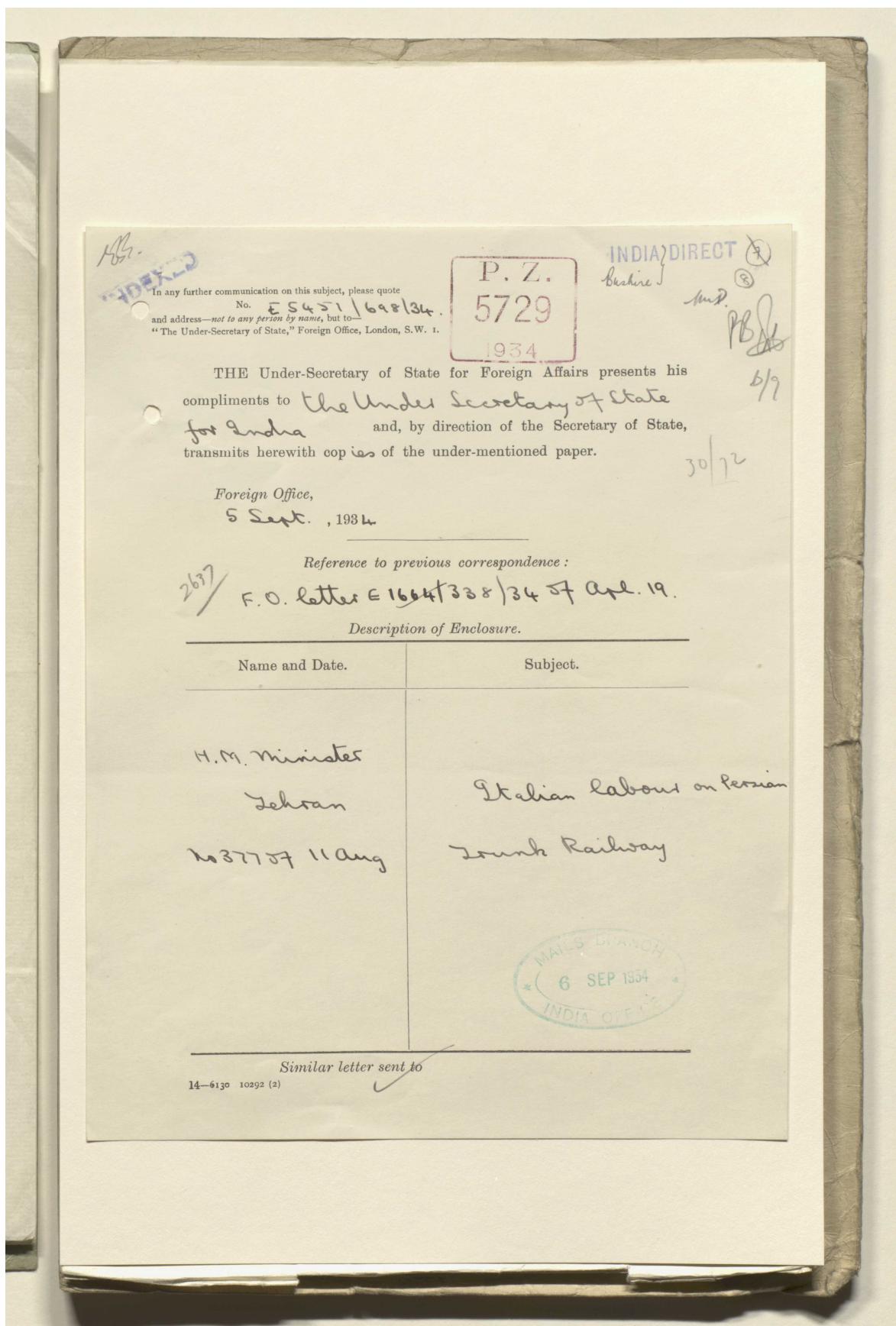
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٧٦] (١٠٩/١٣)



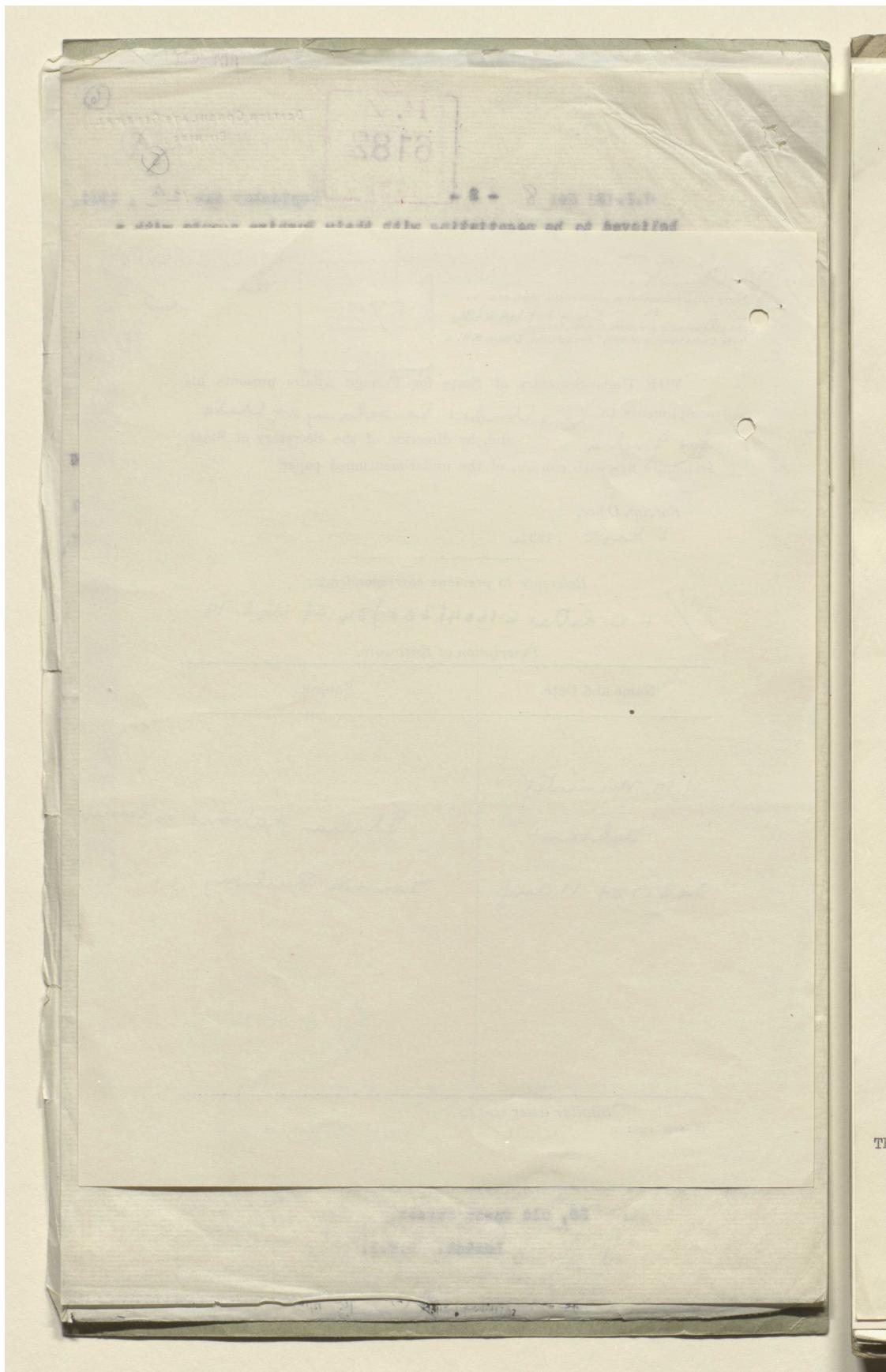
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٧٧] (١٠٩/١٤)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا." [٨٦] (١٠٩/١٥)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٨٦] (١٠٩/١٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٩٦] (١٠٩/١٧)

COPY

(E 5451/698/34.)

No. 377.

P. Z.
5729
1934

British Legation,

Gulhek.

11th August, 1934.

Sir,

2637

I reported in my despatch No. 93 of February 22nd that several hundred Italian workmen had been brought to Persia for the construction of the railway. It is now understood that Italian competition with native labour must be restricted and no more Italians are to come, but the real reason is alleged to be that Signor Mussolini's speech which alarmed the Turks produced a similar effect here.

2. I am sending copies of this despatch to the Department of Overseas Trade (No. O.T.(B) 116), to the Foreign Secretary to the Government of India (No. 174), to His Majesty's Chargé d'Affaires at Baghdad (No. 60), to the Acting Political Resident in the Persian Gulf (No. 141) and to the Acting British Consul at Ahwaz (No. 69).

I have etc.

(Signed) R.H.Hoare.

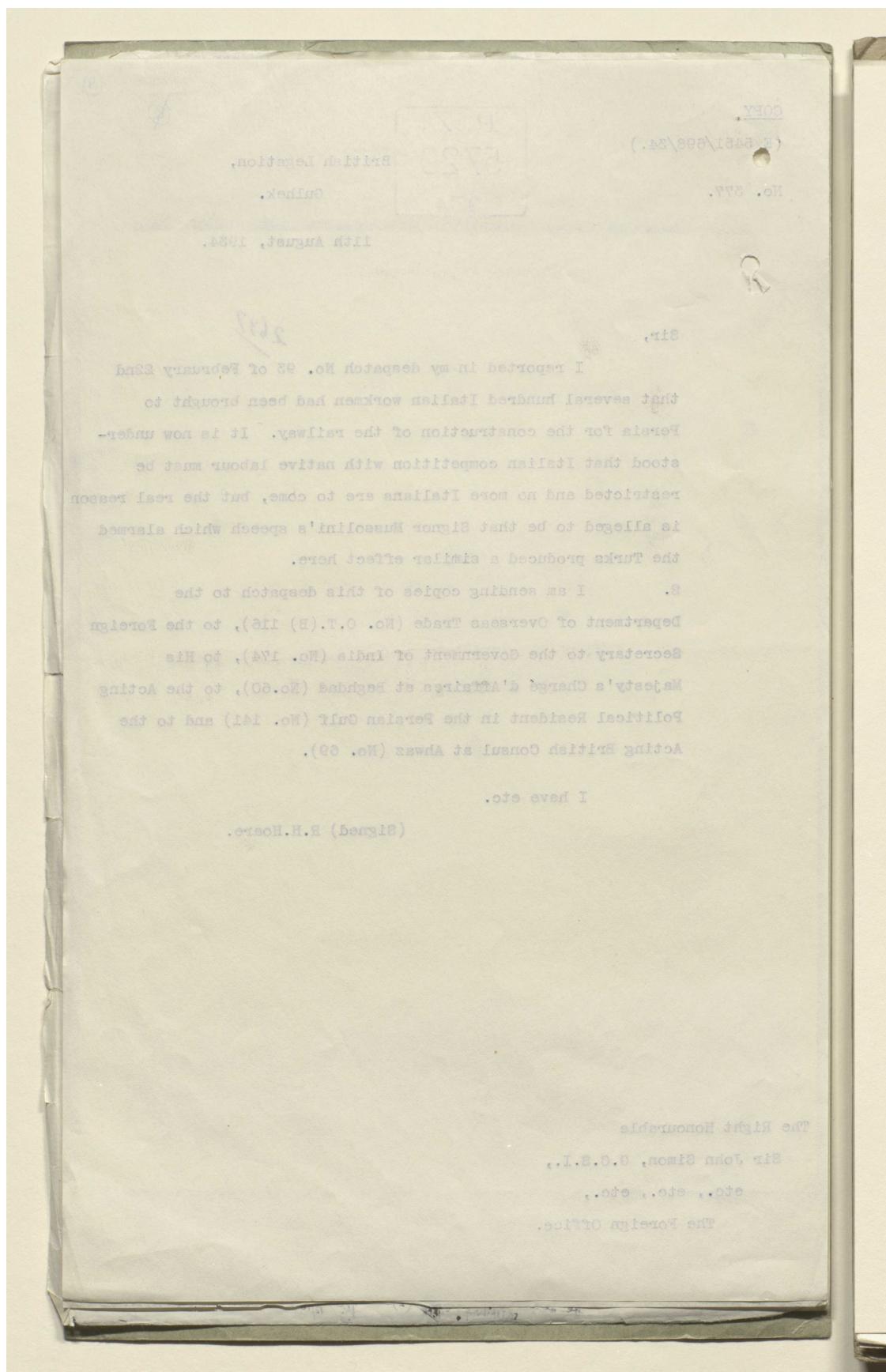
The Right Honourable

Sir John Simon, G.C.S.I.,

etc., etc., etc.,

The Foreign Office.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٩٦] (١٠٩/١٨)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٠٩/١٩] (١٠٩)

P.L. 4956/34

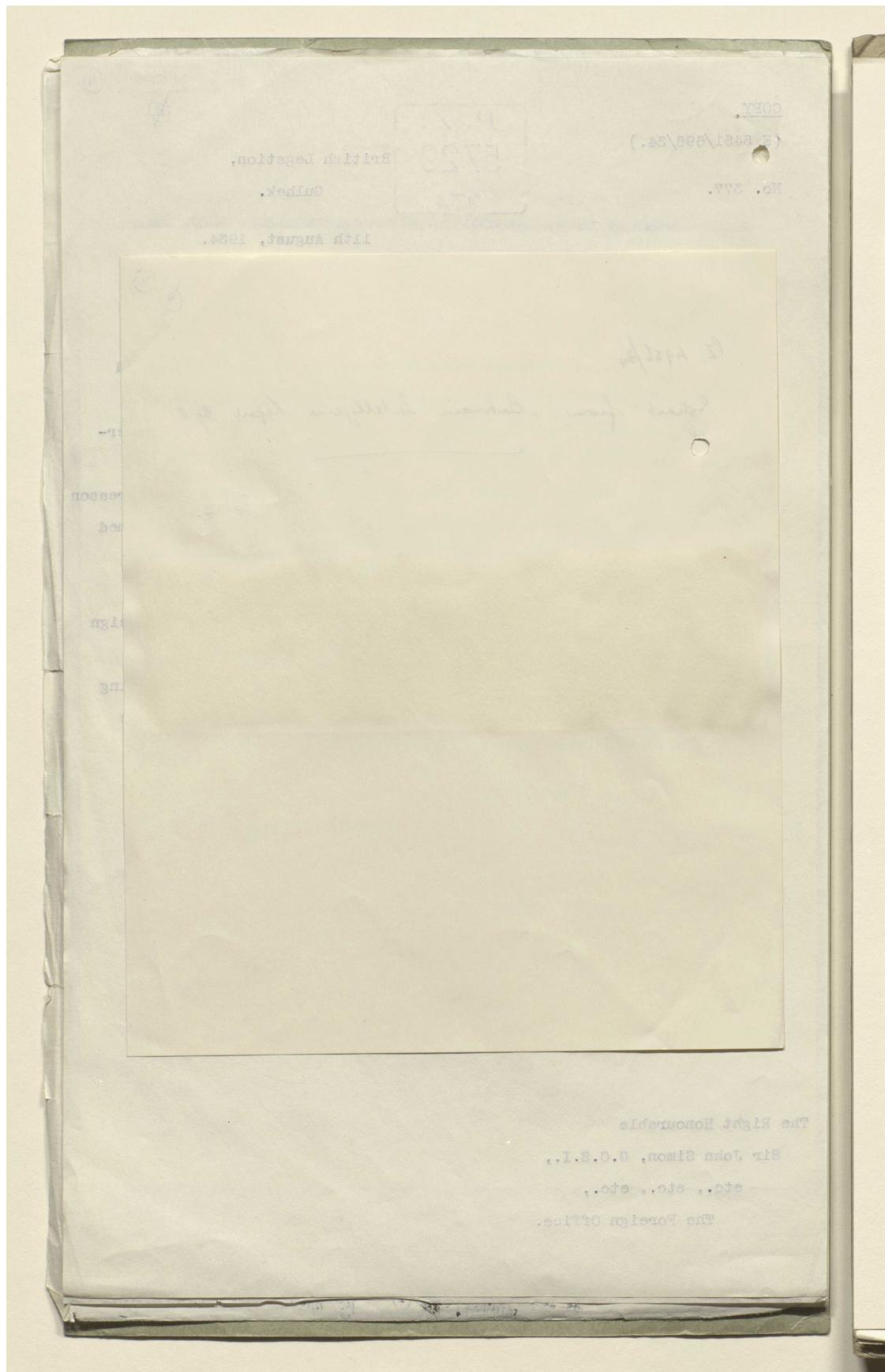
(10)

Extract from Bahrain Intelligence Report. No 8.

30/72

(i) Reference paragraph No:57/2 of Intelligence Report No:6 of 1934. The Austrian sugar landed ex M.V. Assiria is reported to be selling at eleven pies a pound. It is dirty and not as sweet as other sugars which sell at annas two to annas three a pound.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٠٩/٢٠] (١٠٩/٢٠)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوآخر دورية من إيطاليا". [١١ و [٢١]

INDEXED

Any reply to this letter should be addressed to—
 THE SECRETARY,
 BOARD OF TRADE,
 GREAT GEORGE STREET,
 WESTMINSTER, S.W.1,
 and the following reference number quoted—

M.7166/34.

P.Z.
 5170
 1934

(6)

BOARD OF TRADE,
 GREAT GEORGE STREET, MC
 WESTMINSTER, S.W.1.

9th August, 1934.

10.297
 11. / 30
 12. 14/8

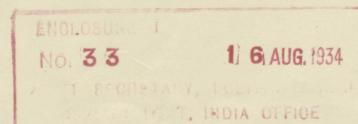
P.A.

The Board of Trade present their compliments
 to The Secretary of State for India in Council
 and beg to transmit herewith for information copy of a letter
 of to-day's date which they have caused to be addressed to
 The Under Secretary of State, Foreign Office, S.W.1.

Reference to previous correspondence (if any):—

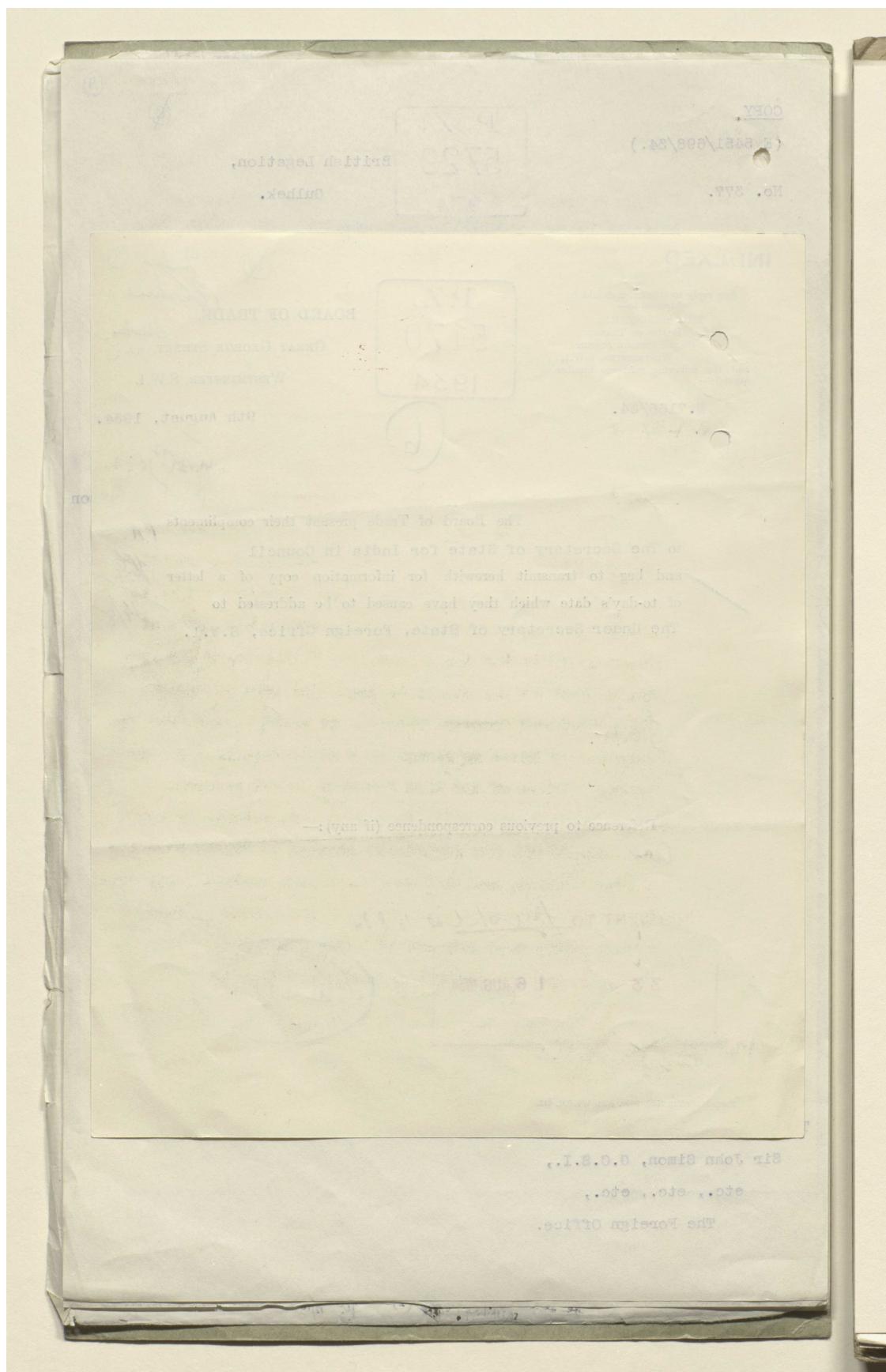
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COPY SENT TO Bushie 16.8.34

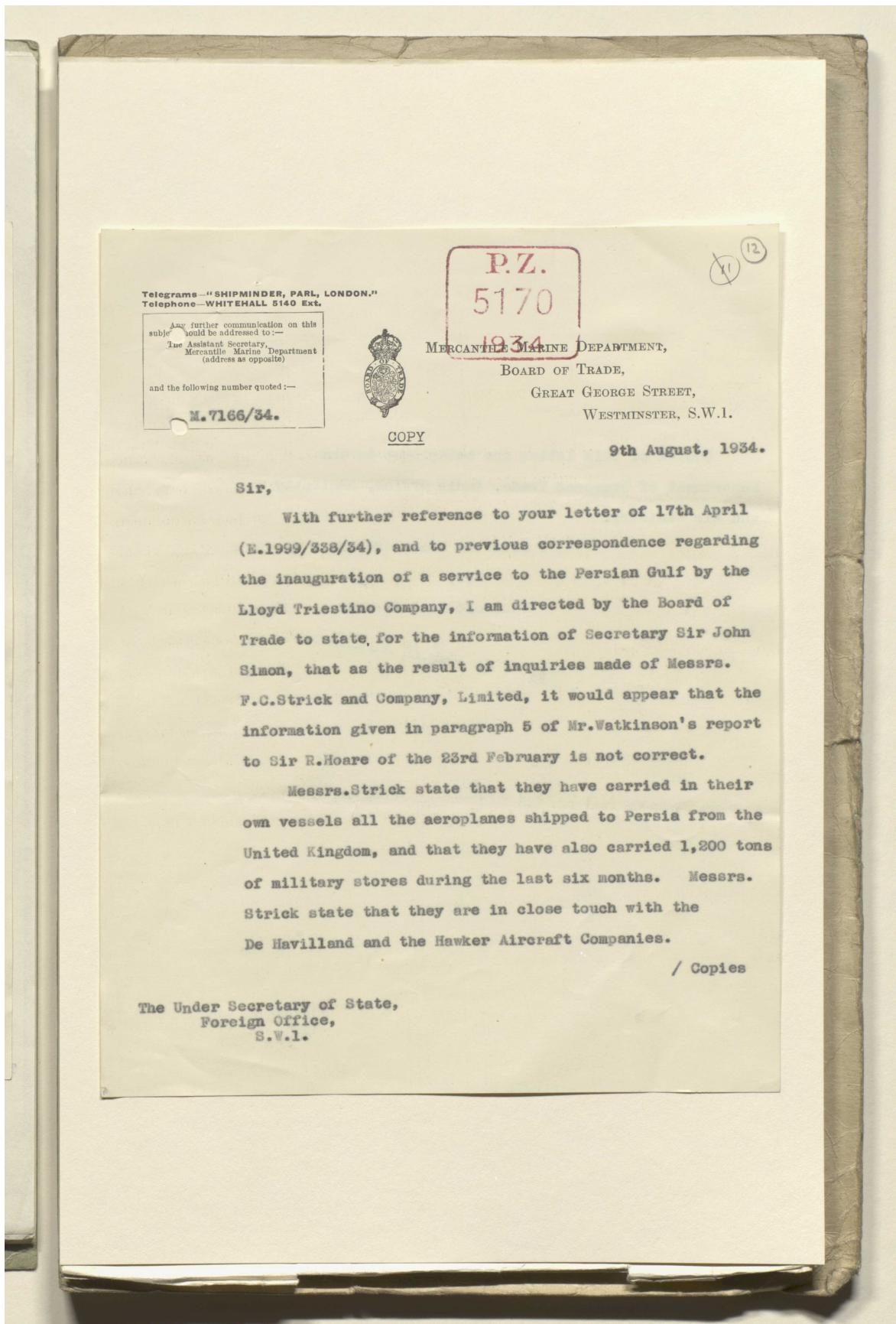


2201, Wt. 16213/7530. 3000. 8/83. Wy.P.C. 613.

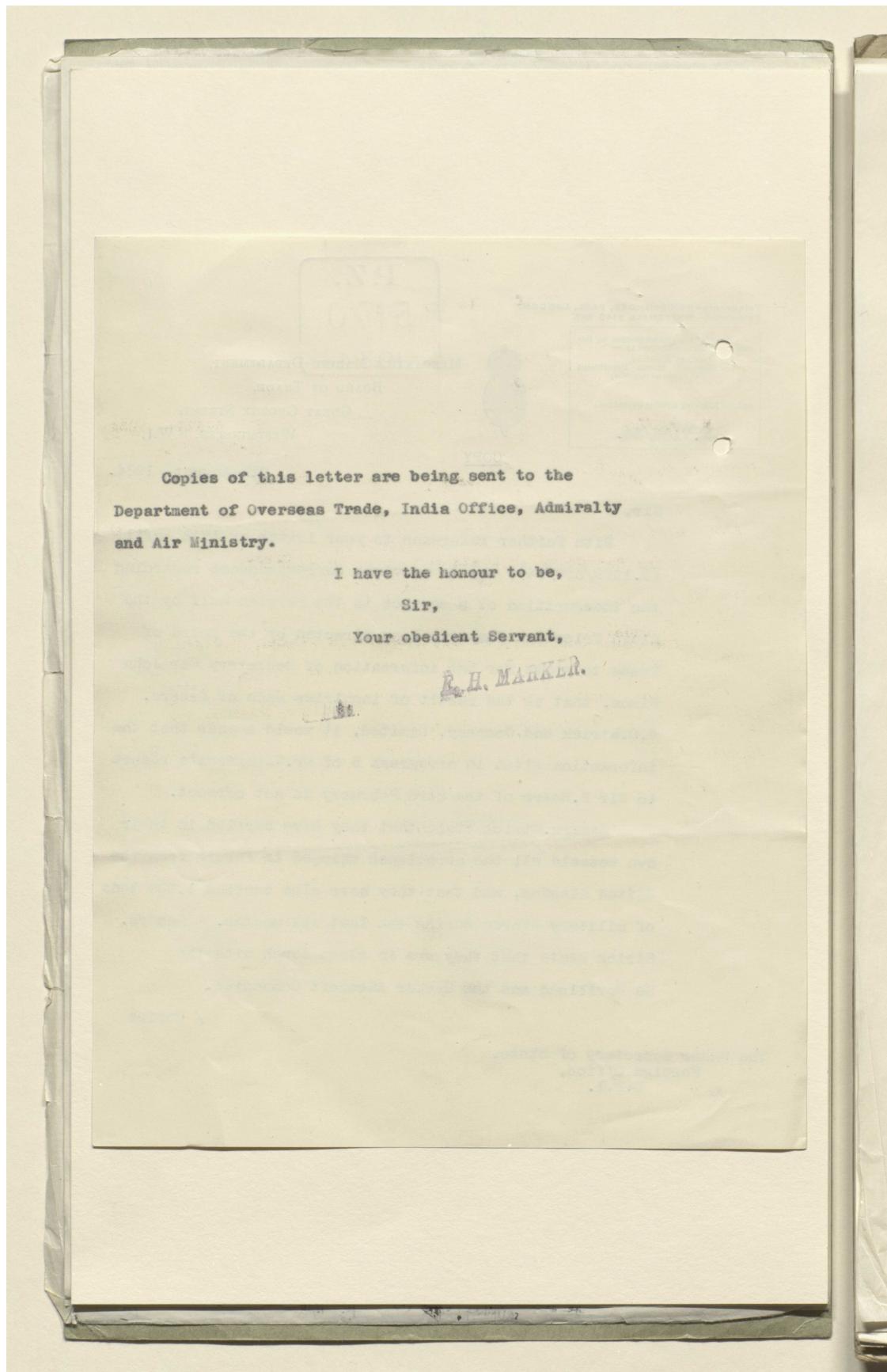
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١١٦] (٢٢/٩٠)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٢ و] [١٠٩/٢٣]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٢] (١٠٩/٢٤)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٣ و] (١٠٩/٢٥)

P.Z. 4576/34.

Secret
No. 6 of 1934.

Extract from Intelligence Report of the
Political Agent, Bahrain, for the period
16th to 30th June 1934.

57. SHIPPING

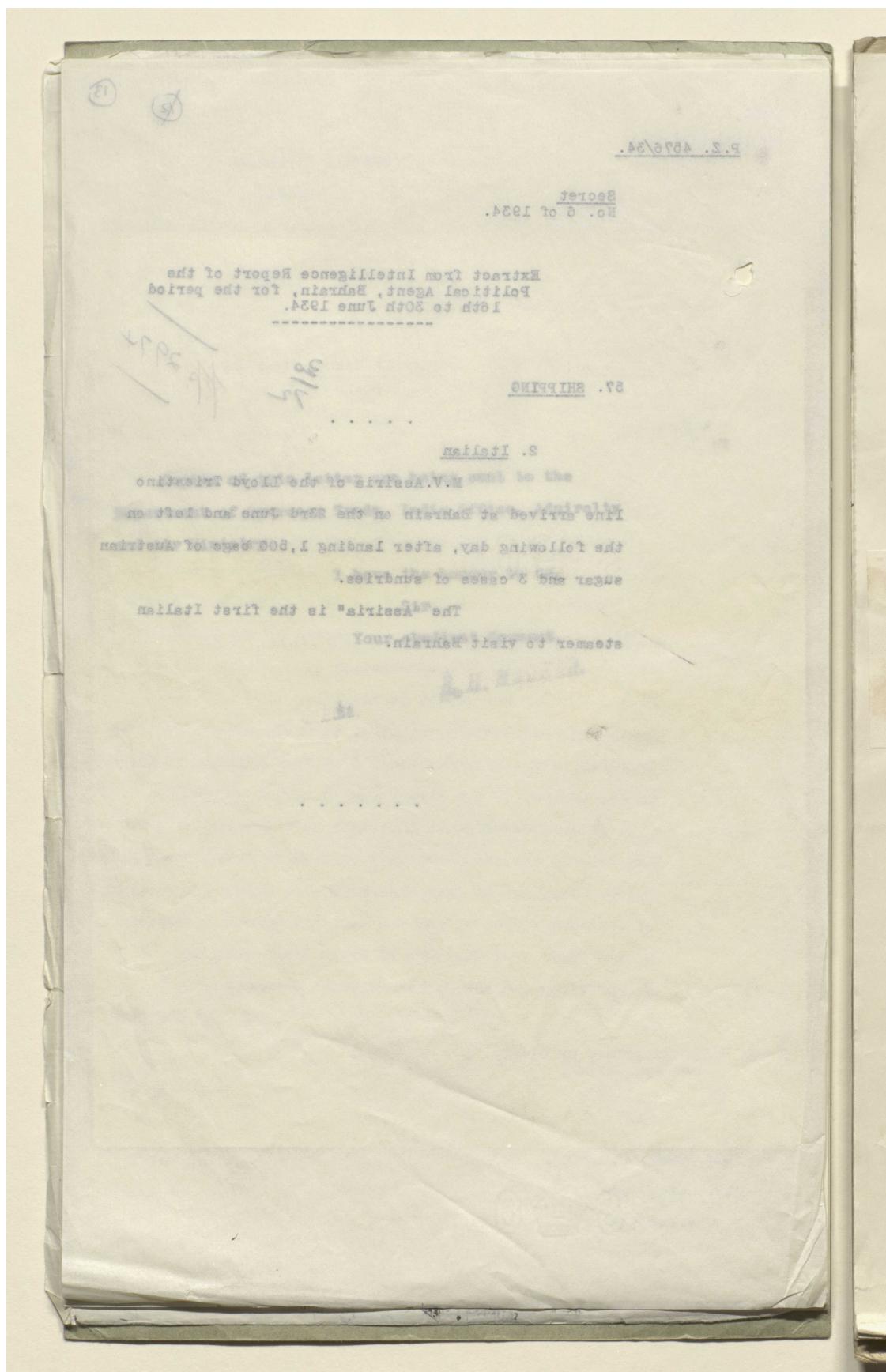
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72
P.P. 297+

2. Italian

M.V. Assiria of the Lloyd Triestino
line arrived at Bahrain on the 23rd June and left on
the following day, after landing 1,500 bags of Austrian
sugar and 3 cases of sundries.

The "Assiria" is the first Italian
steamer to visit Bahrain.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٣٦] (١٠٩/٢٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤١ و [١٠٩/٢٧]

PZ. 3888/34

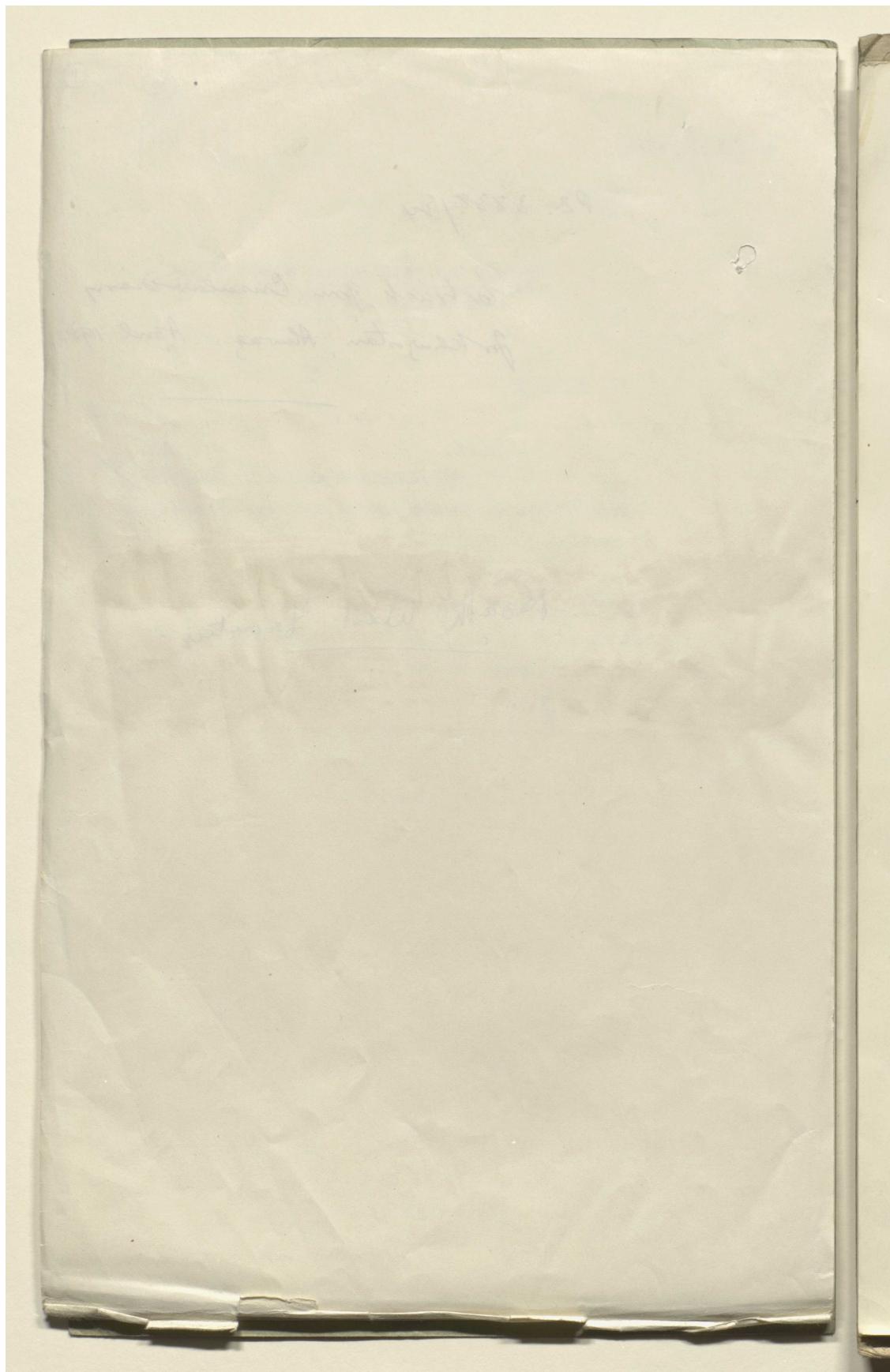
Extract from Consular diary
for Kengistan, Alwaz. April 1934.

MP 2974

101. Italian Interests.

S.S. "Movcaleiri" of Lloyds Triestino arrived at Bandar
Shahpur from Trieste on the 5th, landed 149 tons of general cargo
and left on the 7th.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤١ ظ] (١٠٩/٢٨)



المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [١٥١] [٢٩/١٠٩]

Notes.

Register No.

P.Z.2974/34

Minute Paper.

SECRET.
POLITICAL DEPARTMENT

Dated

19

Rec

	Date.	Initials.	S U B J E C T .
To			
Under Secretary	11.5.	mw	<u>PERSIAN GULF.</u>
Secretary of State...			<u>Lloyd-Triestino Shipping Service.</u>
Committee.....	14.5	AM	<u>Views of British shipping interests</u> <u>primarily concerned.</u>
Under Secretary....			
Secretary of State...			

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FOR INFORMATION

Please see P.Z.2638/34.

The letter from the Board of Trade below confirms the impression we had received from Tehran that the more important British shipping interests do not greatly fear that the new Italian service constitutes an immediate danger. The representatives of the Strick Line recognise, however, that there are damaging possibilities in the new service. Their suggestion that the entrepôt trade for Persia might, as a result, tend to shift southward to Central Europe is interesting.

It will be observed that according to the Board of Trade the service will include a call at Bombay.

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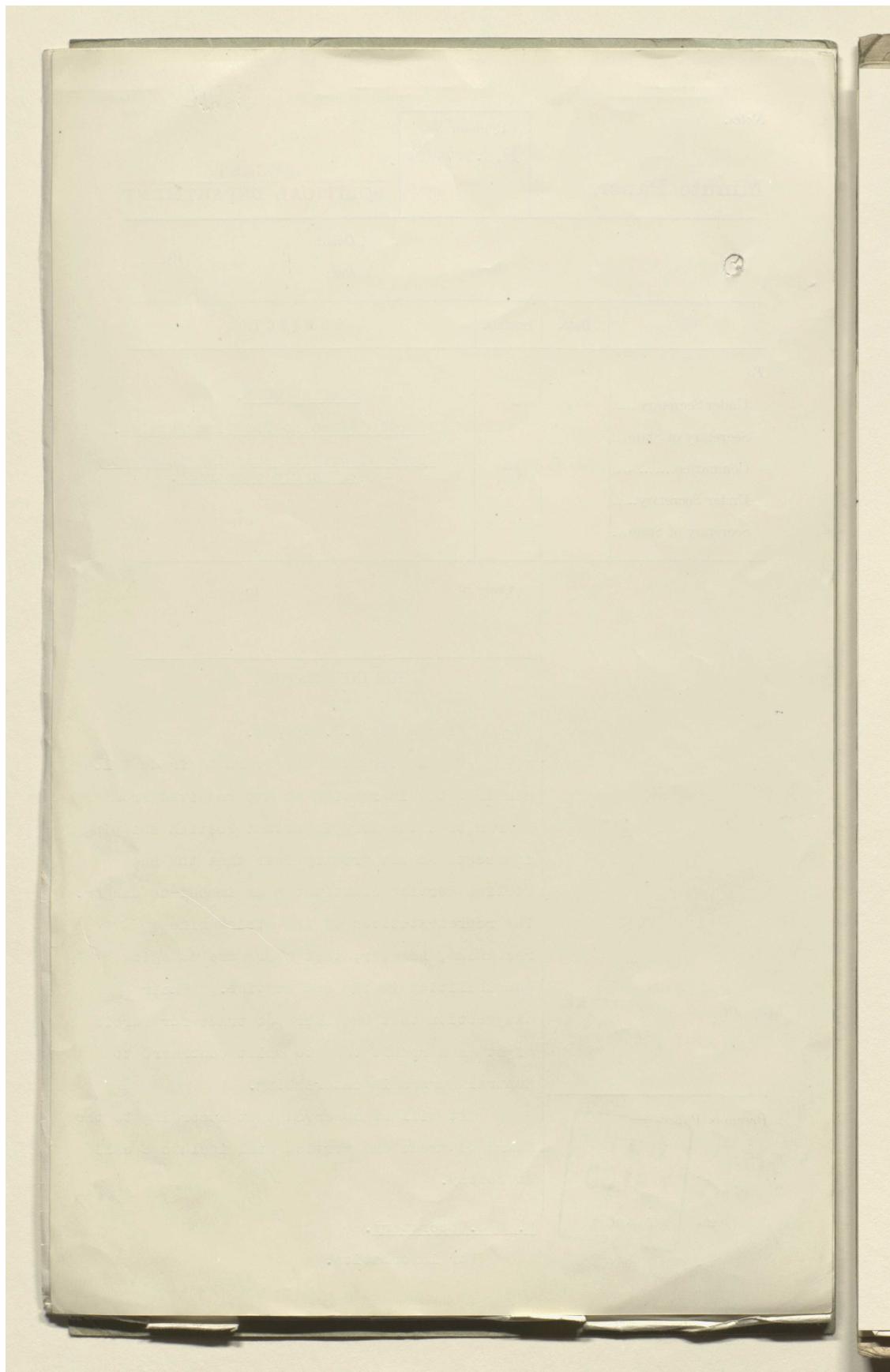
*see rule
Cath*

E. & O. Secretary.

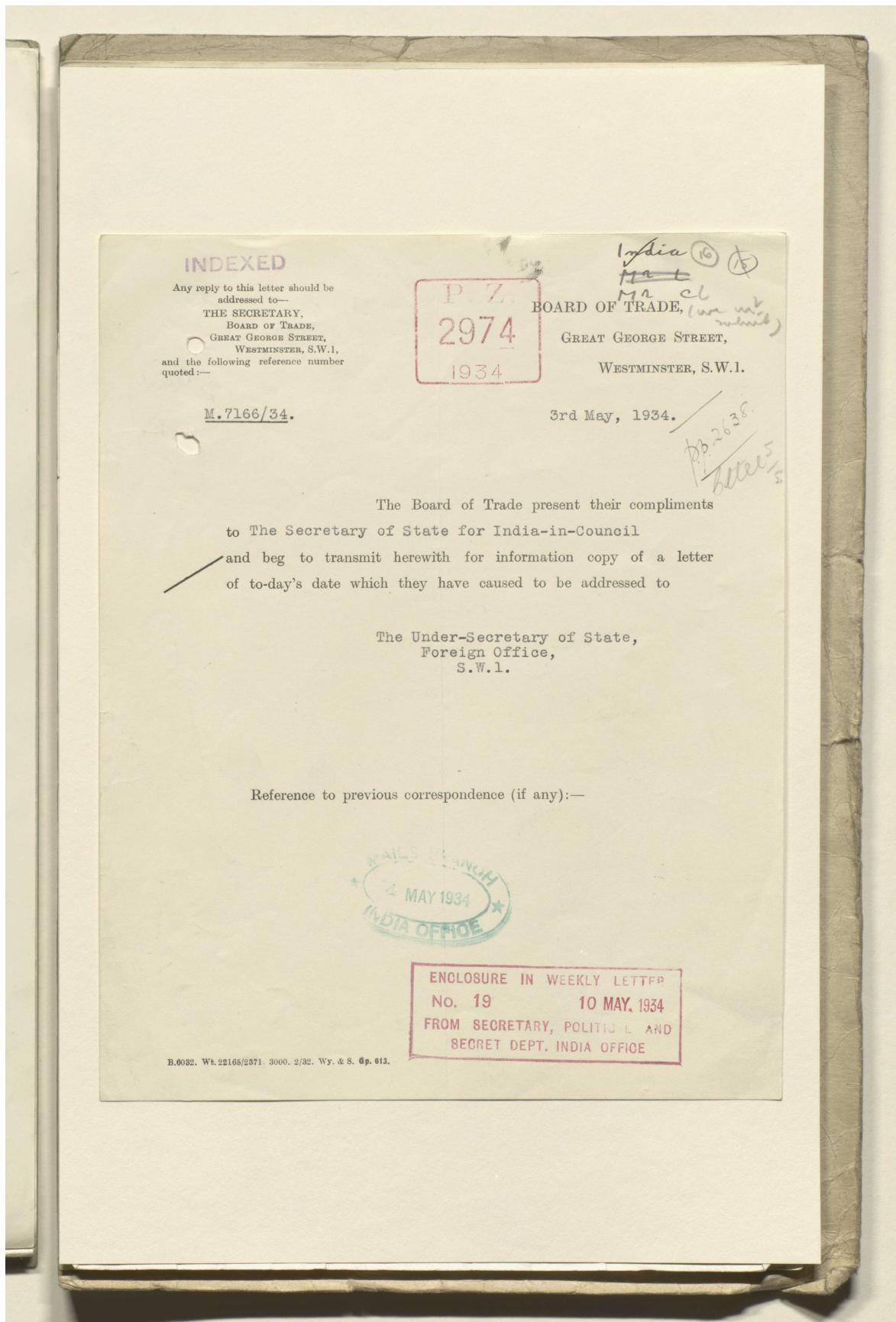
For information

Dr. Cleay

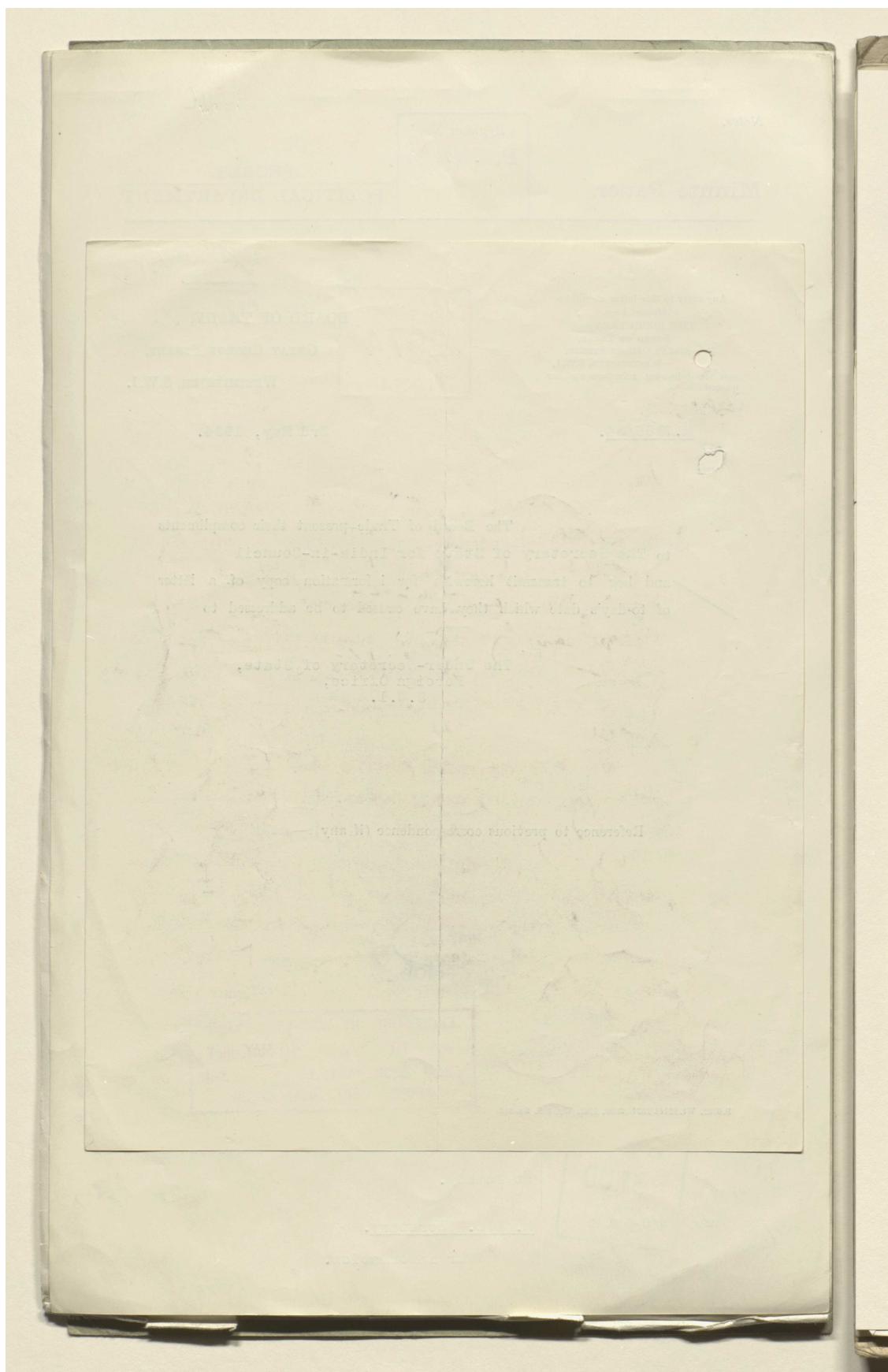
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٥ ظ] (١٠٩/٣٠)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦١ و] (١٠٩/٣١)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦١٦] (٣٢/٩٠)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٦ و [١٠٩/٣٣]

Telegrams—"SHIPLANDER, PARL, LONDON."
Telephone—WHITEHALL 5140 Ext.

Any further communication on this subject should be addressed to :—
The Assistant Secretary,
Mercantile Marine Department
(address as opposite)
and the following number quoted :—
M 7166/34.



MERCANTILE MARINE DEPARTMENT,

BOARD OF TRADE,
P 6
GREAT GEORGE STREET,
2974 WESTMINSTER, S.W.1.

1934 3rd May, 1934.

COPY.

Sir,

With reference to your letter of the 17th April (E.1999/338/34) and previous correspondence, regarding the inauguration of a service to the Persian Gulf by the Lloyd Triestino Company, I am directed by the Board of Trade to state that they have been in communication with the British shipping interests primarily concerned, namely, the Strick Line and the British India Steam Navigation Company.

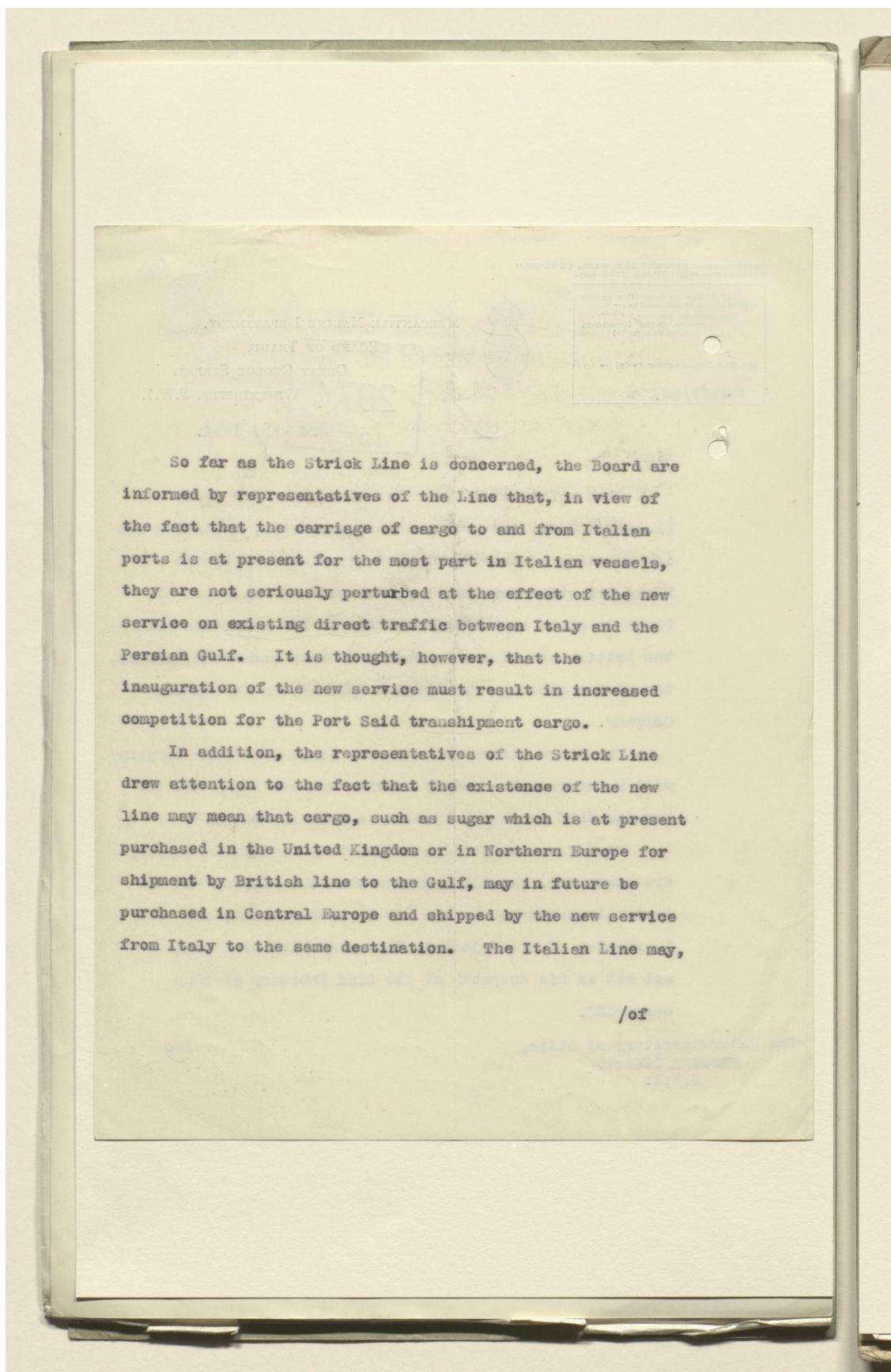
The Board understand that the Lloyd Triestino Company will maintain a bi-monthly service between Italy and the Persian Gulf which will include a call at Bombay.

So far as the British India Steam Navigation Company are concerned, the Board gather that the Company are not seriously perturbed by the new Italian service, and the impression of His Majesty's Representative at Tehran as set out in his despatch of the 22nd February is thus confirmed.

The Under-Secretary of State,
Foreign Office,
S.W.1.

/So

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٧] (٤/٣٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٨] و [١٠٩/٣٥]

G. R.

(17) (18)

of course, interfere with the prospects of the British
lines obtaining new trade as the areas around the
Persian Gulf are developed.

I am to add that further inquiries are being made
regarding the transportation to Bander Shahpur in German
vessels of aeroplanes shipped at English ports.

Copies of this letter are being sent to the
Department of Overseas Trade, India Office, Admiralty and
Air Ministry.

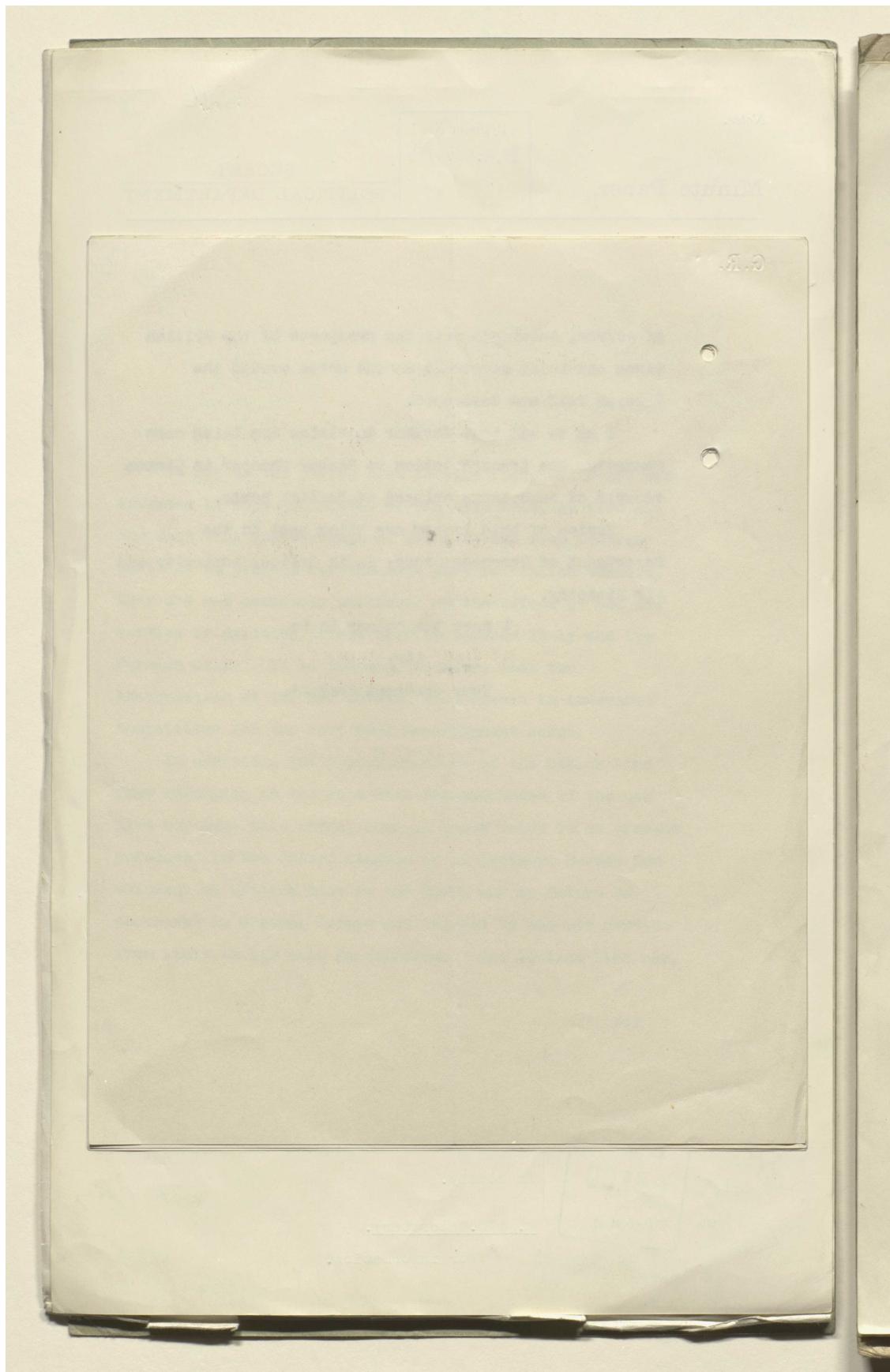
I have the honour to be,

Sir,

Your obedient servant,

(Signed) G. H. BAKER

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٨] (١٠٩/٣٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [١٩٦٠] (١٠٩/٣٧)

(١) (١)

Notes.	Register No.	P. Z.	SECRET.	
Minute Paper.		2638/34	POLITICAL DEPARTMENT.	
		Dated	193	
		Rec.		
	Date.	Initials.	S U B J E C T.	
To			<u>Persian Gulf.</u>	
Under Secretary	5.5	W.W.		
Secretary of State....				
Committee.....	5.5	✓	Lloyd Triestino shipping	
Under Secretary.....			Service	
Secretary of State....				
		Copy of	to	
FOR INFORMATION.				
Please see the minutes at P.Z. 1411/34				
and P.Z. 288/34.				
The F.O. have now obtained the views				
of H.M. Minister Tehran (P.Z. 2637/34). The				
Italian Line and the B.I.S.N. have the				
same agents in the Gulf (the Mesopotamia				
Persia Corporation) and there appears to be				
no present prospect of a freight war				
between the new Italian service and British				
shipping. The Lloyd Triestino will not call				
at any rate at this stage at ports on the				
Arab littoral.				
The competition of German shipping in				
the Gulf for the carriage of freight to				
Persian ports is much more serious and				
and the F.O. are asking the B/T for				
Previous papers:—				
Roth 8/5/34				
but see above at 8/2/34				
1743 1000 3.33				

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [١٩٦١] (٣٨/٦٠)

their observations on this question.

H.M. Minister, Tehran, suggests (P.Z. 2637/34) that if the Italian service did prove a menace to British shipping it might, if necessary on political grounds, be counteracted by a subsidy, irrespective of whether the Italian or other Govt. subsidised their shipping in the Gulf. This seems rather a doubtful suggestion.

See 9 E&O. Dept.

For information. The view of Meyers agent reported in Ahwaz despatch of 23rd Feb. (encl. to F.O. Br. to B/T. - P.Z. 2638/34) that the present Lloyd Trieste Gulf service is not intending to call at Indian ports seems to be wrong since, according to the P.O.T. note at P.Z. 1207/34, the itinerary includes Karachi, Bombay (optional) and Marmagao.

H. Bromley
2/5/34

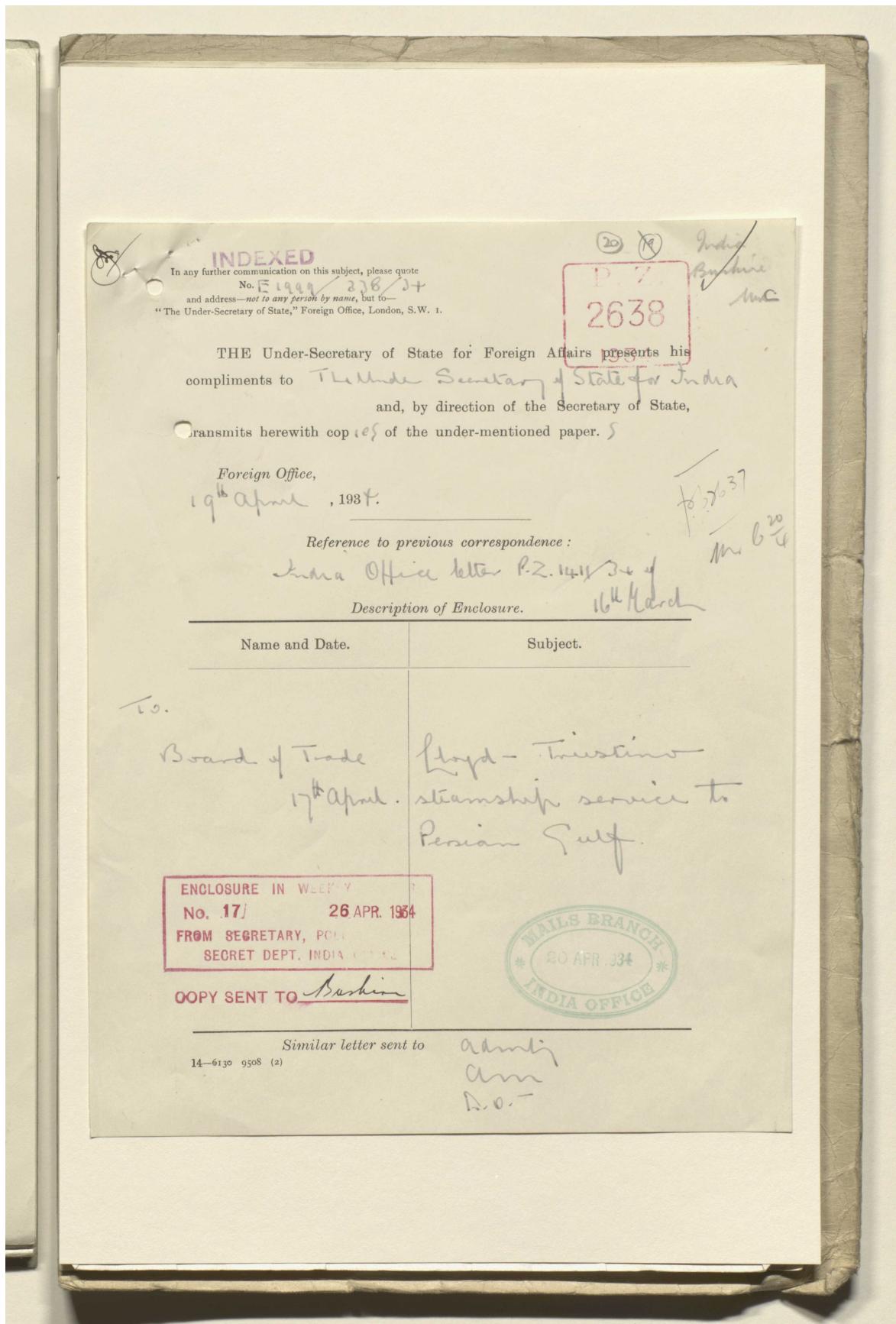
Seen Thanks

C. Adams 89T
3/5

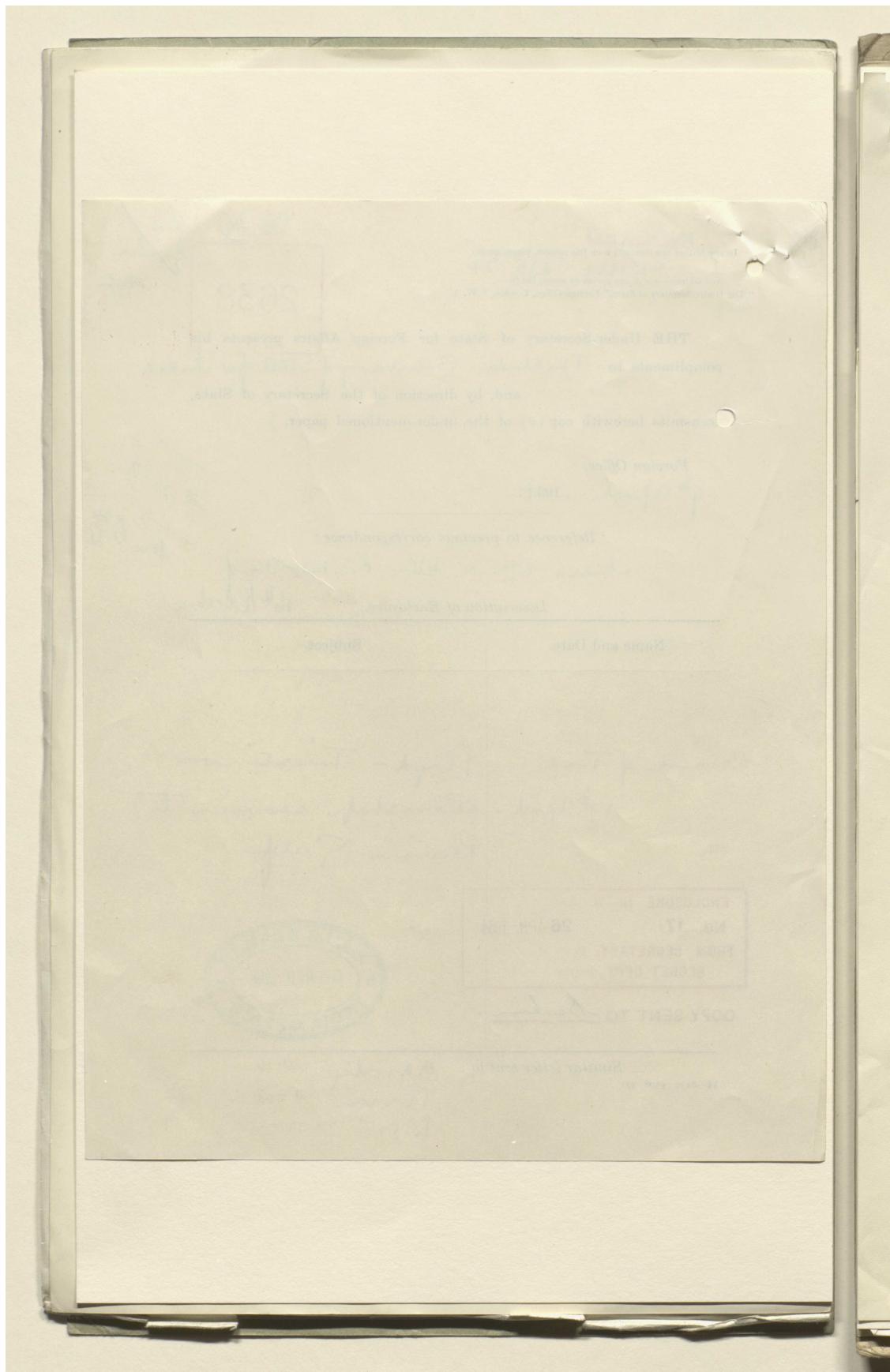
E & O.
2898
1934

Paras 5 & 6 of Tehran Despatch p3 of 22 Feb. on P.Z. 2637/34 are interesting. We need not at this stage actively concern ourselves with the possibility of Italian political penetration of the Arab Sheikdoms; but if & when we are faced with that problem the answer will I think be a strict interpretation of our treaty engagements & possibly a tightening of those engagements. There are very strong objections to the declaration of protectorates if that can in any way be avoided. V.L. with thanks 4 May 1934.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٠ و] (١٠٩/٣٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٠٦٠] (٤٠/١٠٩)



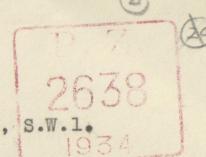
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢١ و ٤١] (١٠٩)

COPY

(E 1999/338/34)

FOREIGN OFFICE, S.W.1.

17th April, 1934.



Sir,

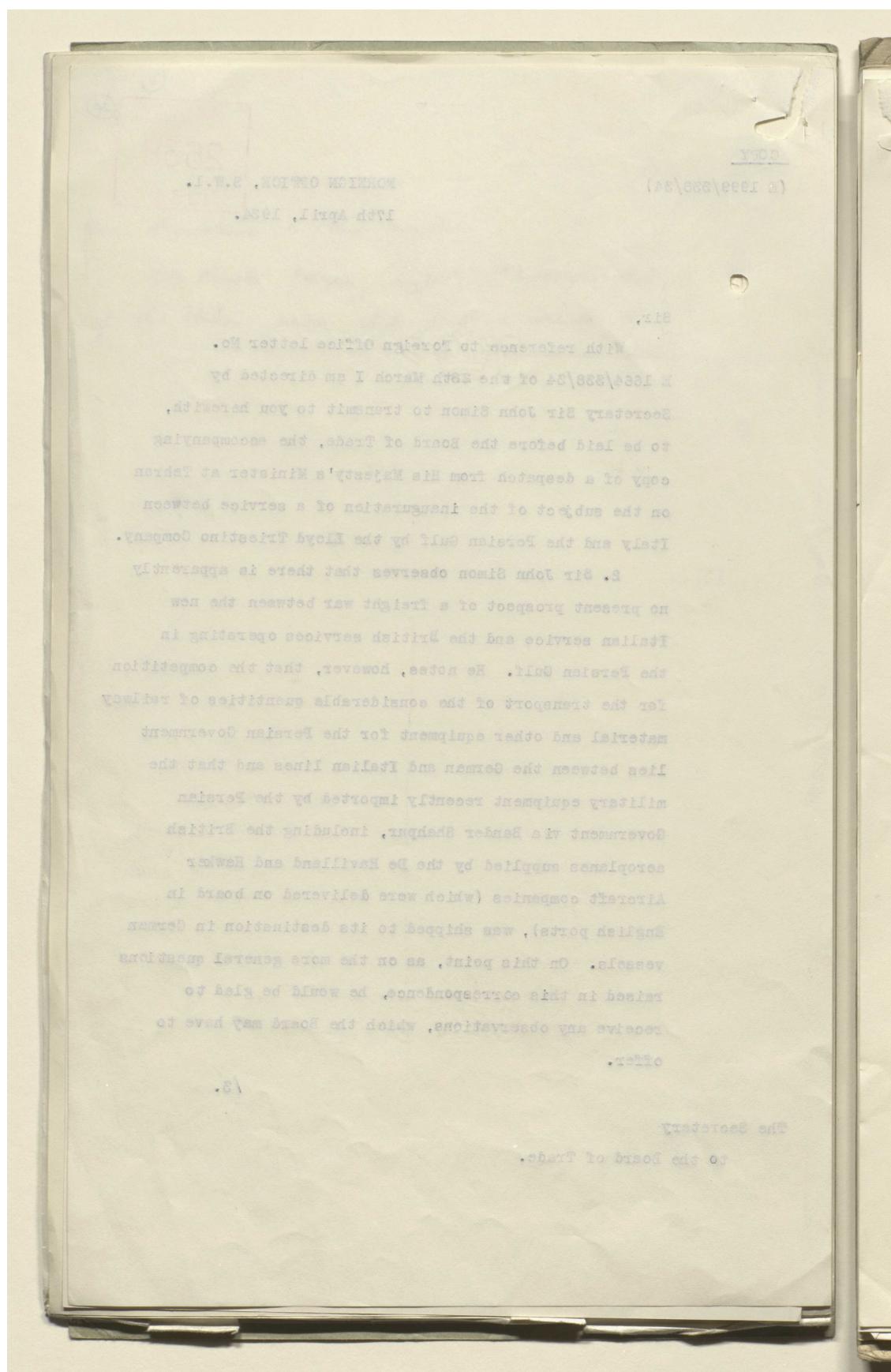
With reference to Foreign Office letter No.
E 1664/338/34 of the 28th March I am directed by
Secretary Sir John Simon to transmit to you herewith,
to be laid before the Board of Trade, the accompanying
copy of a despatch from His Majesty's Minister at Tehran
on the subject of the inauguration of a service between
Italy and the Persian Gulf by the Lloyd Triestino Company.

2. Sir John Simon observes that there is apparently
no present prospect of a freight war between the new
Italian service and the British services operating in
the Persian Gulf. He notes, however, that the competition
for the transport of the considerable quantities of railway
material and other equipment for the Persian Government
lies between the German and Italian lines and that the
military equipment recently imported by the Persian
Government via Bander Shahpur, including the British
aeroplanes supplied by the De Havilland and Hawker
Aircraft companies (which were delivered on board in
English ports), was shipped to its destination in German
vessels. On this point, as on the more general questions
raised in this correspondence, he would be glad to
receive any observations, which the Board may have to
offer.

/3.

The Secretary
to the Board of Trade.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢١٤٠] (٢١)

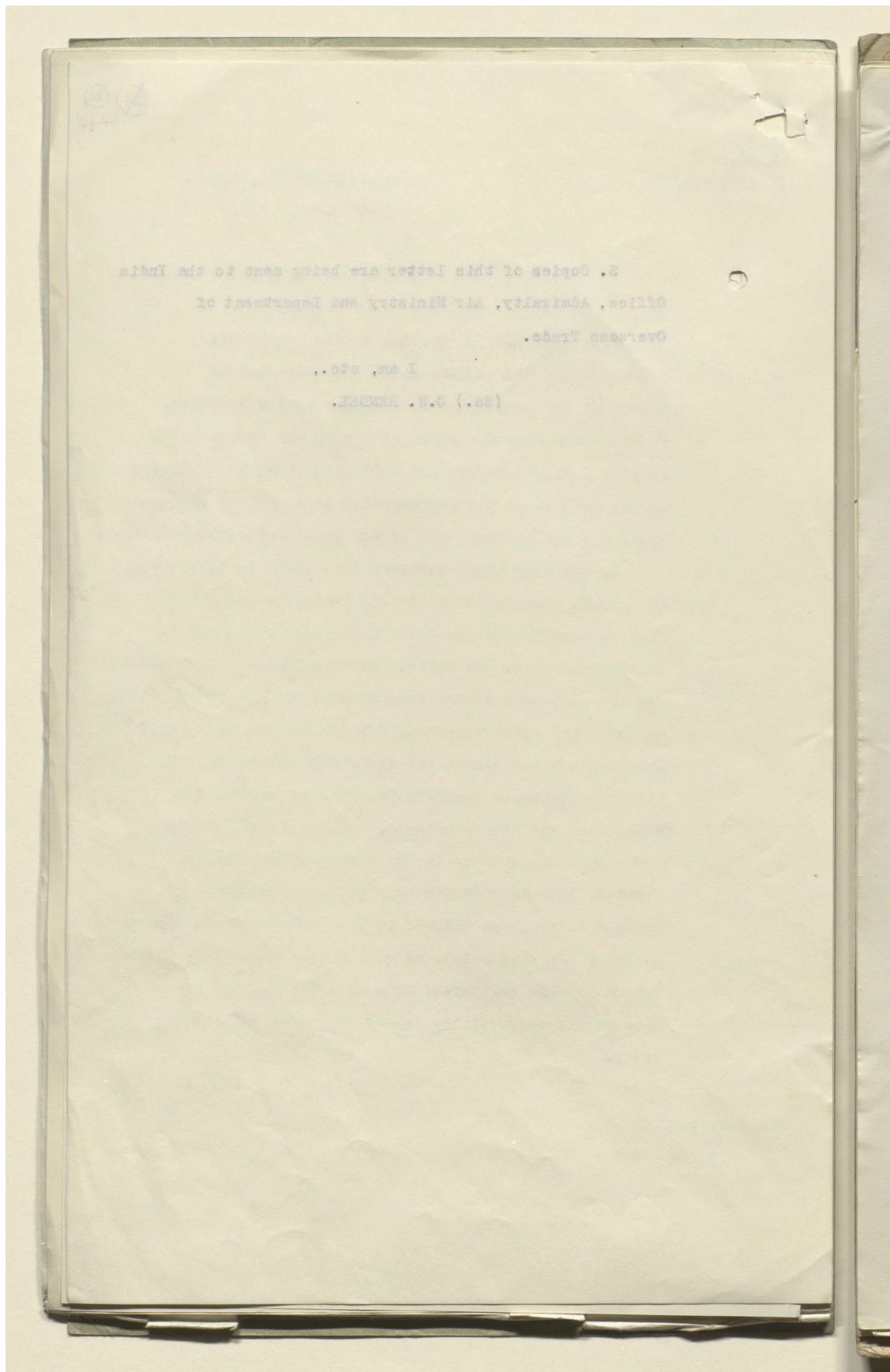


المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٢ و] (٤٣/١٠٩)

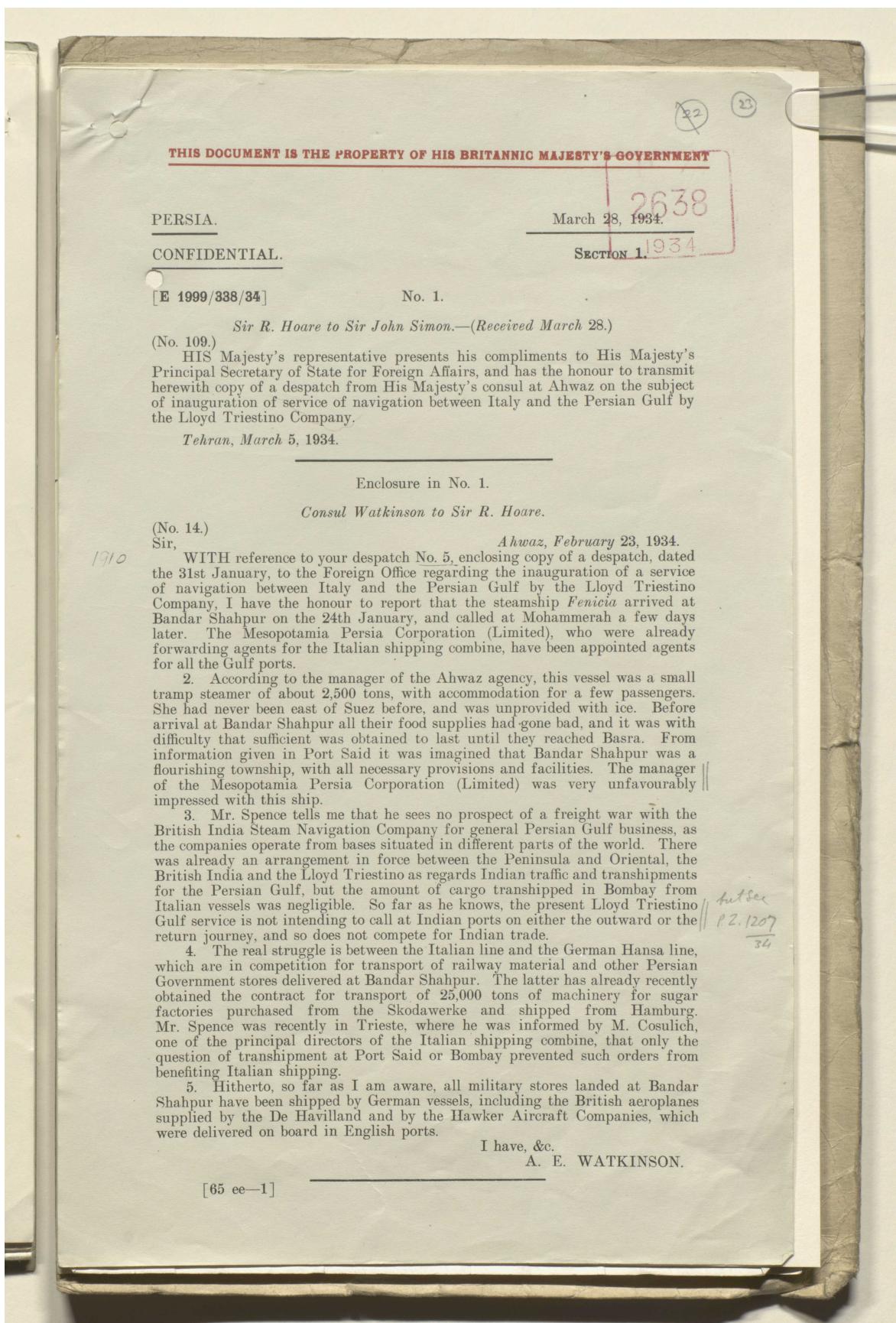
3. Copies of this letter are being sent to the India
Office, Admiralty, Air Ministry and Department of
Overseas Trade.

I am, etc.,
(Sd.) G.W. RENDEL.

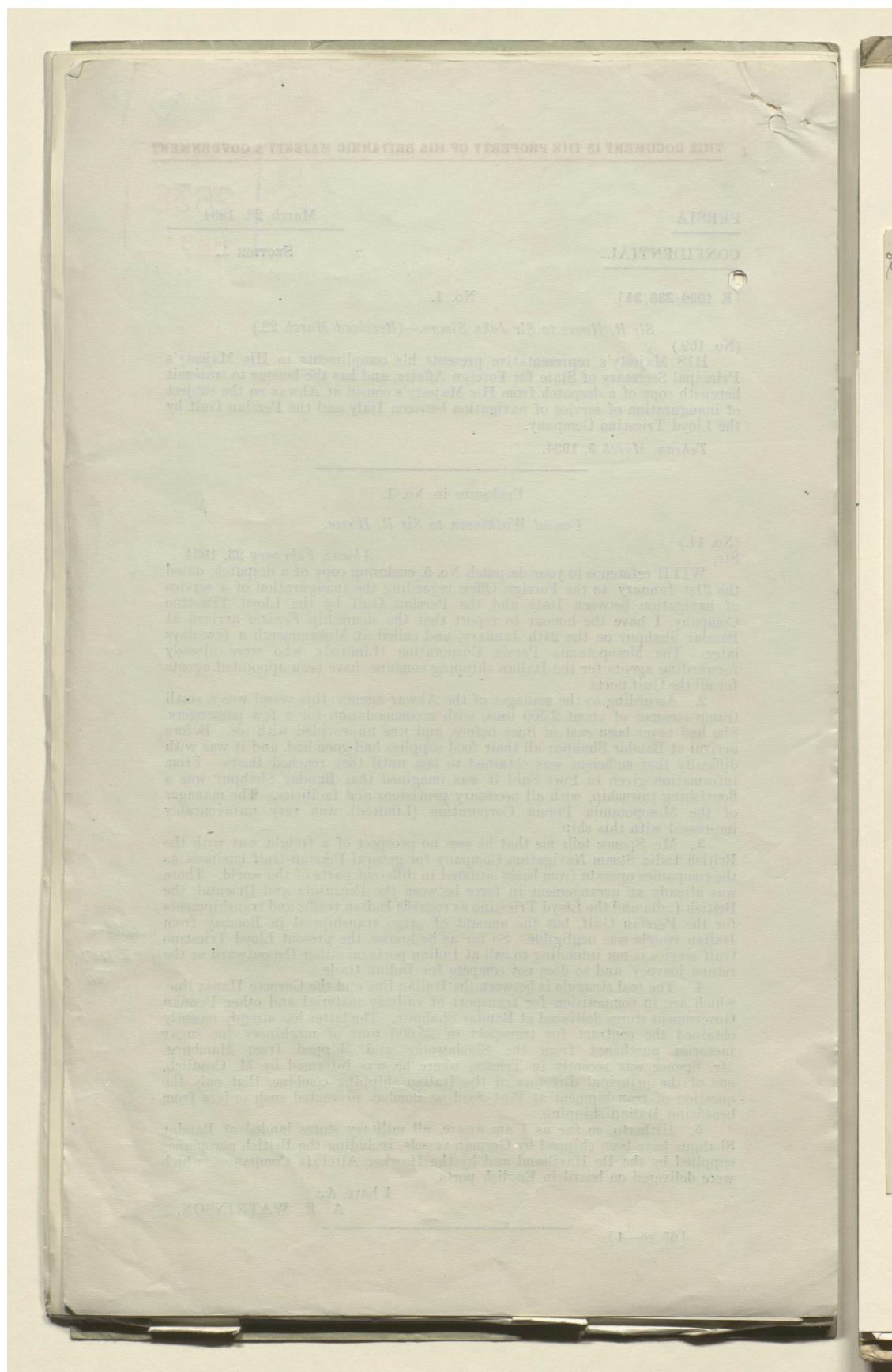
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٢] ظ [٤٤/١٠٩]



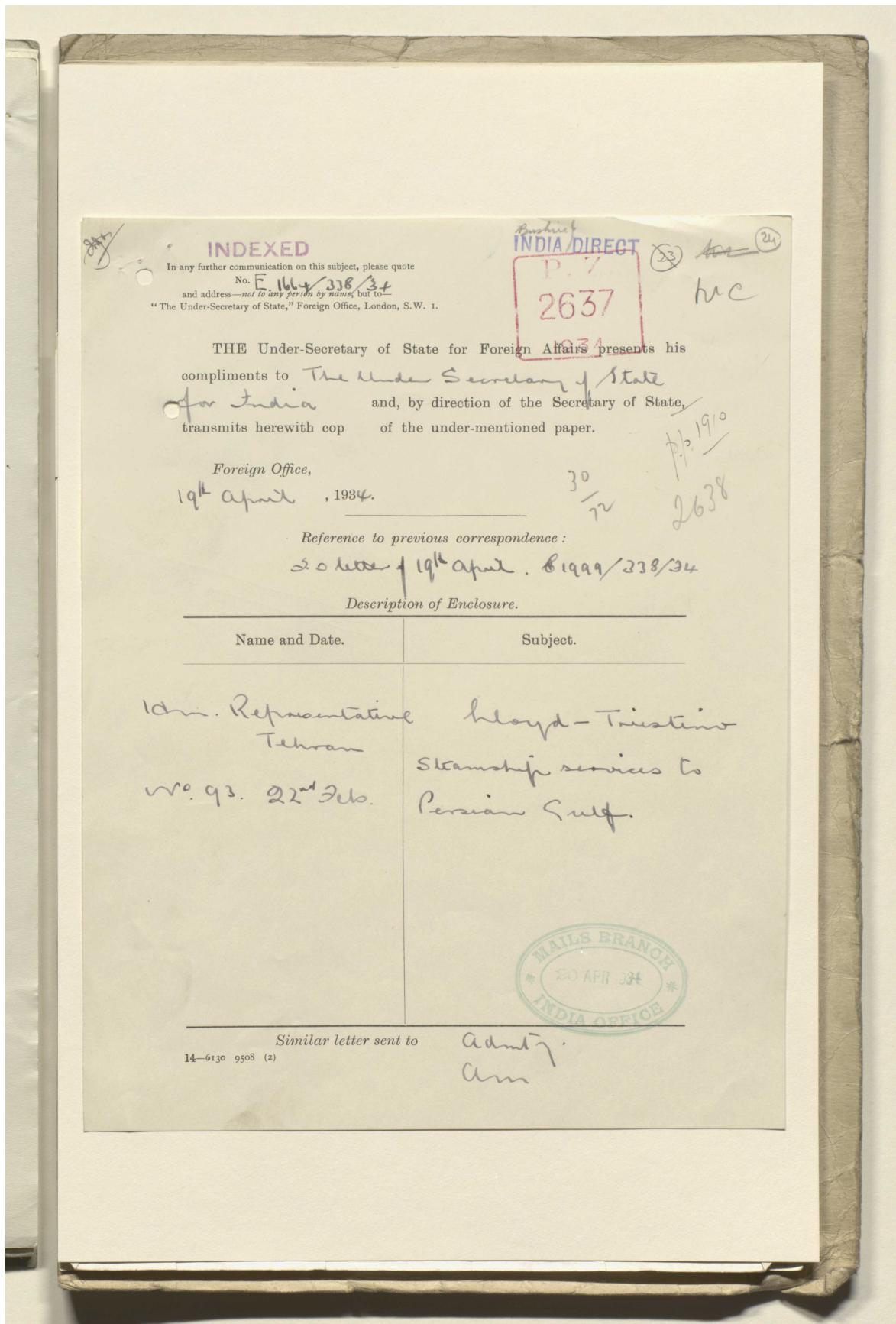
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٢٣ و] [٤٥] (١٠٩)



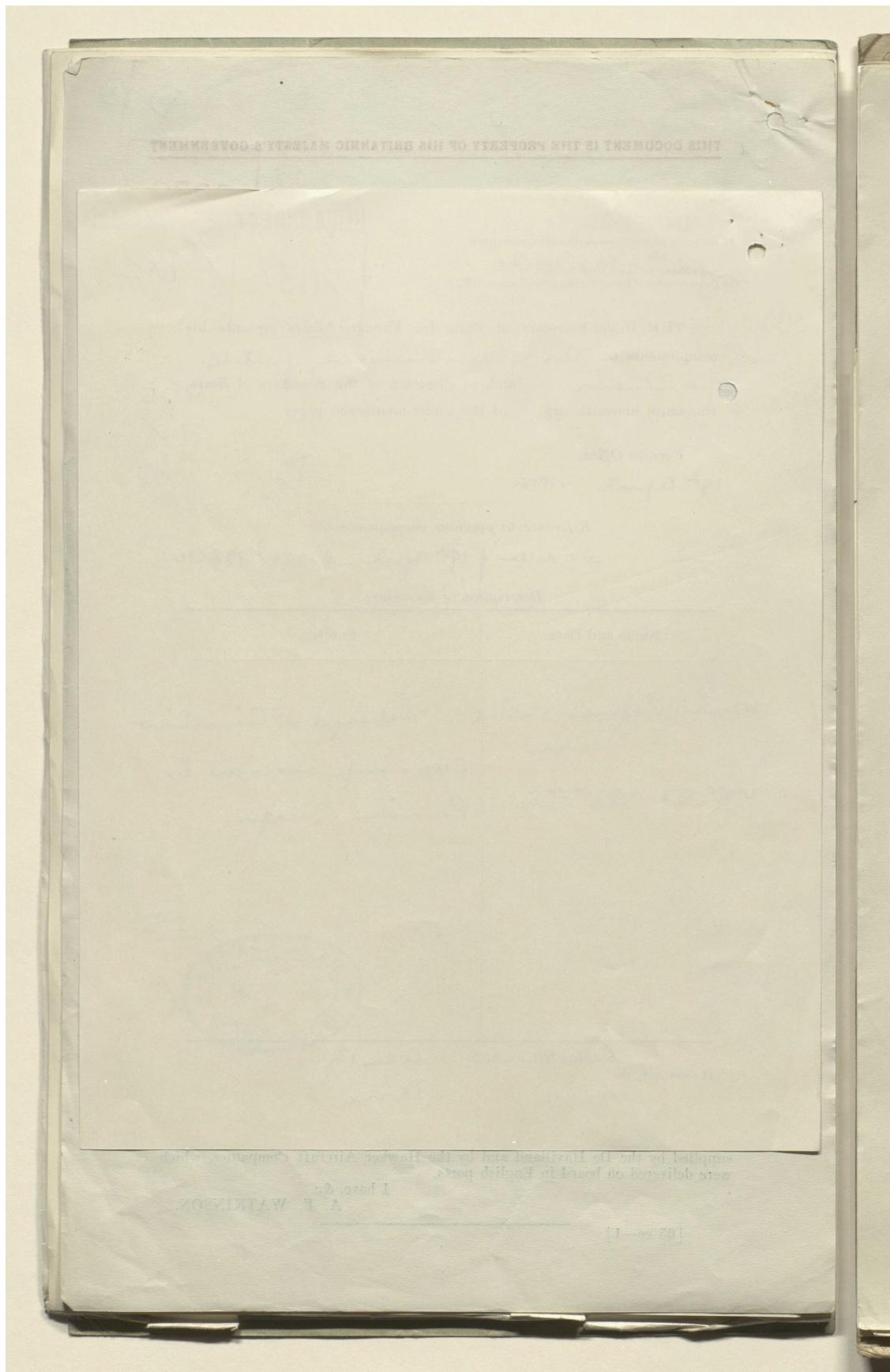
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦٢٣] (٦٠٩/٤٦) [٦]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٢ و ٤٧] (١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٢٤] (٤٨/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادرية من إيطاليا". [٢٥ و] (١٠٩/٤٩)

THIS DOCUMENT IS THE PROPERTY OF HIS BRITANNIC MAJESTY'S GOVERNMENT

PERSIA.

March 14, 1934.

2637

CONFIDENTIAL.

SECTION 3.

1934

[E 1664/388/34]

No. 1.

(No. 93.)

Sir R. Hoare to Sir John Simon.—(Received March 14.)

Sir,

I HAVE the honour to acknowledge the receipt of your despatch No. 26 of the 11th January, instructing me to submit my observations upon the new Lloyd-Triestino steamship service to the Persian Gulf. I have also received your despatch No. 74 of the 8th February, transmitting the views of the Political Resident, and a copy of Sir Francis Humphrys's despatch No. O.T. (A) 4 of the 5th February upon the same subject.

2. The information which I have been able to gather about the new venture in Tehran confirms that contained in Sir Francis Humphrys's despatch. The Mesopotamia Persia Corporation are acting as agents for the Lloyd-Triestino, and Mr. Spence, the corporation's representative at Ahwaz, went to Bander Shahpur to meet the *Fenicia* on her arrival (see my despatch No. 43 of the 31st January). In view of the close relations existing between the corporation and the British India Steam Navigation Company, I presume that the corporation would hardly act in this capacity without the approval of the steamship company. It may even be that some understanding exists between the British India and Lloyd-Triestino companies, as the former are, I am told, more worried at present by the competition of the Hansa Line, who are quoting rates to European ports 50 per cent. lower than the British rates, rather than by the prospective competition of the Lloyd-Triestino.

3. I am not aware whether much cargo is ordinarily carried by Lloyd-Triestino steamers to Bombay and thence trans-shipped to British India steamers for conveyance to ports in the Persian Gulf. If so this freight will be lost now that there are through steamers from Italy to the Gulf. But it seems to me more likely that most of the cargoes will consist of freight which would otherwise have been carried, possibly by Strick Line steamers, from ports on the North Sea. In any case the present programme, one round voyage in two months, is not very formidable, though it will doubtless be expanded if it proves a success.

4. The immediate reason for the institution of this service has doubtless been the contracts obtained by Italian firms during the last year for the construction of various sections of the Trans-Persian Railway. I need hardly say that the account of these contracts given in the *Sole* of the 13th December last (see Rome despatch No. O.T. (A) 176 of the 14th December, 1933) is greatly exaggerated. The contracts do not cover the whole railway, in fact they probably cover less than 10 per cent. of the total line to be constructed, and they do not extend to any works not directly connected with the railway. Nevertheless, they are in themselves of substantial value; they have led to the introduction of many hundreds of Italian artisans and workmen, and they doubtless have led, and will lead, to extensive importations of Italian material and machinery.

5. These cargoes, even with the cement trade to Iraq, may not be sufficient to render the new service profitable in the absence of subsidies from the Italian Government, but they are possibly sufficient to provide a commercial motive for the activities of that Government. I find it hard to believe that the Italian Government can have political aims in Persia in the sense of harbouring designs upon Persian territory or of wishing, or still less expecting, to acquire such a dominating position in the counsels of the Persian Government as will ensure them the support of Persia in major international affairs. I am equally sceptical about their aims in Iraq and in the Arab States of the Gulf so long, at any rate, as these are clearly marked as British preserves, although I realise that undue activity on the part of Italy in these States might force His Majesty's Government into the uncomfortable position of having to announce open protectorates.

[65 o—3]

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦٥ ظ] (١٠٩/٥٠)

6. The aims of the Italian Government in all these countries is, I surmise, to find new outlets for Italian trade and new spheres of employment for Italian subjects. To achieve these aims they will use every art and artifice to penetrate new markets, to secure concessions and contracts and to place Italians in Government or private employ, and the exercise of these arts and artifices may sometimes be indistinguishable from political activities. In any case, the extension of Italian interests in Persia, if at the expense of important British interests, is certainly most deplorable, though not more deplorable than the extension of Japanese or German interests, and doubly deplorable when it is secured by unfair competition, such as shipping subsidies. This last question is, as the Political Resident has pointed out, one that cannot be treated locally. For the rest I can only suggest that if the competition to British shipping is serious even without the subsidy (and there appears to be some grounds for doubting whether it would prove so), and if it is necessary to maintain the British India service on political grounds (for His Majesty's Government, unlike the Italian Government, have political interests in Persia), a system of subsidies must be instituted irrespective of what the Italian or other Governments may or may not do.

7. I am sending copies of this despatch to the Department of Overseas Trade (No. O.T. (B) 34), to the Foreign Secretary to the Government of India, to His Majesty's Ambassador at Bagdad (No. 18), to the honourable the Political Resident in the Persian Gulf (No. 32), and to His Majesty's consul at Ahwaz (No. 17).

I have, &c.

R. H. HOARE.

[٦٥-٢]

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٦ و] [٥١٠٩]

PZ 1913/24

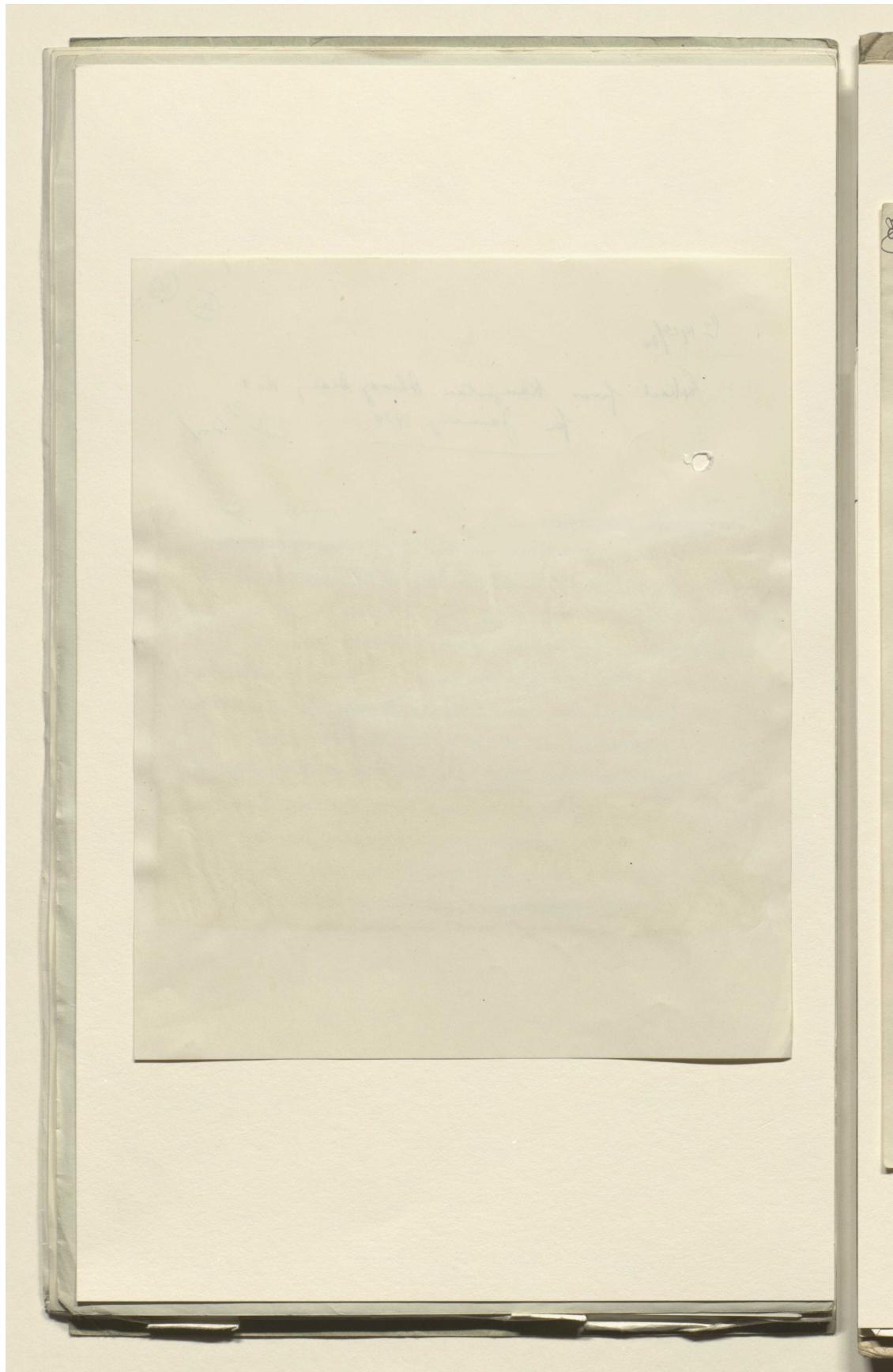
(25) 26

Extract from Khurjistan Hwy Diary No 1
for January 1934. Call 30 1/7✓

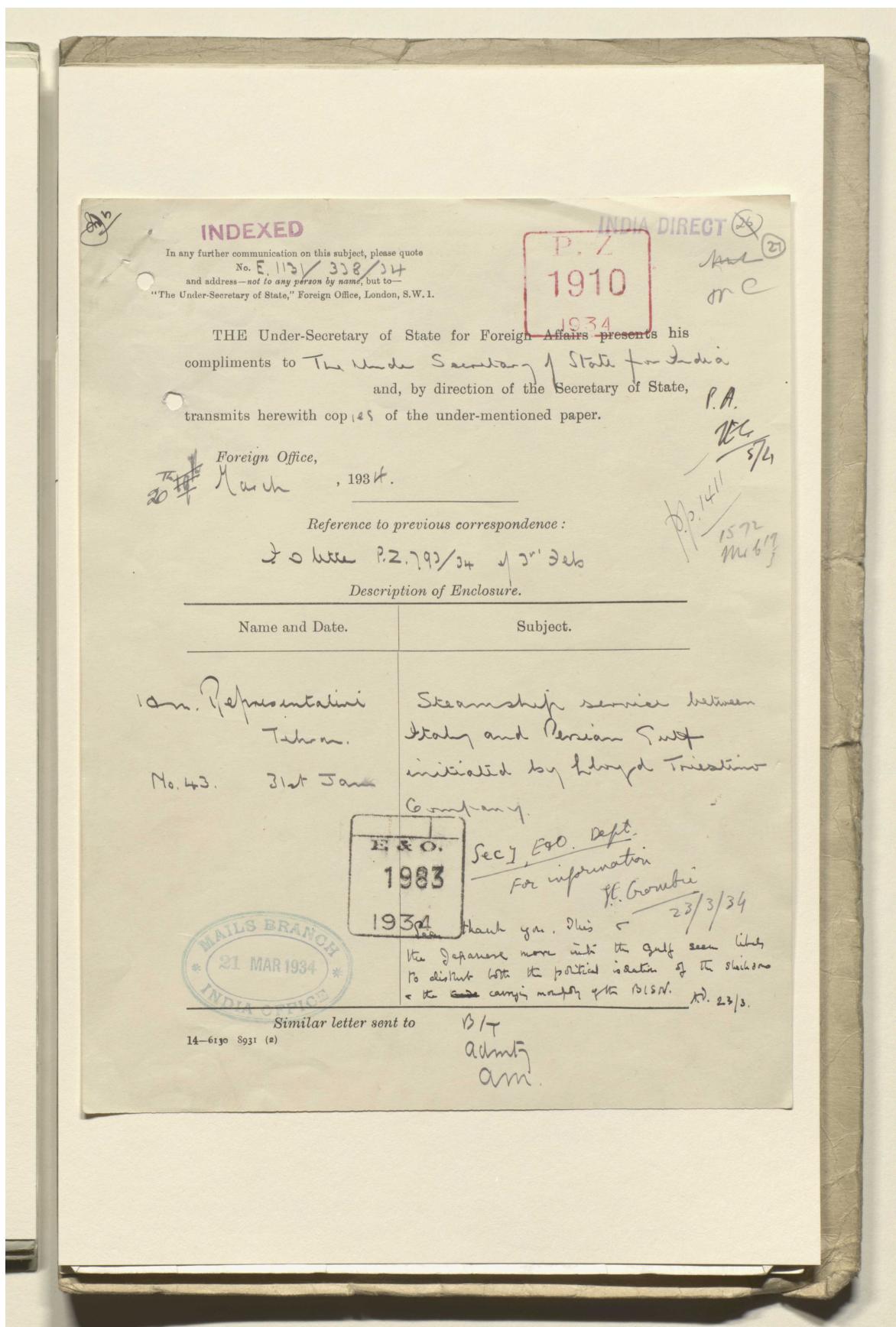
7. Italian Interests.

The S.S. "Panicia" of the Lloyd Triestino Company arrived from Egypt at Bandar Shahpur on January 24. She is a tramp steamer of very small tonnage which had never been east of Suez before and was unprovided with ice. All supplies on board had gone bad and the Captain expected to be able to obtain supplies at Bandar Shahpur in accordance with the information given him by the Persian Consul at Port Said. Provisions were found with the utmost difficulty by the local agent sufficient to last until the vessel reached Basra. This is the inauguration of a regular service of Italian ships to Persian Gulf ports. The local agency is in the hands of the Mesopotamia Persia Corporation Limited.

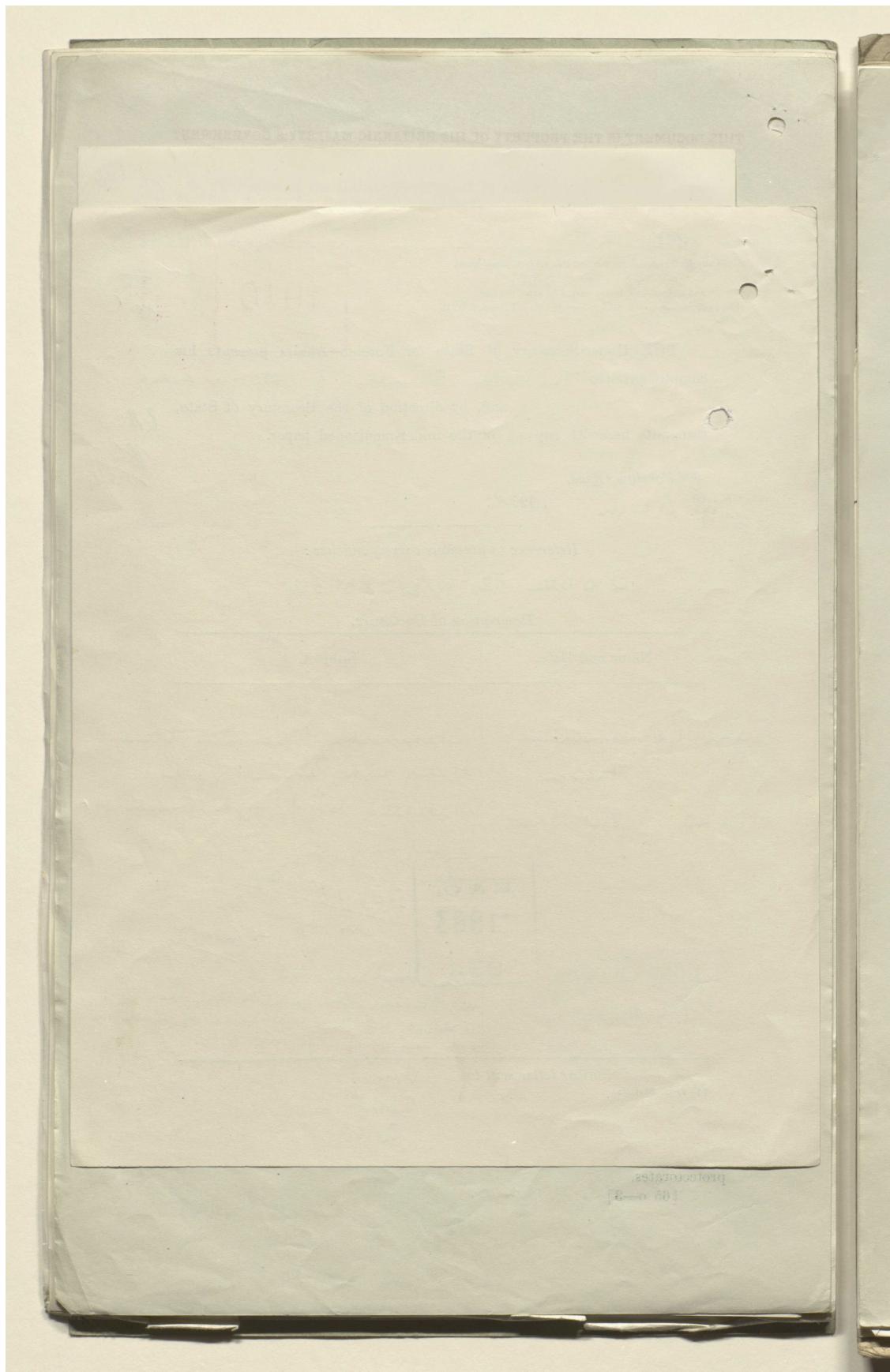
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٦] [٥٢/١٠٩]



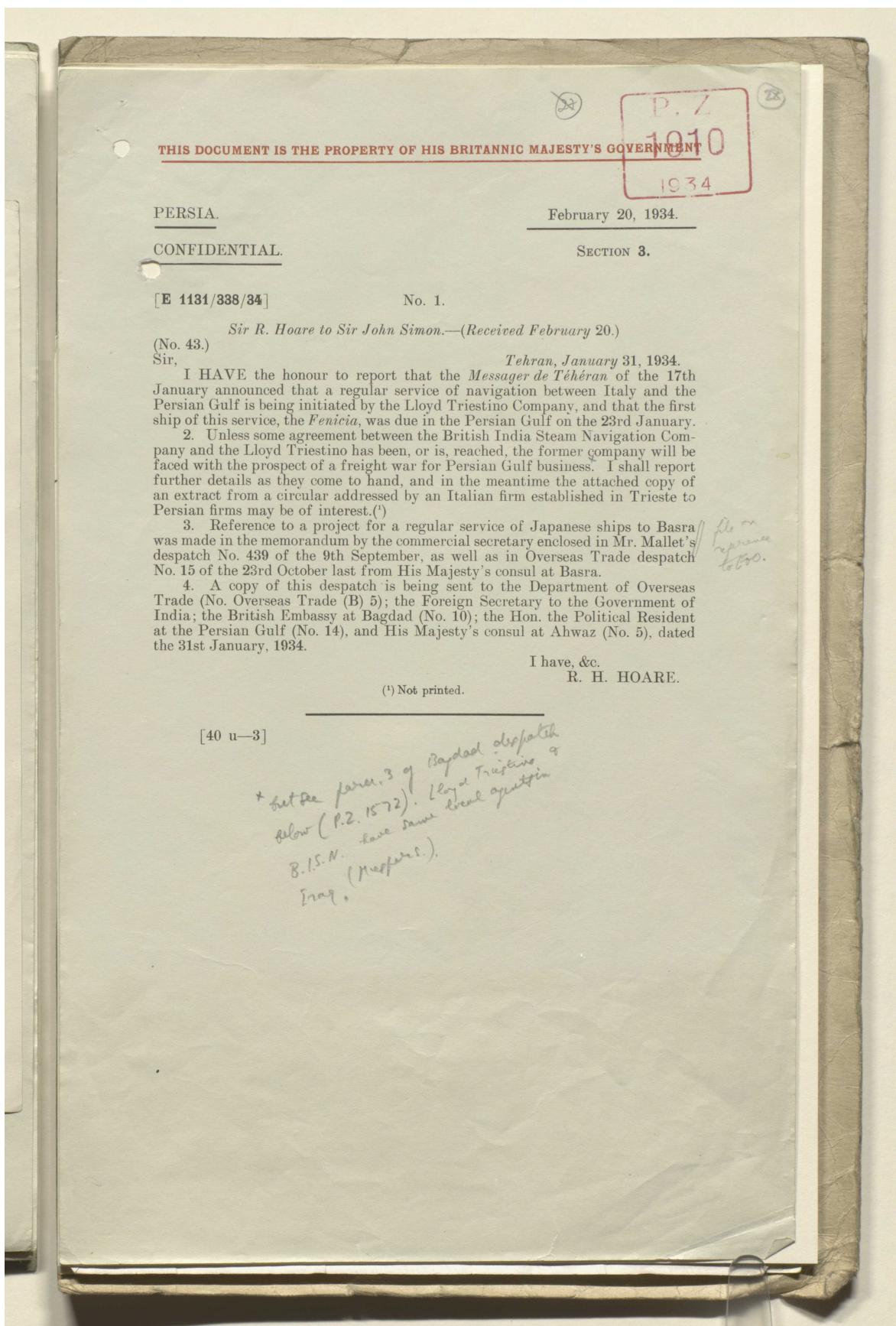
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٢٧ و ١٠٩/٥٣]



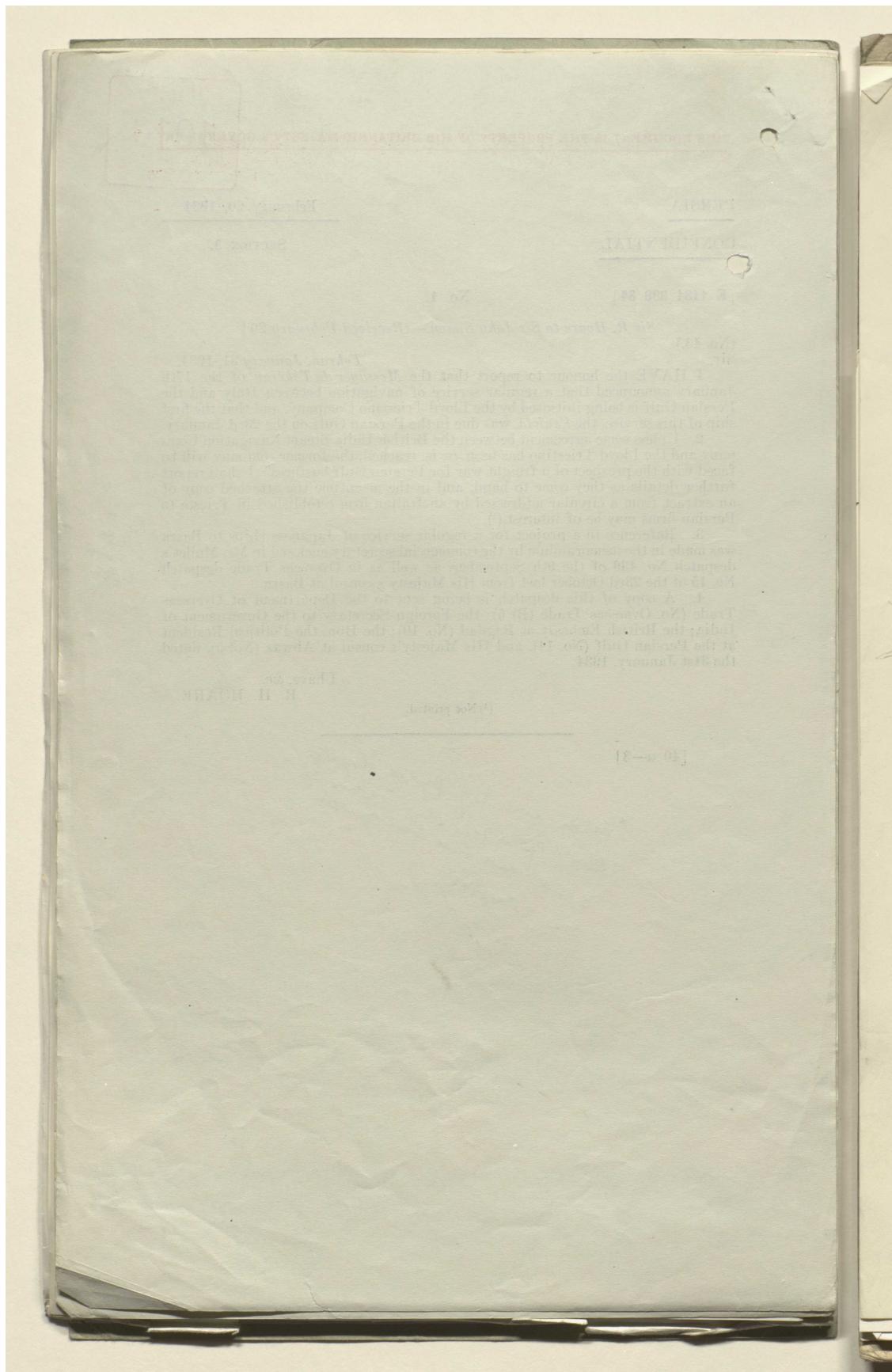
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٧] [٤/٥٩]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٢٨ و ٥٥] (١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٨٠] (٥٦/٩١)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٢٩ و ٥٧] (١٠٩)

P. Z. 1573/34.

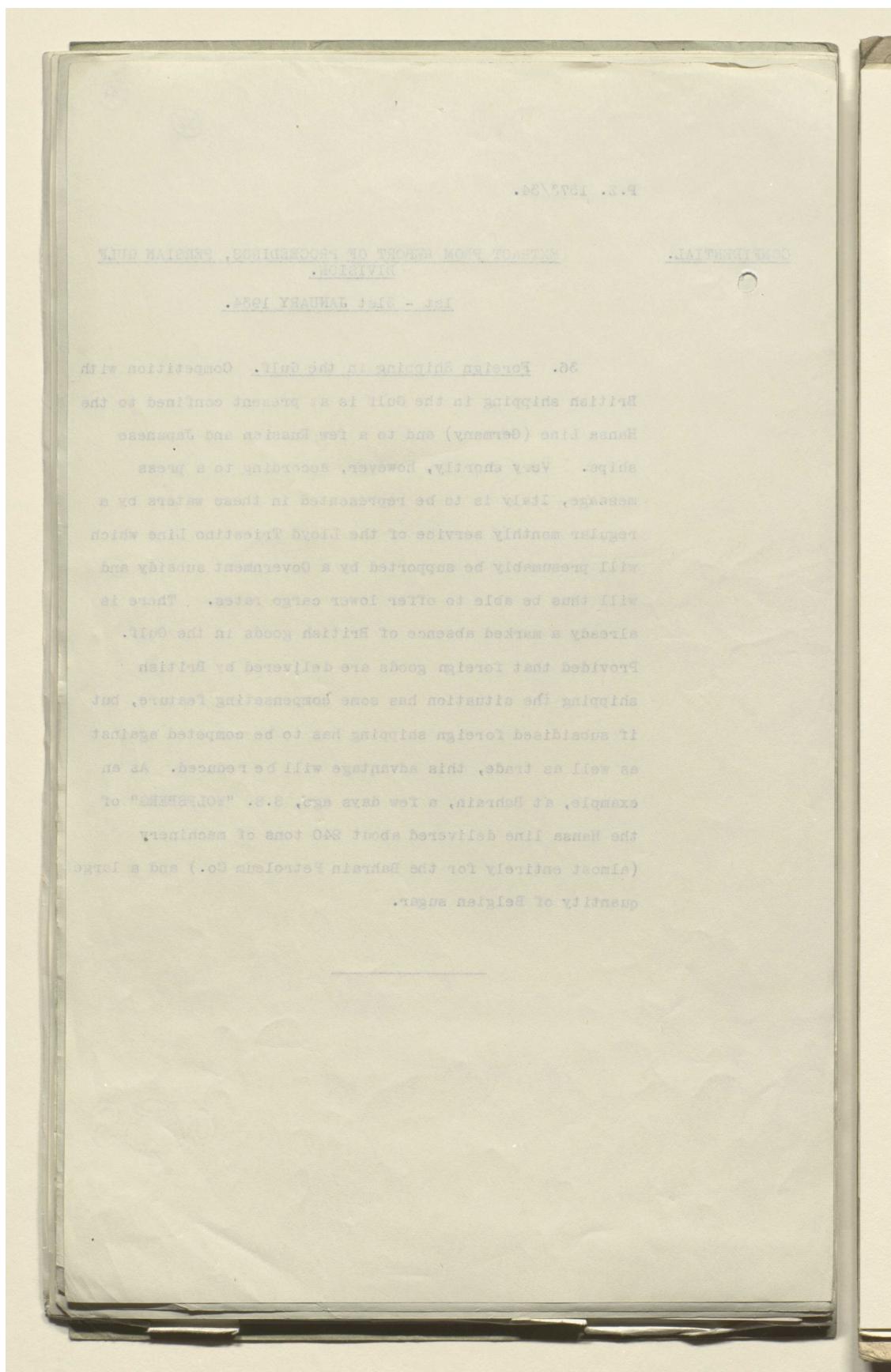
CONFIDENTIAL.

EXTRACT FROM REPORT OF PROCEEDINGS, PERSIAN GULF
DIVISION.

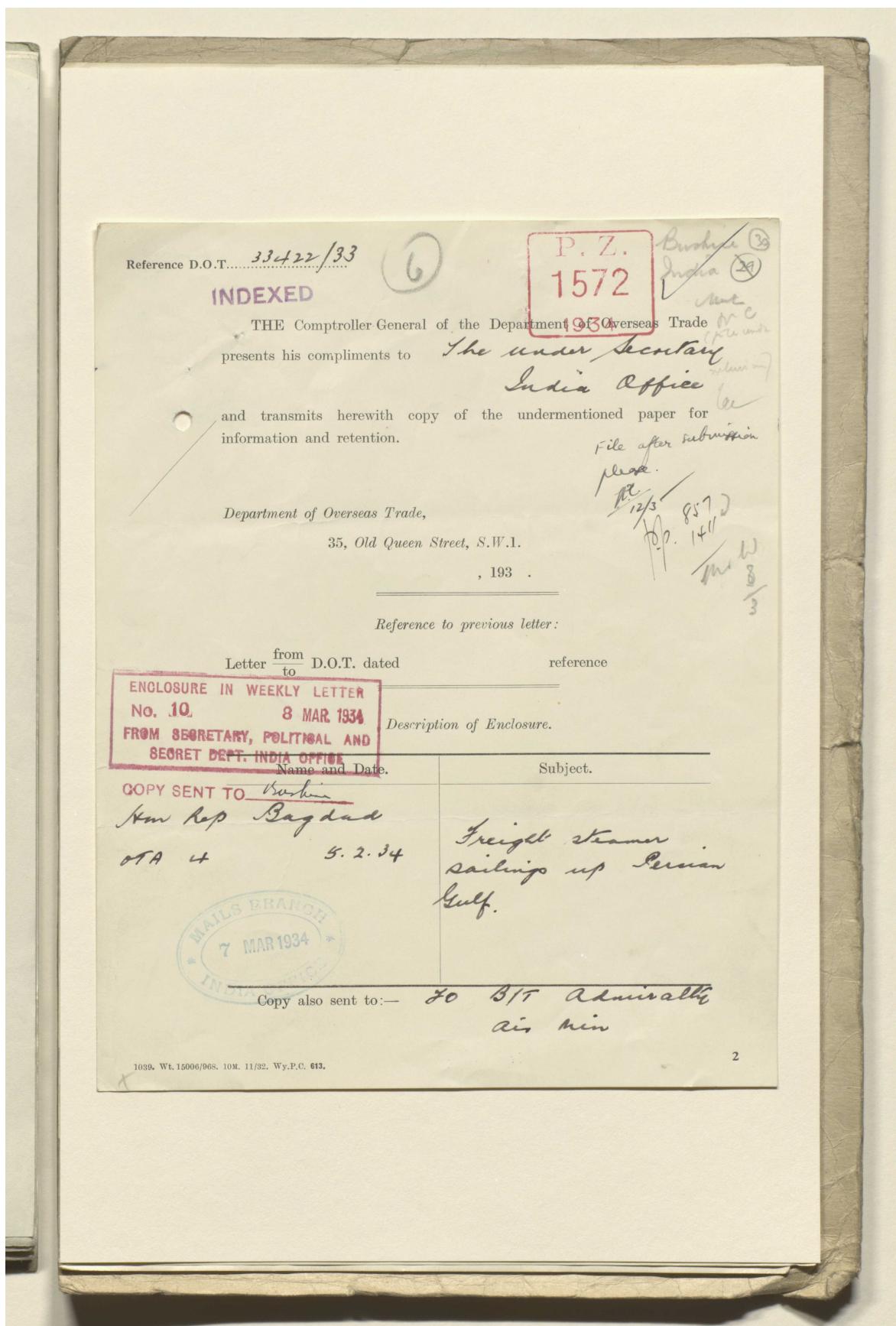
1st - 31st JANUARY 1934.

36. Foreign Shipping in the Gulf. Competition with British shipping in the Gulf is at present confined to the Hansa Line (Germany) and to a few Russian and Japanese ships. Very shortly, however, according to a press message, Italy is to be represented in these waters by a regular monthly service of the Lloyd Triestino Line which will presumably be supported by a Government subsidy and will thus be able to offer lower cargo rates. There is already a marked absence of British goods in the Gulf. Provided that foreign goods are delivered by British shipping the situation has some compensating feature, but if subsidised foreign shipping has to be competed against as well as trade, this advantage will be reduced. As an example, at Bahrain, a few days ago, S.S. "WOLFSBERG" of the Hansa line delivered about 240 tons of machinery (almost entirely for the Bahrain Petroleum Co.) and a large quantity of Belgian sugar.

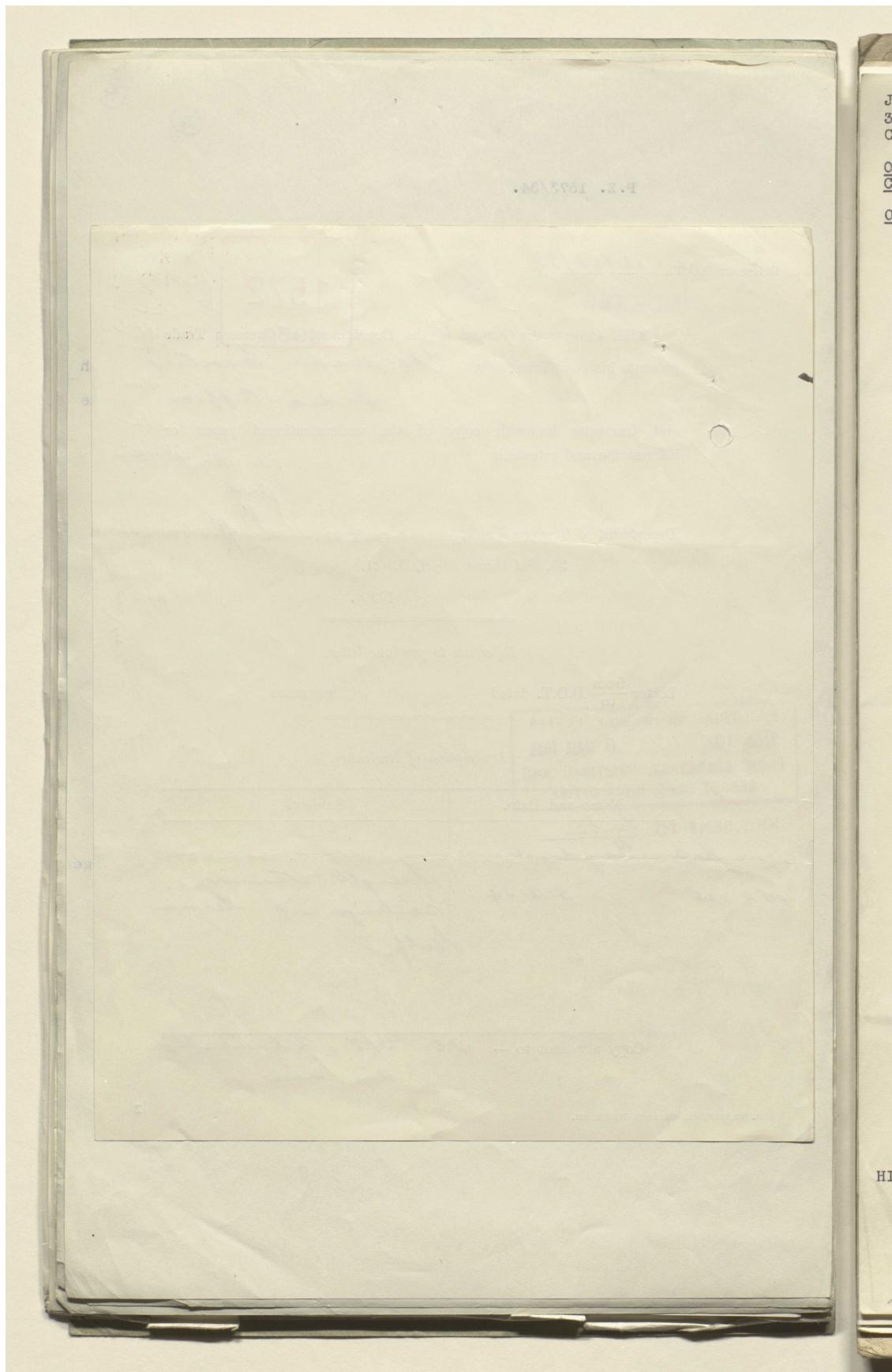
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦٢٩] (٥٨/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٣٠ و] [١٠٩/٥٩]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٠] (٦٠/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣١ و ٦١] (١٠٩/٦١)

J.W.
33422/1933.
COPY.

Original by Bag.
Copy by K.L.M.

Overseas Trade No. (A)4.

Copy sent by Air Mail.

Sir,

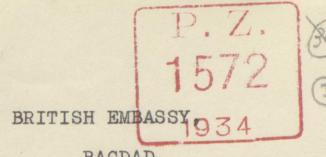
I have the honour to inform you that, at the end of January, a Lloyd Triestino cargo vessel called at Basrah with a cargo of Italian cement.

2. Mr. Walter Denso, a representative of the Lloyd Triestino, is visiting Iraq from Bombay to make arrangements for a regular service between Trieste and Basrah. It is understood that the agents in Iraq will be the Mesopotamia Persia Corporation, who are the local agents for the Peninsular and Oriental, the British India, the Khedivial Mail, and the Ellerman and Bucknall Steamship Companies, as well as Lloyd's. Presumably therefore shipping interests in the United Kingdom are already well aware of the development.

3. Mr. Wills of that corporation informs my Commercial Secretary that a "tramp" service is contemplated, with sailings every two months, calling, according to cargo available, at Port Said, Red Sea ports and Aden, Bombay and Karachi, Persian Gulf ports and Basrah, and possibly on the westbound voyage Haifa and Beyrouth. It is not at present proposed to carry passengers. Mr. Wills believes that the Lloyd Triestino have no present intention of rate-cutting; and are likely to compete with the Soviet sailings from the Black Sea and the Hansa line sailings from Hamburg rather than with British lines.

4. The inauguration of a subsidised Lloyd Triestino service in the Persian Gulf has long been anticipated. It marks a further decrease in the predominance of British shipping /

HIS MAJESTY'S
PRINCIPAL SECRETARY OF STATE FOR FOREIGN AFFAIRS,
IN THE DEPARTMENT OF OVERSEAS TRADE.



5th February, 1934.

المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوآخر دورية من إيطاليا". [٣١ ظ] [٦٢/١٠٩]

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٢ و ٦٣] (١٠٩)

(32)

- 2 -

shipping in these waters; and will strengthen the commercial ties between Iraq and Italy by opening a direct route for Italian products. Of these, cement from the Adriatic factories is at present the most important: but a further attack on the cement market in Iraq is no longer a matter of great concern to United Kingdom suppliers who lost their lead here two years ago and have in any case little hope of regaining it.

5. I have sent copies of this despatch to His Majesty's Minister, Tehran, and His Majesty's Consul, Basrah.

I have the honour to be with the highest respect,

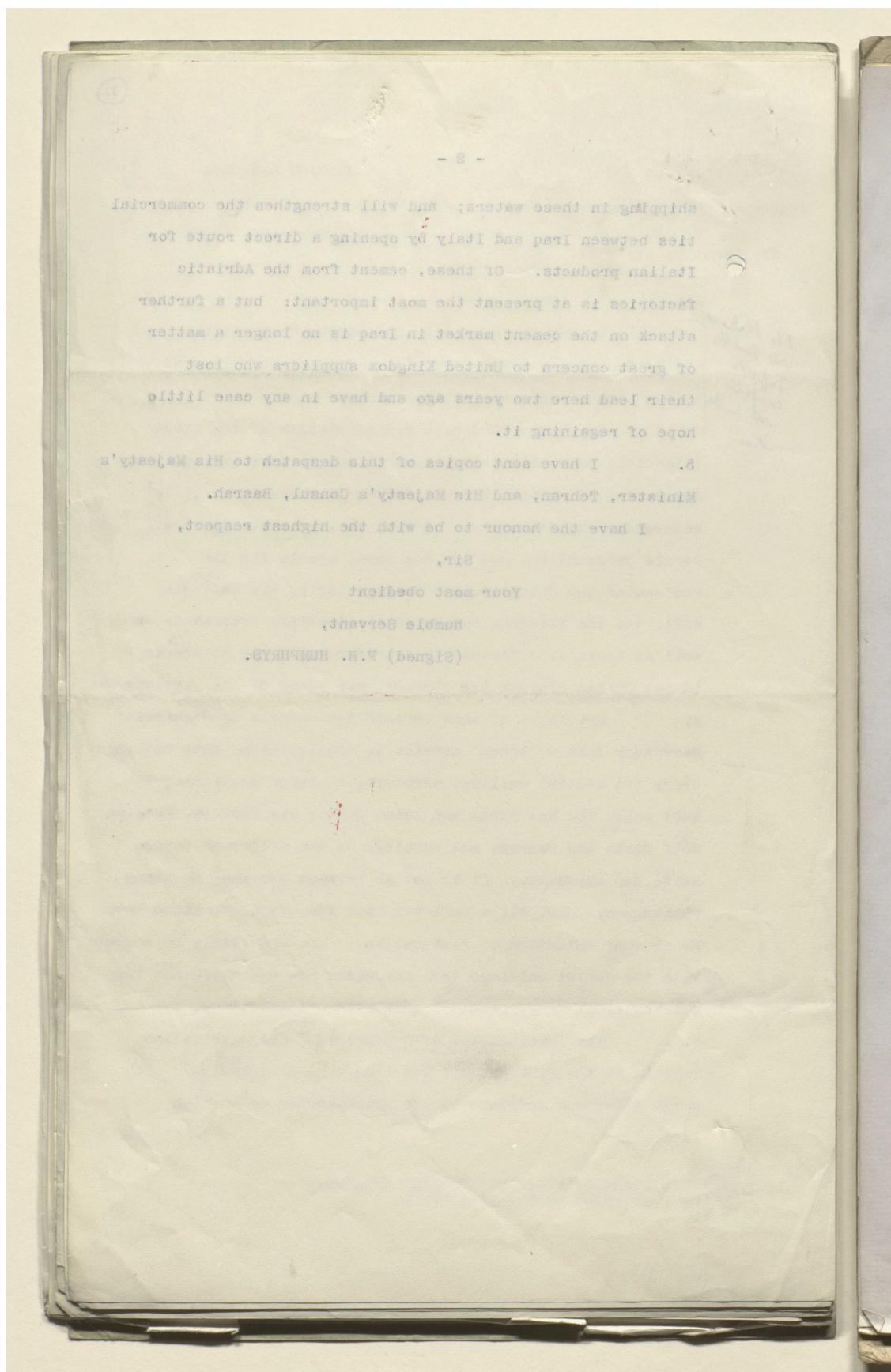
Sir,

Your most obedient

humble Servant,

(Signed) F.H. HUMPHRYS.

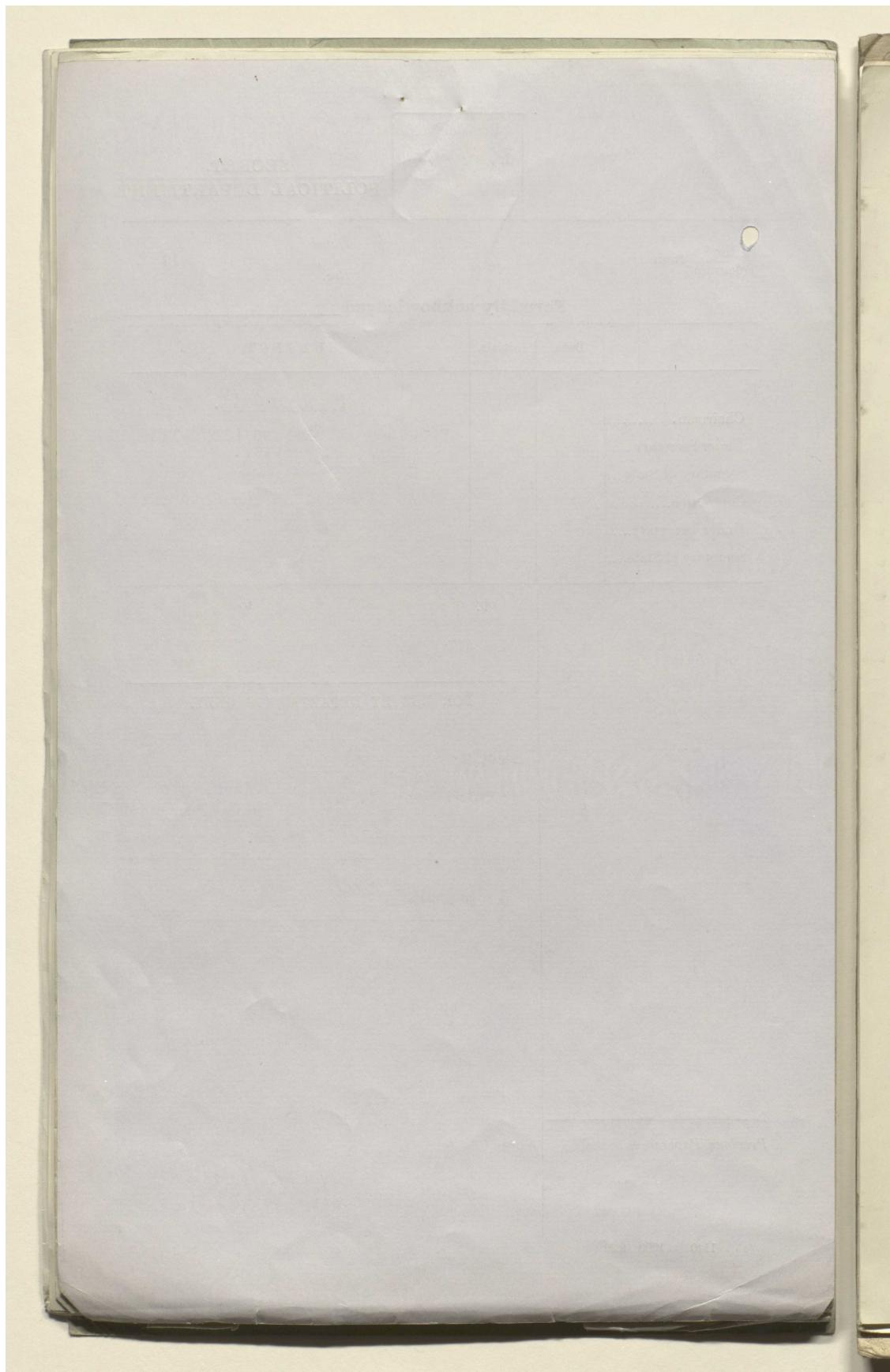
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٢] (٦٤/١)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٣٣ و] (١٠٩/٦٥)

	Register No. P. 7. 1411 34	(33) (5) SECRET. POLITICAL DEPARTMENT.	
Letter from Telegram	Dated Rec.	19 .	
Formally acknowledged _____			
To	Date.	Initials.	S U B J E C T.
Chairman..... Under Secretary Secretary of State... Committee..... Under Secretary..... Secretary of State....	14. 3.	mws	<u>Persian Gulf.</u> Proposed subsidised Lloyd Triestino Service. <u>Views of Resident and Government of India.</u>
<i>H.D.Syri L.K.15/3</i>		Copy of <i>Br. 52/2</i> to <i>ad am 3/34</i> <i>B/T</i> <i>DTT</i> <i>India</i> <i>Per</i>	
FOR USE BY DEPARTMENTS ONLY.			
<u>Minute.</u>			
<u>Draft letter to Foreign Office, expressing general agreement with views of Government of India and Colonel Fowle.</u>			
<i>16 MAR 1934 Letter to F.O.</i>			
<hr/> <i>Previous Papers :—</i> <hr/>			
1140 1000 8.32			

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٣] [٦٦/١٠٩]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٤٣ و ٦٧] (١٠٩)

Minute Paper.

POLITICAL Department.

(32) (34)

Please see Mr. Crombie's minute on P.Z.288/34, flagged below, and the subsequent correspondence with the Political Resident and the Government of India. The Resident has not dealt with our enquiry as to the possible commercial importance of this further competing service and the extent to which it is likely to pay its way, but on that he is perhaps not in a very good position to offer observations of value.

2. The situation is eased by the fact that the service will not, at any rate at this stage, call at the ports on the Arab littoral. If and when it does, it will be impossible to differentiate between it and the Hansa Line, which, from Colonel Fowle's telegram of 27th February, already calls at D^{ubai} and Shargah, although no landings can be made ^{out} with a special permission.

3. I submit that we may write to the Foreign Office as in the draft attached.

V.9.1. *[Signature]*
2-3-34

Secretary, E.& O. Department,

For information and any observations.

V.9.1.
2-3-34

The Political Resident's telegram quoted in the G. of I. telegram of the 2nd February seems to imply a belief that the only possible way of meeting the Italian policy of subsidising shipping is to do the same. I doubt the correctness of this proposition, and should think the S. of S. would not wish to support it--as the present draft in form does-- without careful consideration.

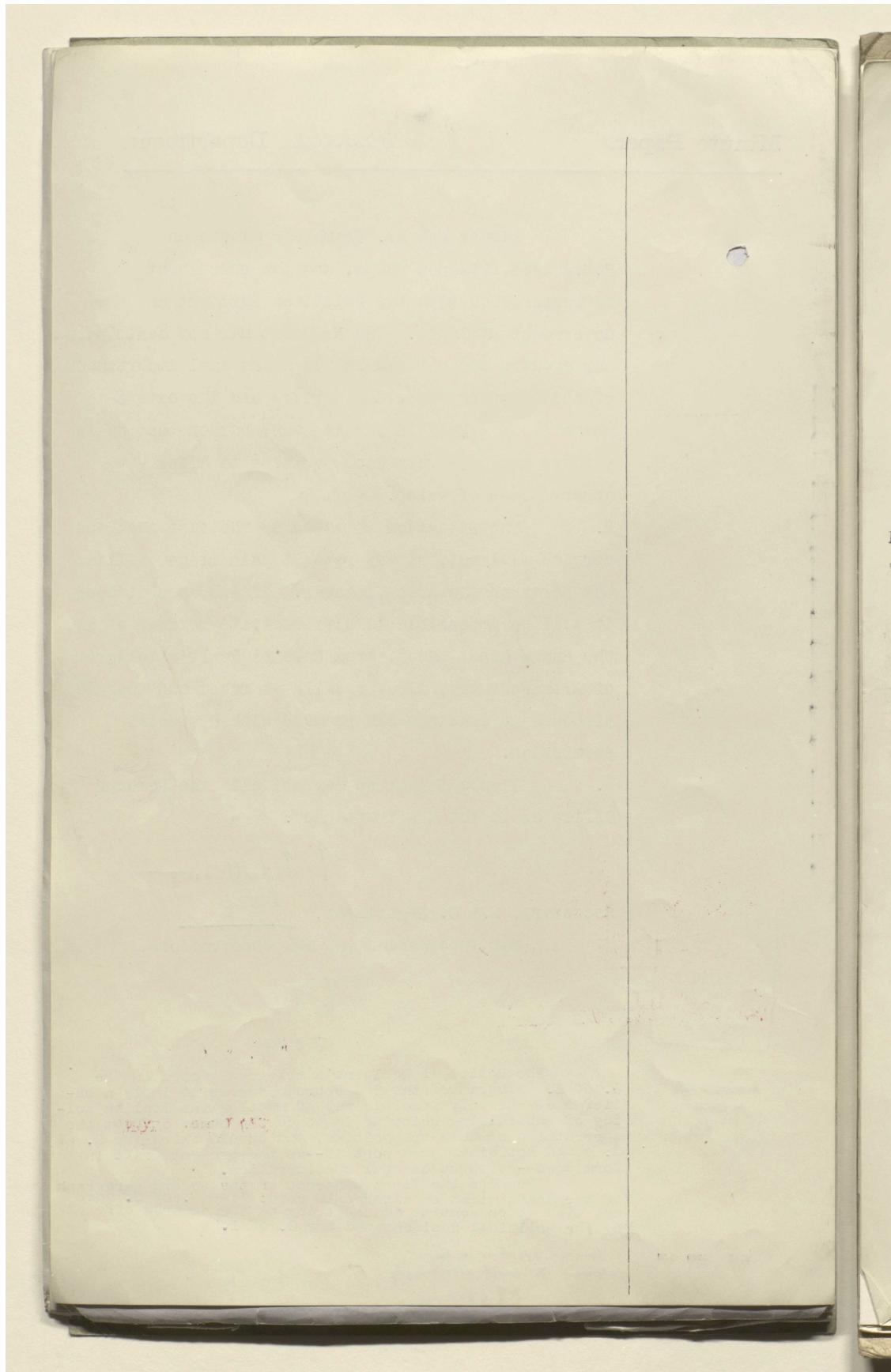
Perhaps the first sentence of the second paragraph of the draft might be altered to read: "The S. of S. does not wish at present to add anything to the remarks offered by the Political Resident and the G. of I."

2119 5000 8.33

*Leave 2/3 in a line
altered to draft accordingly.
E.T. 4/3/34.*

E. Turner
2-3-34

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٣٦] (٦٨/١٠٩)



E
T

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٣٥ و ٦٩/١٠٩]

Draft Paper.

(2) P.Z.14/11/34

POLITICAL

Department.

(35)
(36)

DRAFT TELEGRAM.

16 MAR 1934

Sir,

U.S.S.,
F.O.

Express Letter to G.o.I., dated 12th January, P.Z.288/34. Telegram from G.o.I., No.240, dated 2nd February.
 " to G. of I., No.413, dated 14th February.
 " to G. of I., No.492, dated 21st February.
 " from Resident, No.243, dated 27th February.
 " from G.o.I., No.461, dated 28th February.

In reply to your letter of the 11th January, No. E.7900/7900/34, regarding the proposed operation of a regular service to the Persian Gulf by the Lloyd Triestino Company, I am directed by the S/S for I. to refer to the correspondence with the G.o.I. and the Political Resident in the Persian Gulf noted in the margin, of which copies have already been sent from time to time to the F.O. ^{does not wish at present to add anything}
 2. The S/S is in general agreement with the observations of the Political Resident and the G.o.I., to which he had nothing to add. The position is slightly eased by the fact that from the information contained in D.O.T. memorandum No.33422/33 dated 20th February, the service will not apparently at this stage call at the ports on the Arab littoral of the Persian Gulf.

3. Copies of this letter are being sent to the A.L., A.I., B.I., + D.O.T.

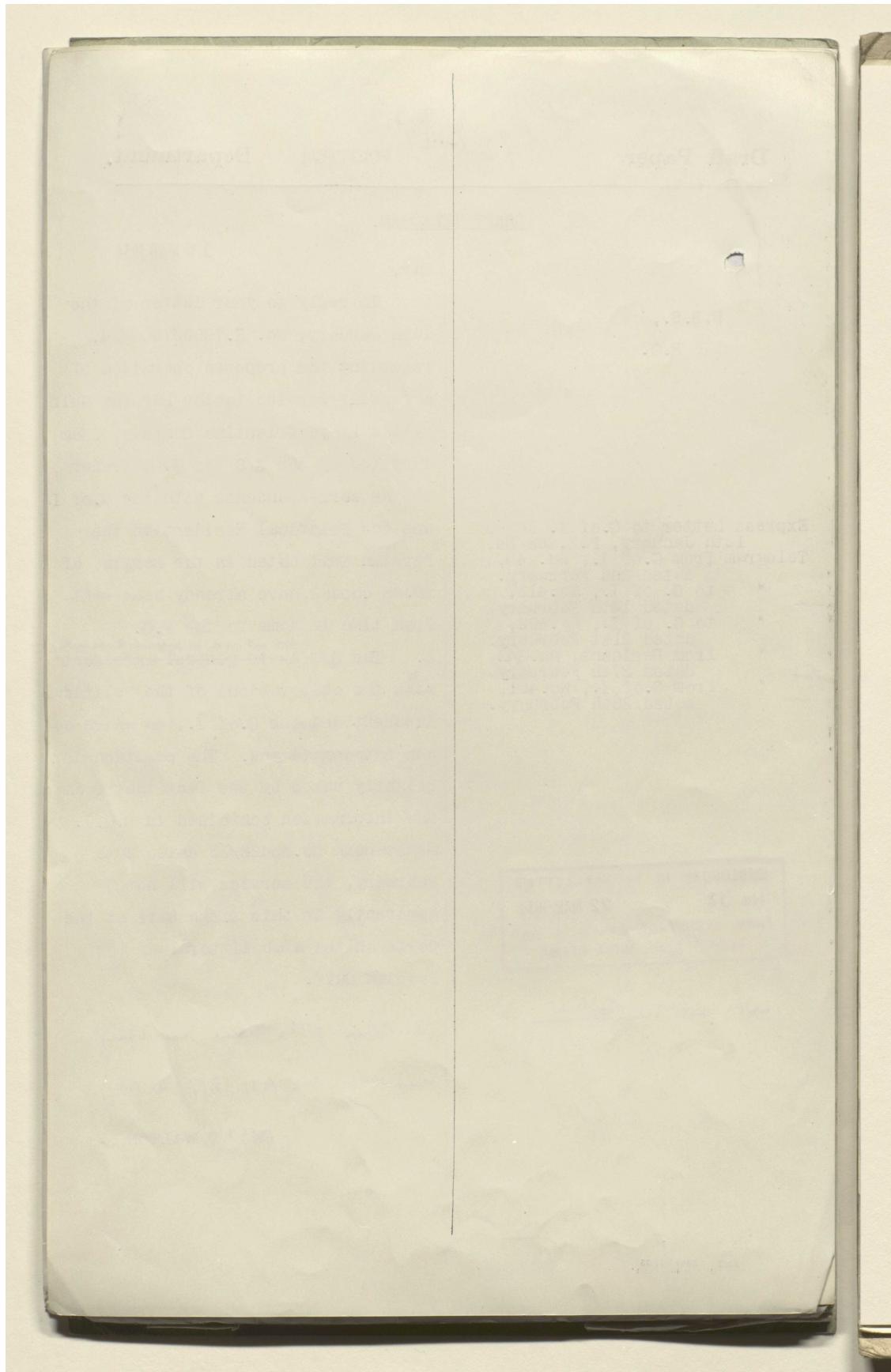
(Sd.) J. C. WALTON,

ENCLOSURE IN WEEKLY LETTER
No. 12 22 MAR. 1934
FROM SECRETARY, POLITICAL AND
SECRET DEPT. INDIA OFFICE

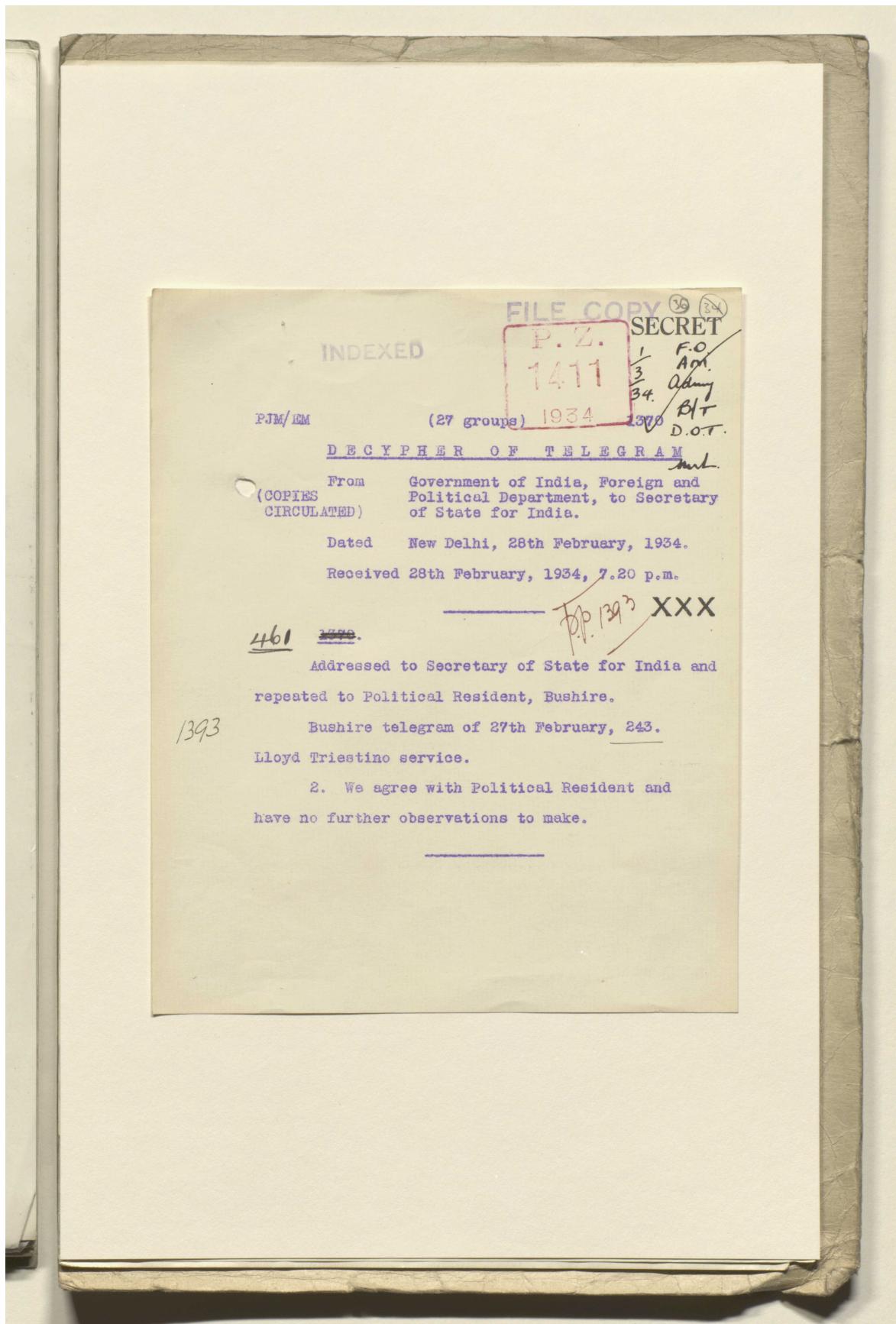
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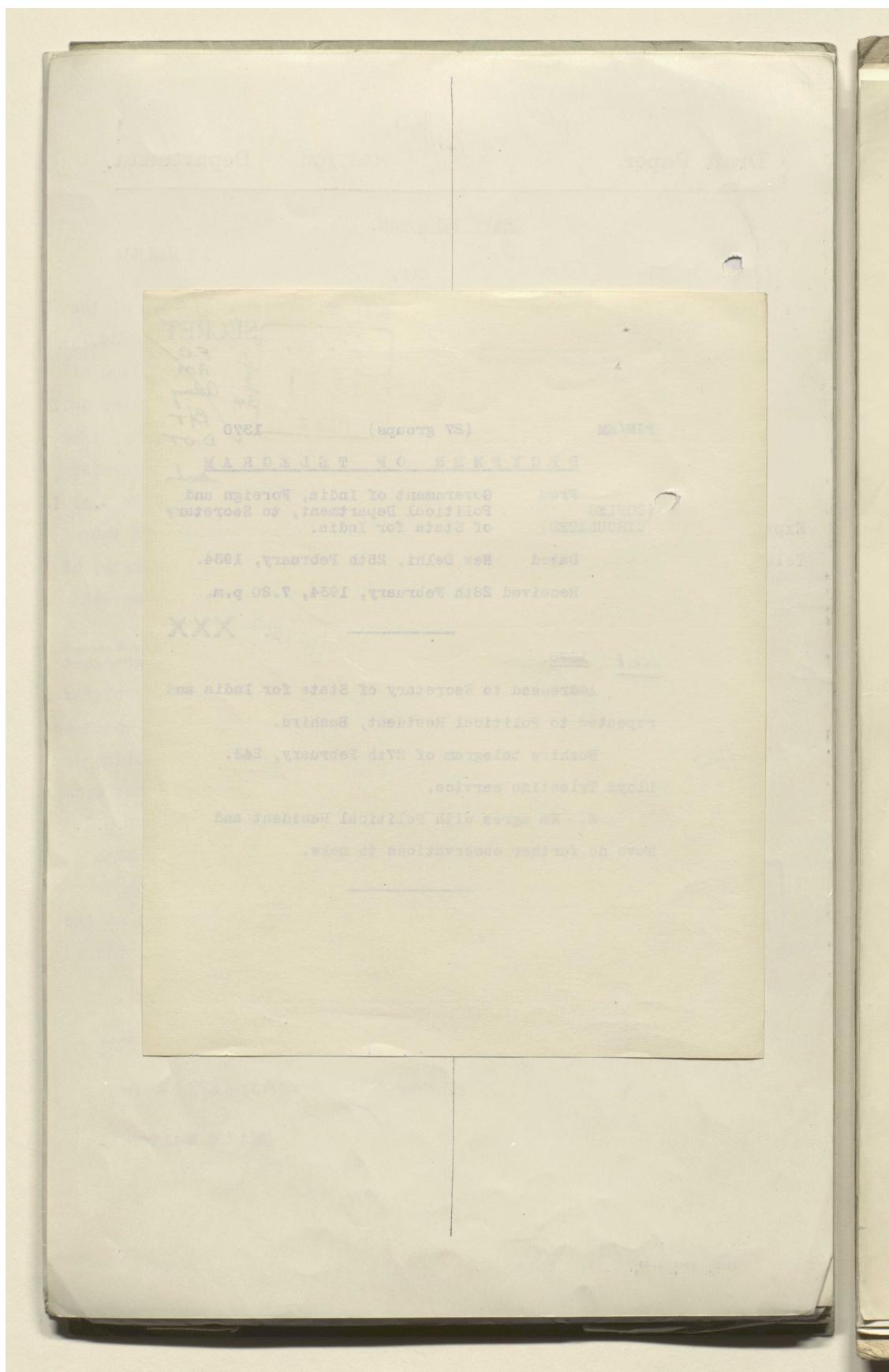
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٥] (١٠٩/٧٠)



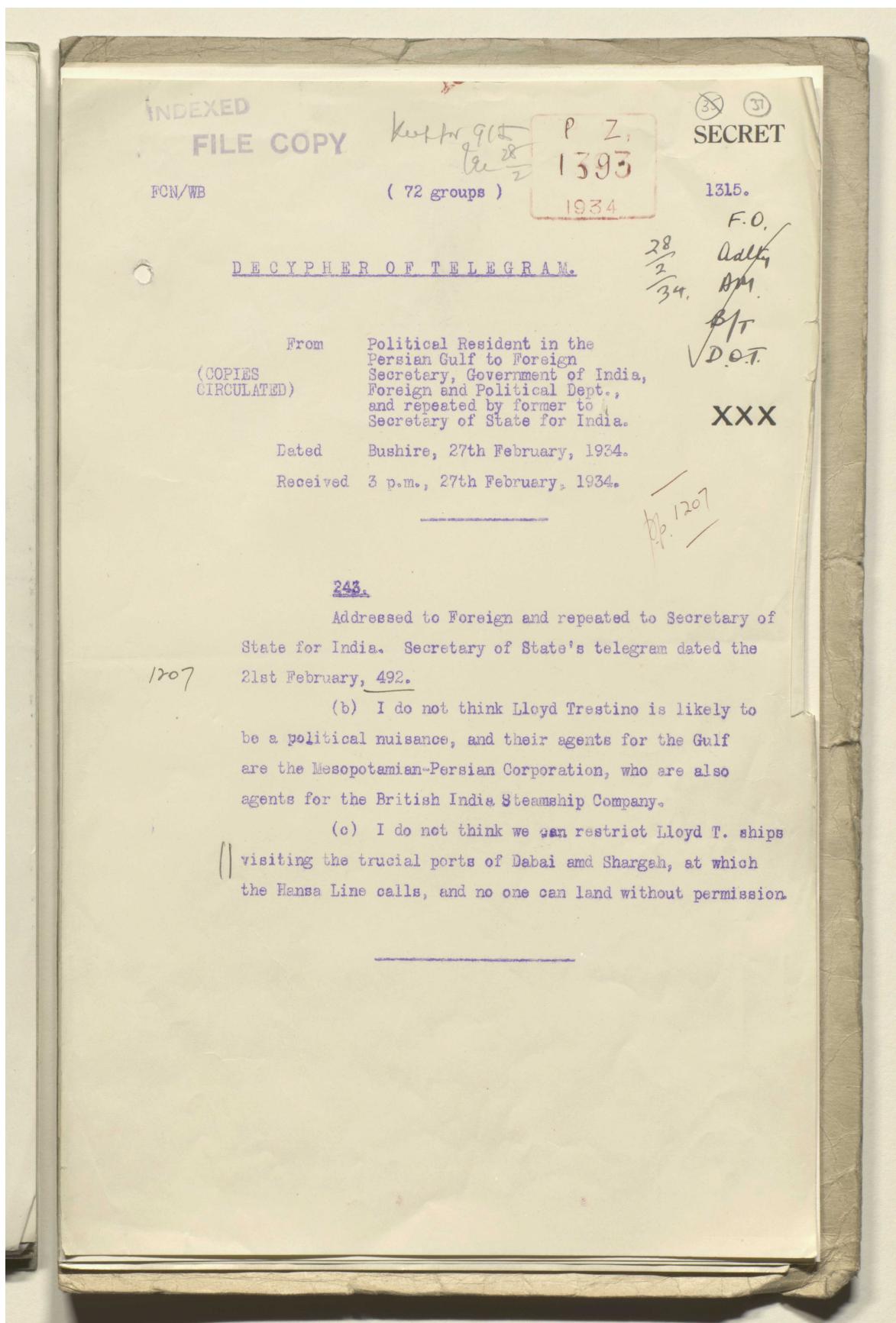
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٦٠] (١٠٩/٧١)



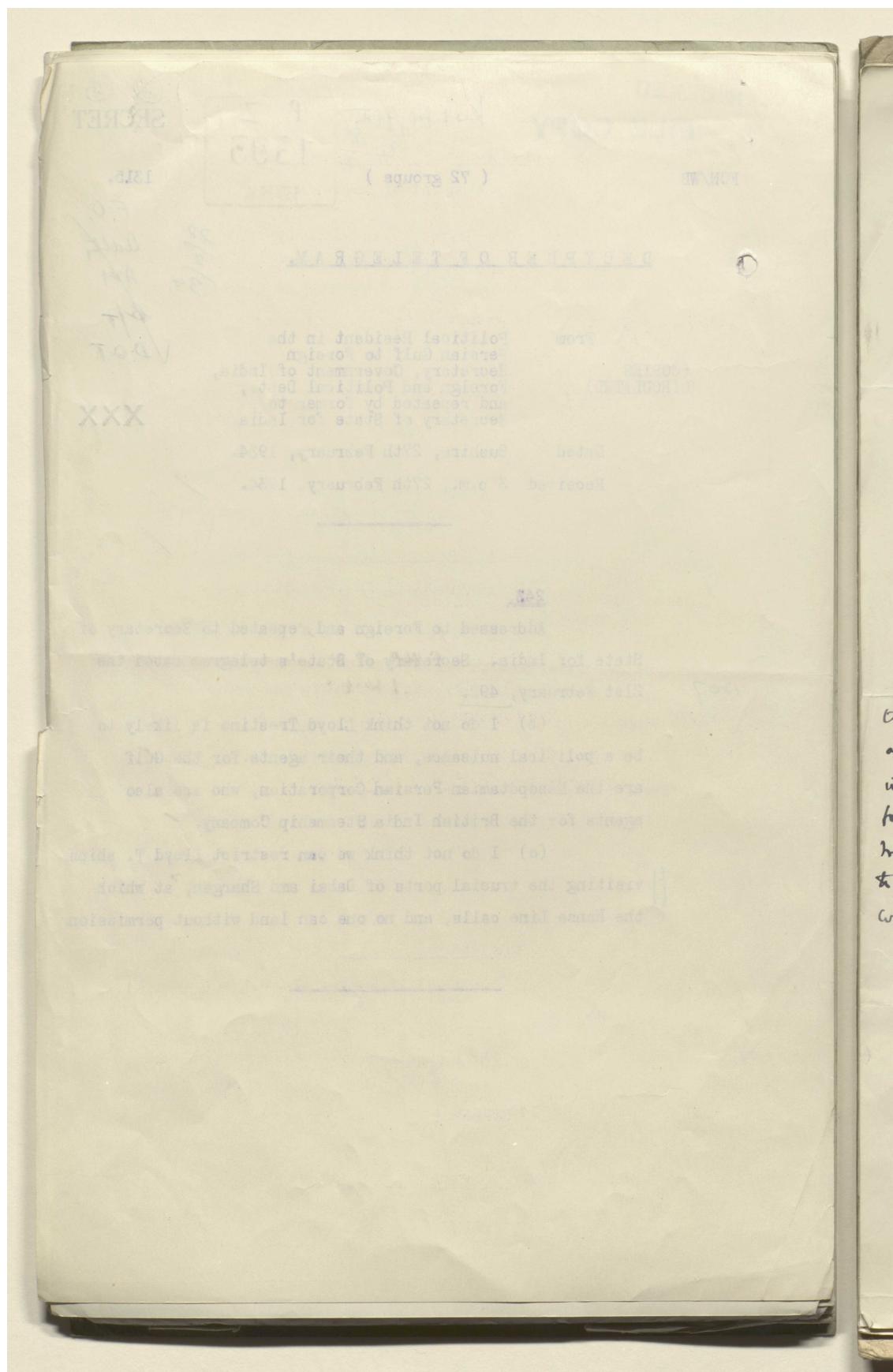
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٦] (١٠٩/٧٢)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٣٧ و ١٠٩/٧٣]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٧] (٤/٧٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٣٨ و ١٠٩/٧٥]

Draft Paper.

1.2 1207/34 Department

MC Keep ⑬ ⑮
24/2

addressed Q. + L. T. & P. No 492.
upto - Post Re. Bosphorus No 493.

Cables xxx

492

Lord Treistino's service will be
bi-monthly calling in Gulf of
Bosphorus (optional), Bandar Shapur,
Rehammarah, Bassra & long agents are
Messrs C. I. S. Lawrence still
welcome yr views as affecting Arab
littoral on points (b) and (c) in
my tel ⑮ 14 Feb. 413 in case
extension to that area is contemplated
later.

R. Waller

The D.O.T. letter makes it clear that
the Arab littoral will not be
affected at present. The new
information will affect the report
for us - we have called from
India & Bosphorus, & may be worth
telegraphing (as A.M. L. takes 3
weeks to Bosphorus)?

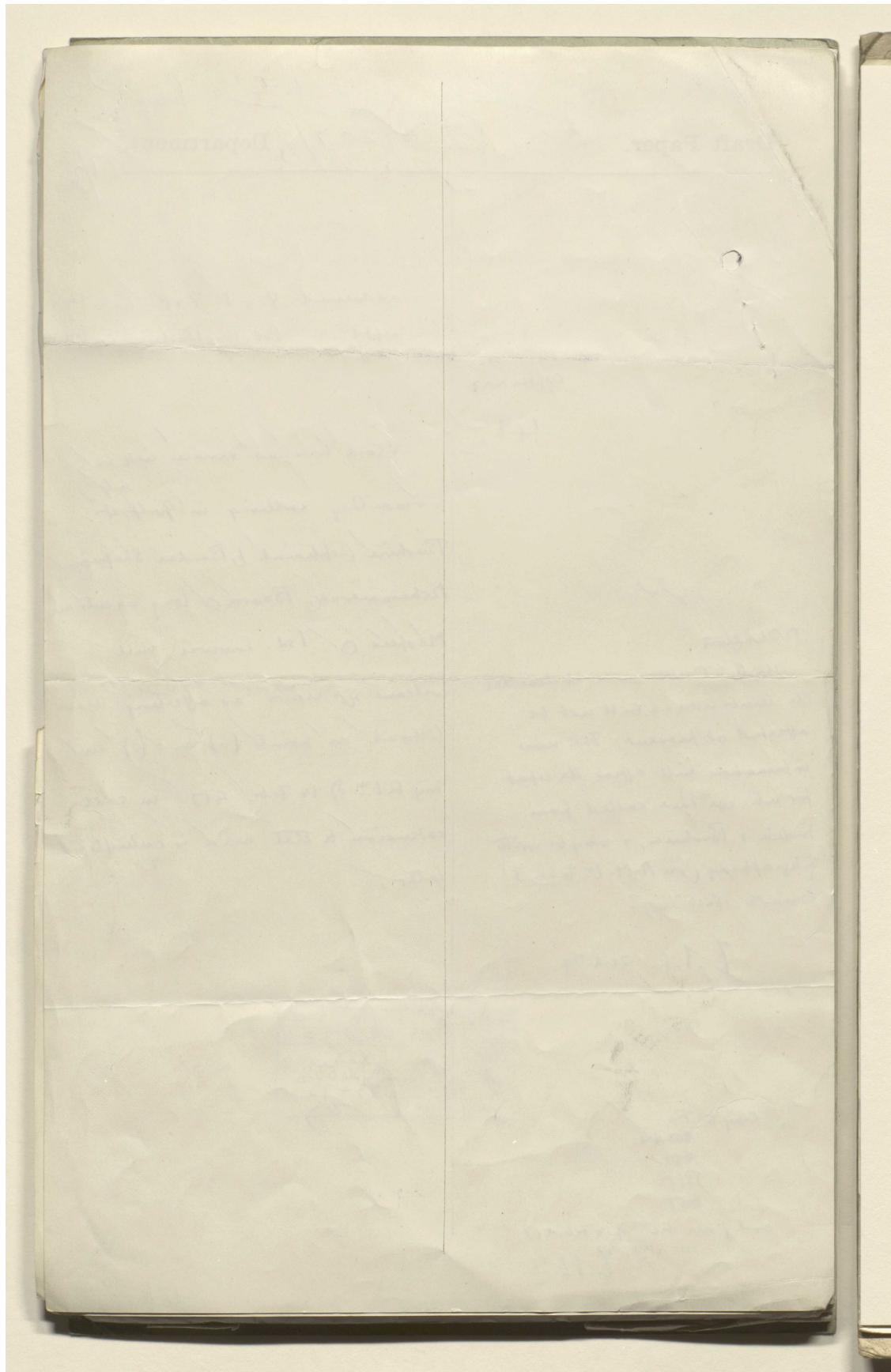
M.L. 21.2.34.

BEEN BY	DATE	TIME
RECD. IN TEL. BOH.	21/2/34	7 p.m.
CODE, X or XX	XXX	
DISPATCHED	20/2/34	8.45 p.m.
No. OF WORDS	73 + 73	
BENDER'S INITIALS	EY	

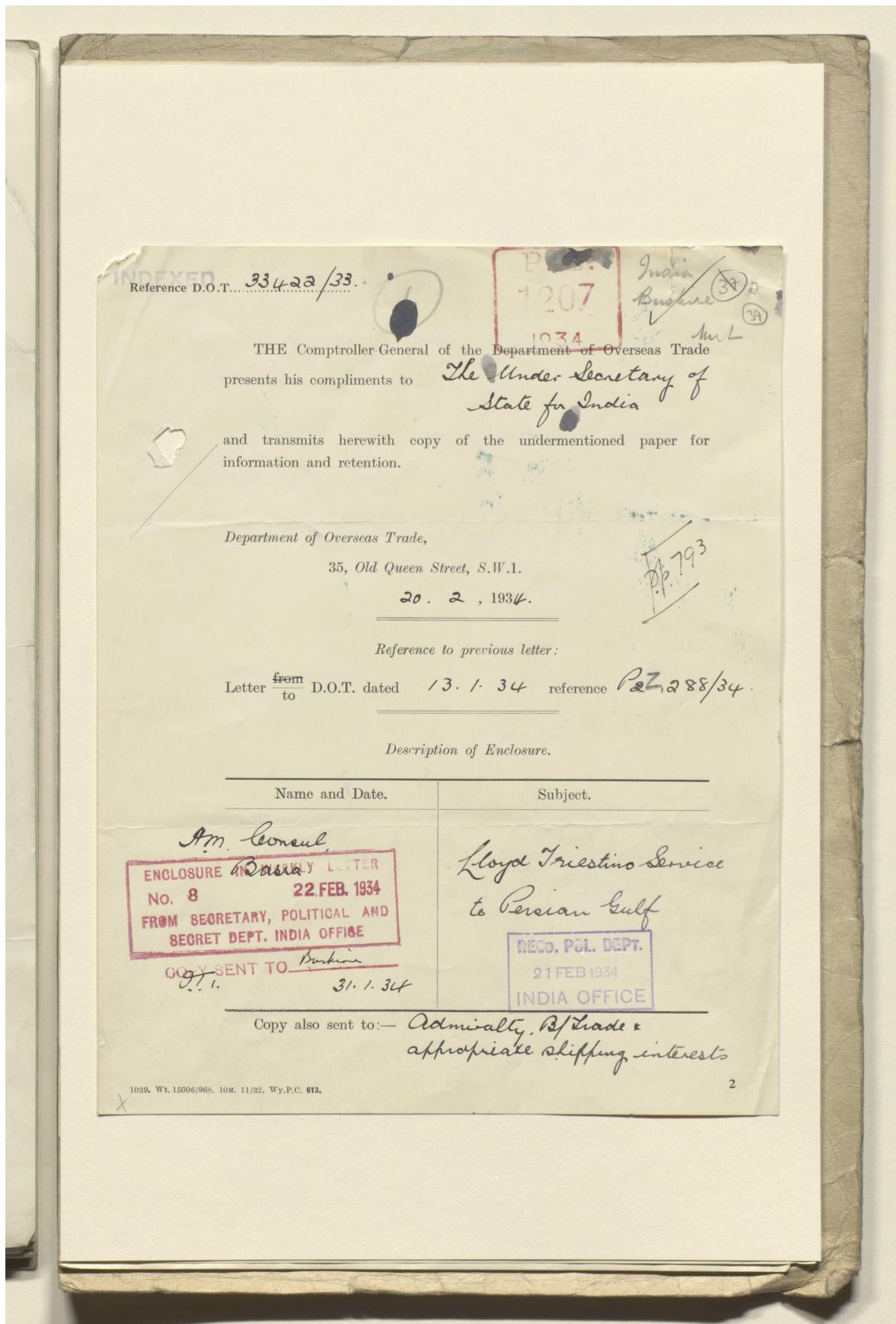
Copy to Fo
ADM
B.L. 23 FEB 1934
SOT

and for my tel ⑮ of 14 Feb. 413.
2262 5000 1132
M.L. 21

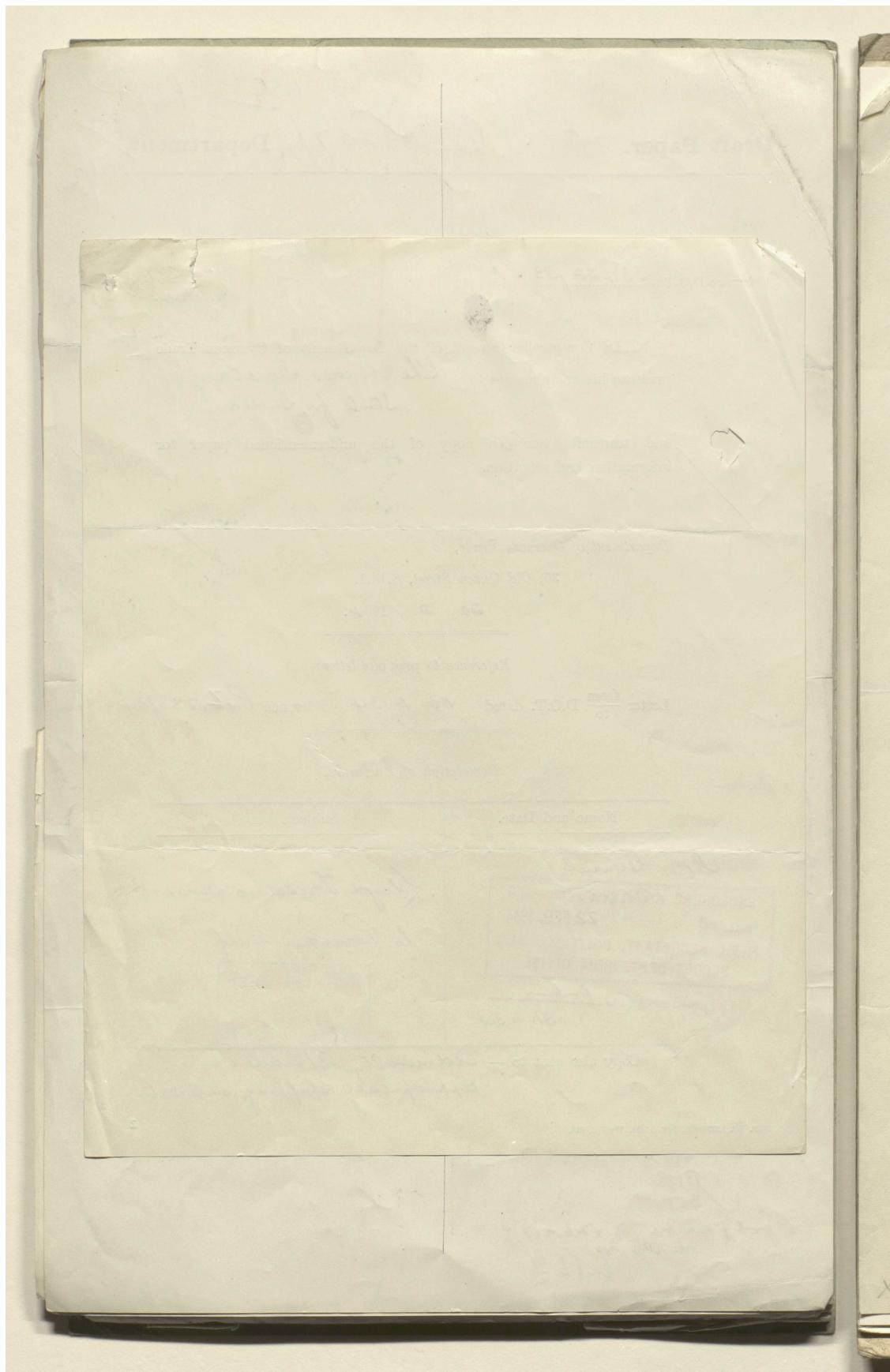
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٨] (٦/٧٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٣٩] و [٧٧] (١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٣٩] ظ [٧٨] (١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٠] [٧٩/١٠٩]

D.O.T. 33422/1933.



LLOYD TRIESTINO SERVICE TO PERSIAN GULF.

The Lloyd Triestino shipping company have inaugurated a new regular line of freight steamer sailings up the Persian Gulf.

It is proposed to make the service a two-monthly one, and to follow the itinerary Trieste, Venice, Fiume (optional), Port Said, Aden (optional), Bushire (optional), Bander Shepur, Mohammerah, Basra, Karachi, Bombay (optional), Marmagoa, Aden, Port Sudan (optional), Port Said, Venice, Trieste.

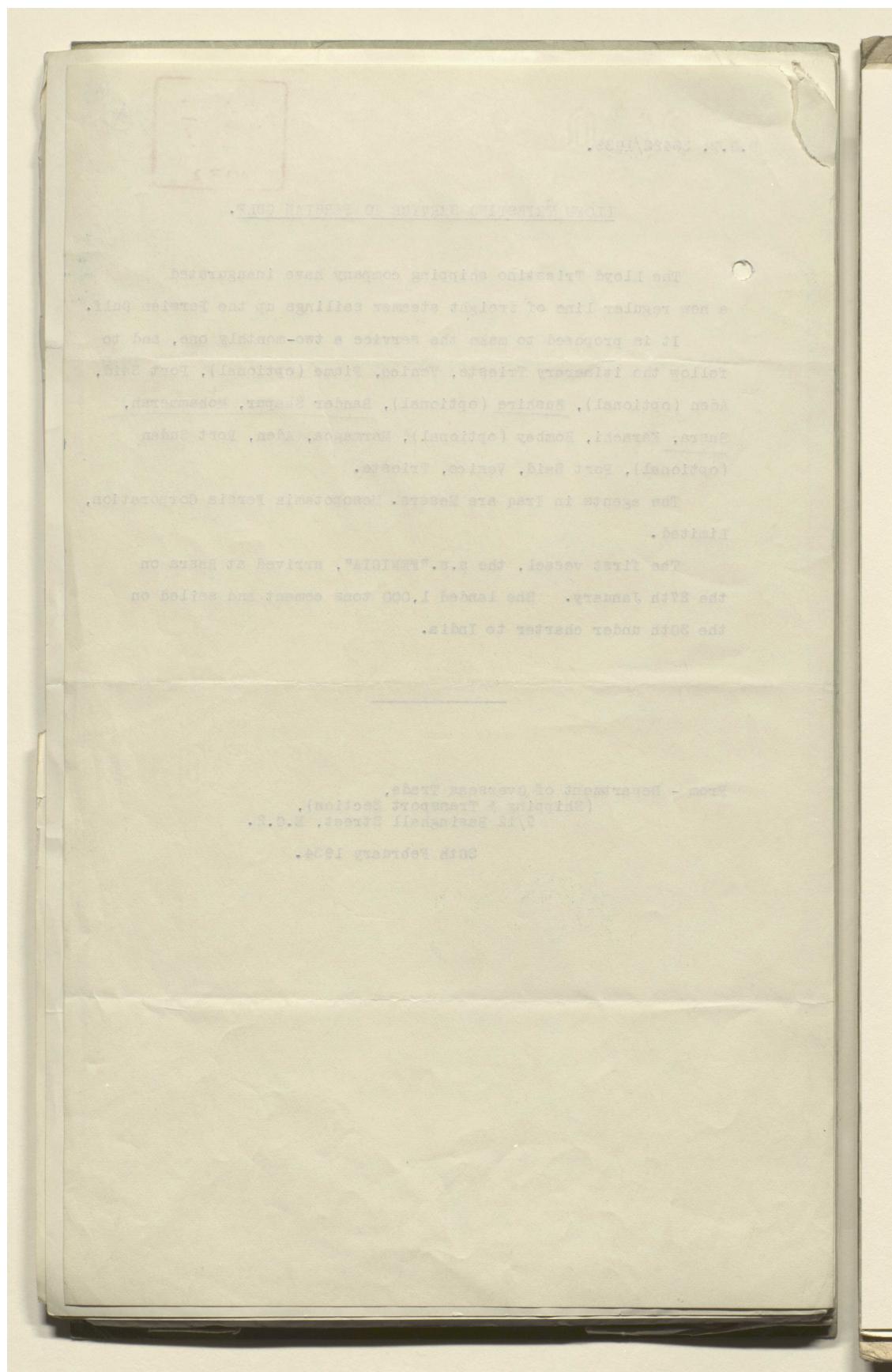
The agents in Iraq are Messrs. Mesopotamia Persia Corporation, Limited.

The first vessel, the s.s."FENICIA", arrived at Basra on the 27th January. She landed 1,000 tons cement and sailed on the 30th under charter to India.

From - Department of Overseas Trade,
(Shipping & Transport Section),
9/12 Basinghall Street, E.C.2.

20th February 1934.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٠ ظ] (٨٠/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٤٠] (٨١/٦٩)



1. M.C file 16/2
2. Keep - remd 15/3
J.A.L

Mr. Walton,

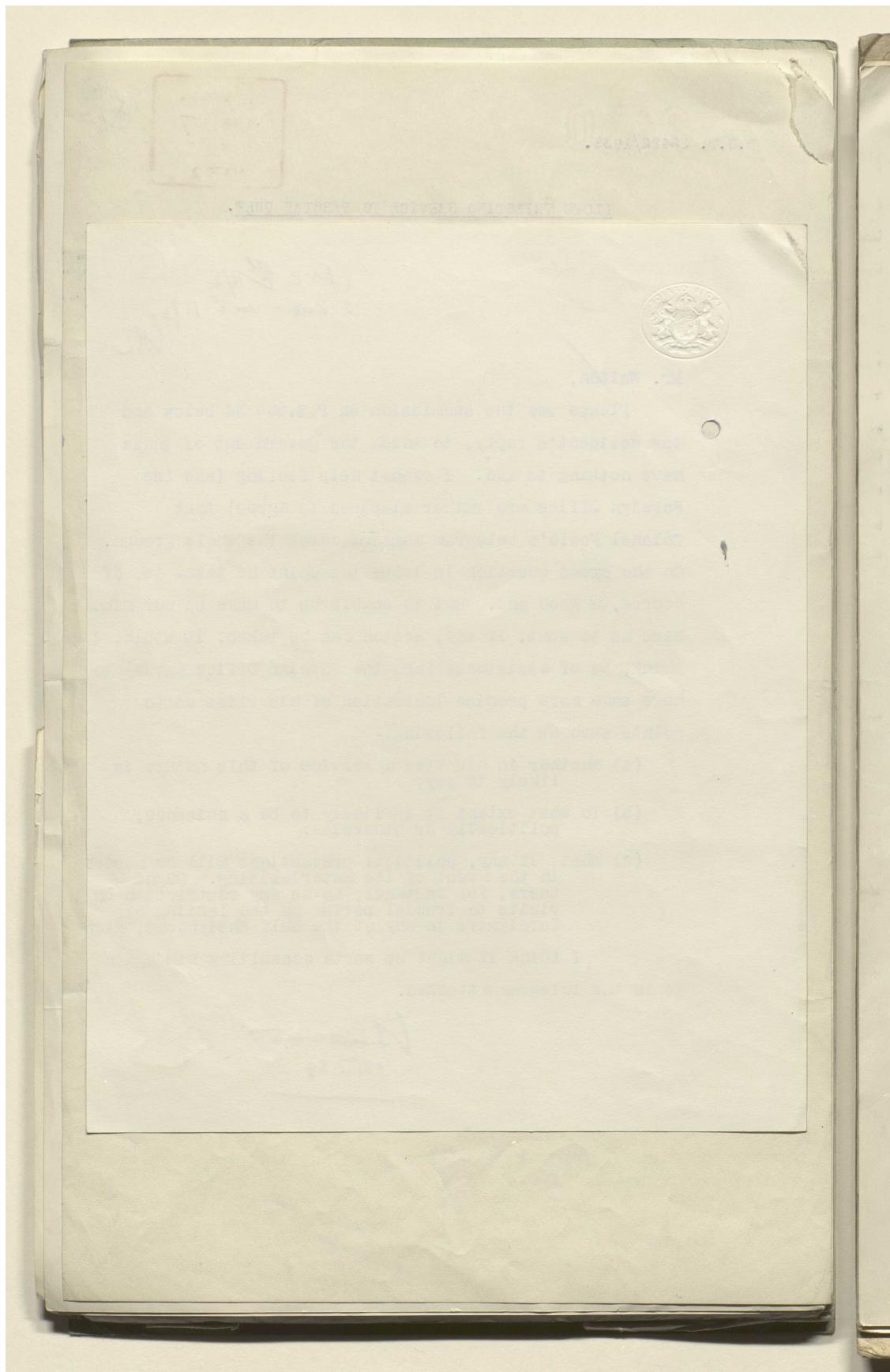
Please see the submission on P.Z.288/34 below and the Resident's reply, to which the Government of India have nothing to add. I cannot help feeling (and the Foreign Office are rather disposed to agree) that Colonel Fowle's telegram does not cover the whole ground. On the broad question in issue the point he takes is, of course, a good one. But to enable us to make up our minds here as to what, if any, action can be taken, it would, I think, be of assistance (and the Foreign Office agree) to have some more precise indication of his views as to points such as the following:-

- (a) Whether in his view a service of this nature is likely to pay;
- (b) To what extent it is likely to be a nuisance, politically or otherwise;
- (c) What, if any, political precautions will be needed in the event of its materialising. Ought there, for instance, to be any restriction on visits to Trucial ports, on the landing of foreigners in any of the Gulf Sheikdoms, etc?

I think it might be worth consulting him again as in the telegram attached.

J. Latteworth
13. ii. 34.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٤٠] (٨٢/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٤٤ و] [١٠٩/٨٣]

Draft Paper.

P.Z. 793
34
④②
POLITICAL Department.

DRAFT TELEGRAM.

From Secretary of State
To Government of India,
Foreign and Political Dept.

Repeated Political Resident, Bushire.
repeated to Pol. Res. Bushire 19.2.41

Your telegram dated 2nd February;

240. Italian Steamship service to Persian Gulf. It would be of great assistance in considering question to have your views and Resident's on following additional points:

(a) Possible commercial importance of further competing service and extent to which it is likely to pay its way.

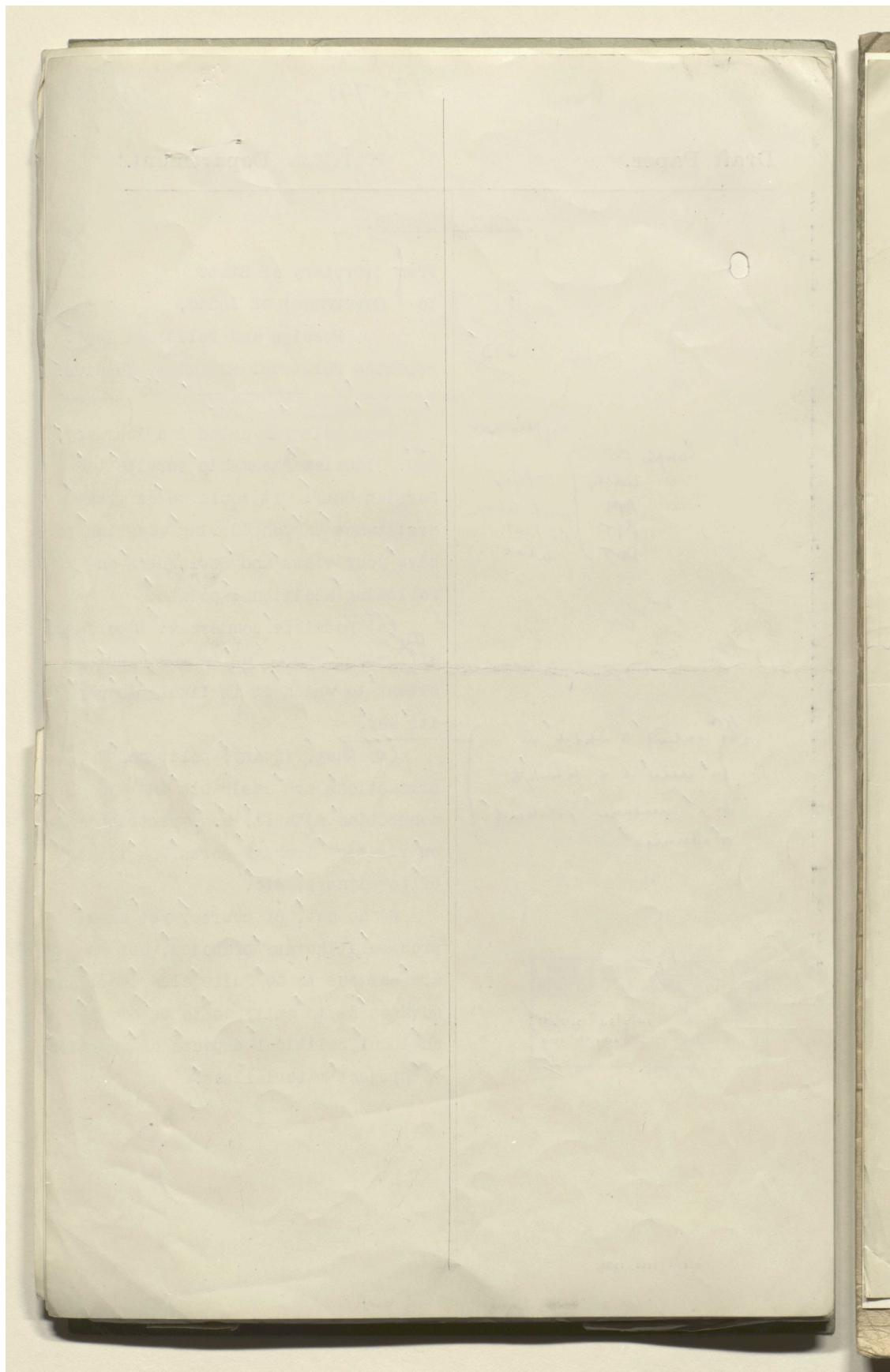
(b) What, if any, political precautions are desirable in connection with it, e.g. restrictions on visiting Trucial ports, on landing of foreigners, etc.

We do not, of course, yet know precise itinerary proposed, but we are anxious to be quite clear well in advance as to attitude to be adopted on local political aspects of question if project materialises.

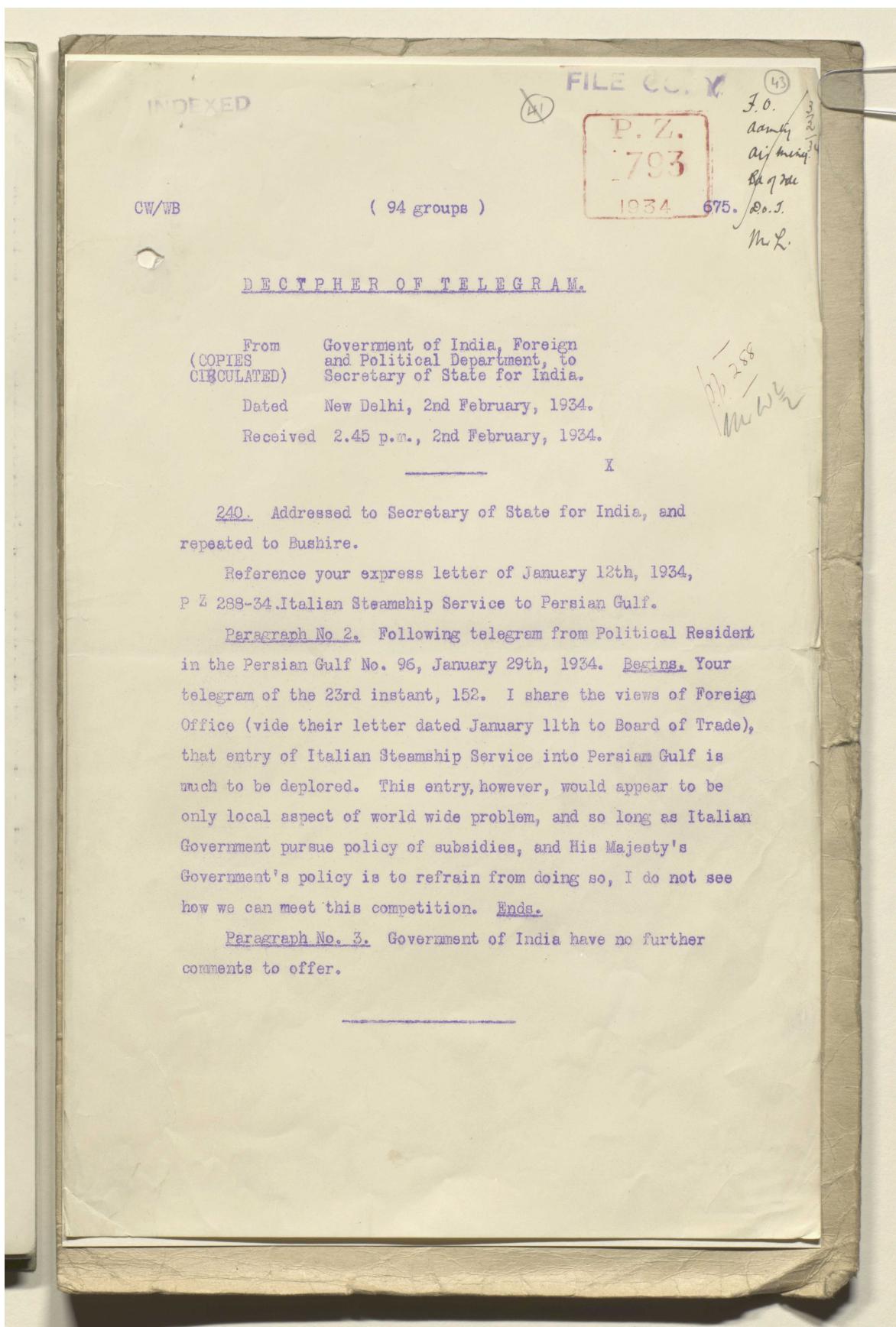
SEEN BY	DATE	TIME
RECD. IN TEL. BSH.	14/2/30	11:00 AM
CODE, X or XX		XXX
DESPATCHED	14/2/30 34	12:15 PM
NO. OF WORDS	109	4. 109
SIGNER'S INITIALS		cwp

2262 5000 11.33

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٤ ظ] (١٠٩/٨٤)



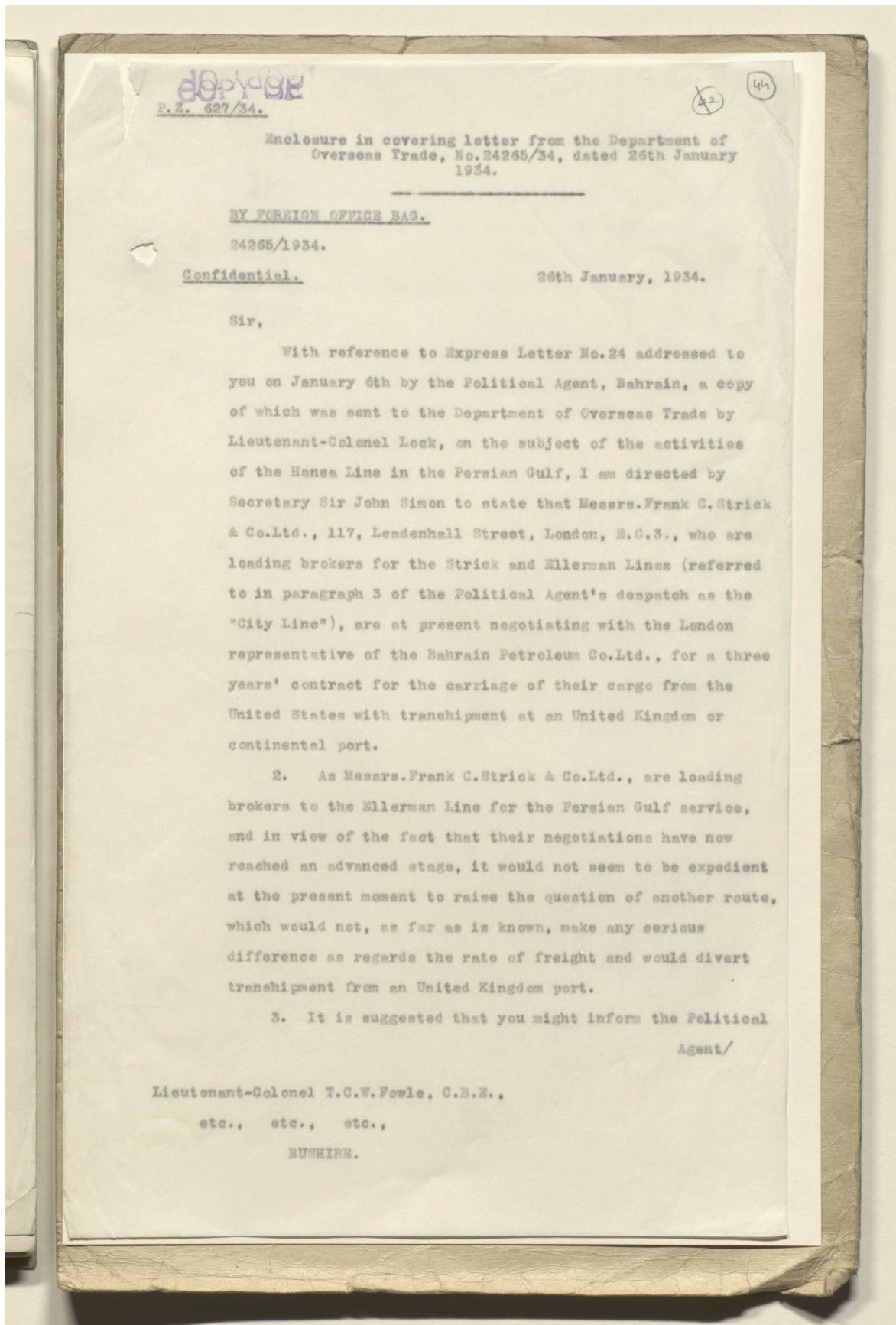
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٣ و ٨٥] (١٠٩)



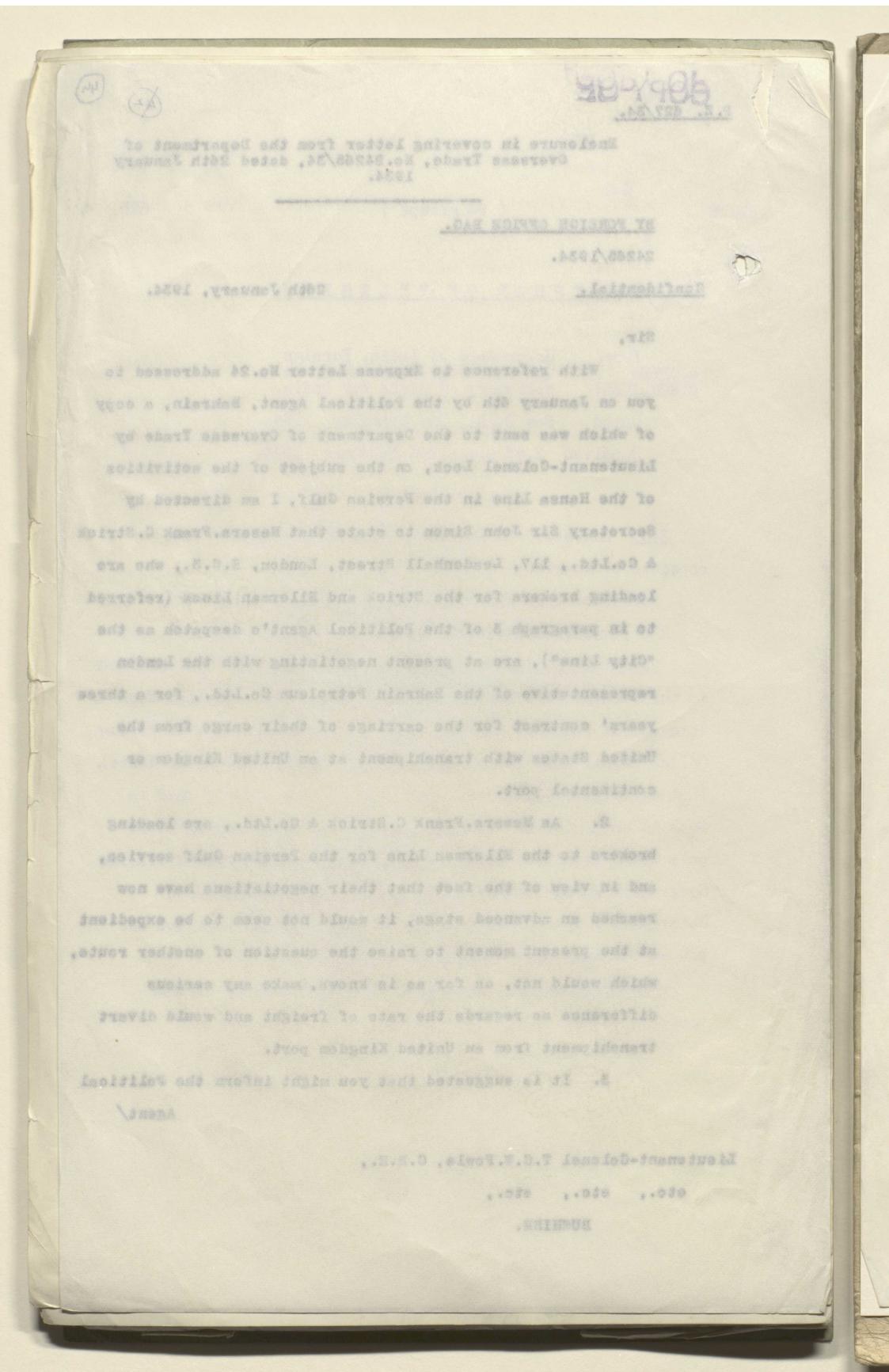
المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بواخر دورية من إيطاليا". [٤٤٣] [٨٦/١٠٩]

The image shows a very faint, handwritten document on aged paper. At the top right, it reads "GOVERNMENT OF INDIA" and "MINISTRY OF POSTS AND TELEGRAPH". Below this, the date "16 MARCH 1934" is written. The text discusses the appointment of a "NEW DIRECTOR OF POSTS AND TELEGRAPH FOR THE CENTRAL PROVINCES AND BERAR". It mentions that the post has been vacant since the previous Director's retirement on 15 January 1934. The new Director is Mr. G. R. D. B. S. and is described as a "PROFESSIONAL MANAGER WITH A LONG RECORD OF SERVICE IN THE POSTS DEPARTMENT". The document concludes with a formal ending and a signature at the bottom.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٤ و] (١٠٩/٨٧)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٤ ظ] (١٠٩/٨٨)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٤ و] [٨٩/١٠٩]

- 2 -

(X3) 45

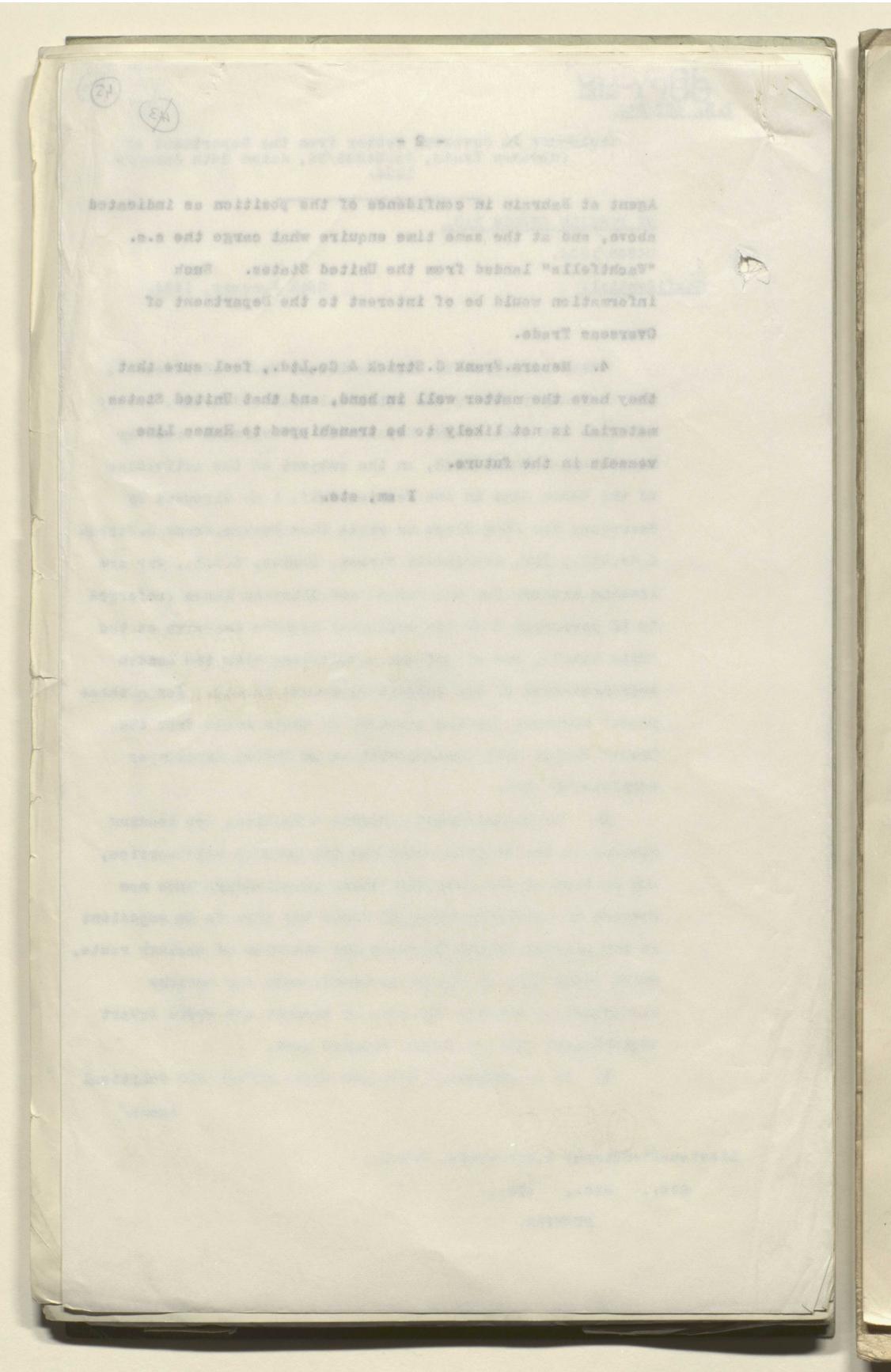
Agent at Bahrain in confidence of the position as indicated above, and at the same time enquire what cargo the s.s.

"Wachtfelle" landed from the United States. Such information would be of interest to the Department of Overseas Trade.

4. Messrs. Frank C. Strick & Co., Ltd., feel sure that they have the matter well in hand, and that United States material is not likely to be transhipped to Hansa Line vessels in the future.

I am, etc.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٤ ظ] (١٠٩/٩٠)



المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوآخر دورية من إيطاليا". [٦٤٦] [٩١/٩٦]

Notes.	Register No. P. Z. 288/34.	(44) SECRET. POLITICAL DEPARTMENT.	
		<i>Dated</i> 19 <i>Rec.</i>	
		<hr/>	
	Date.	INITIALS.	SUBJECT.
<i>To</i> Under Secretary Secretary of State... Committee..... Under Secretary..... Secretary of State...			<u>Persian Gulf.</u> <u>Inauguration of a regular service to</u> <u>the Persian Gulf by the Lloyd-</u> <u>Triestino Company.</u>
		<i>Copy of</i>	<i>to</i>
		<hr/> <u>FOR INFORMATION.</u>	
<p>The Foreign Office are consulting the Board of Trade and H.M. Minister, Tehran, about this development which they regard as being of considerable potential importance, and we have also sent an express letter asking the Government of India and the Political Resident for their views. It seems clear that the Italian line is receiving a heavy Government subsidy, and it is considered that the Italian Government's motives must be mainly political.</p> <p>The attached note prepared by the Department of Overseas Trade shows the foreign services at present running to the Persian Gulf with their ports of call as far as these can be specified. It will be seen that the German Hansa line is the only one which hitherto</p>			
<hr/> <i>Previous Papers :—</i>			
<small>5041 2000 1.31</small>			
<small>has /</small>			

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٦٤ ظ] (١٠٩/٩٢)

has been maintaining what can be described as a fairly regular service. The Department of Overseas Trade think that the Italian service will probably call at Bandar Shahpur and any other port for which they have sufficient cargo, and the possibility arises that they may wish to call at ports on the Arab Coast of the Gulf. We may, therefore, have to consider whether it is desirable that any steps should be taken to restrict the penetration of Italian influence into the Arab States. There can, of course, be no objection to Italian vessels landing cargo at Bahrain, Koweit or Muscat, but it might be considered necessary to prohibit the crews from landing at these ports, and some action may also have to be taken in regard to the Trucial Coast where, as far as is known, vessels belonging to European States have not hitherto made calls.^{*} The Trucial Shaikhs have in the past been generally hostile to the idea of visits being made by foreign vessels to their States and reference is invited to the papers at P.951/26 in the attached bound volume regarding the Shaikh of Debai's refusal to allow the landing of cargo from a German vessel. There are precedents for excluding foreigners from the Arab Coast, and after the war restrictions were imposed on German Nationals visiting any of the Arab States in the Gulf (please see Mr. Laithwaite's note of 2nd October, 1930, flagged). These restrictions have since been withdrawn in the case of Bahrain, Muscat and Koweit. Restrictions have also been imposed on Soviet vessels, and in 1928 the Shaikhs of

* Col. Powles says
Never live calls
at Deltai & Sharjah
(P.Z. 1393/34 above)

Koweit/

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادرية من إيطاليا". [٧٤ و] (١٠٩/٩٣)

Minute Paper.

Department.

(45) (47)

Koweit and Bahrein were advised not to allow the crews of Russian vessels to land (P.2954/28).

The Shaikh of Bahrein, who has a religious objection to Soviet citizens, went further than this, and in 1929 the Bahrein Government issued a notification forbidding Russian vessels even to land cargoes at Bahrain. (P.320/30)

Meanwhile we can await the views of the Government of India and the Political Resident, and the question whether any special action need be taken can be considered in the light of these.

H.Crombie

24/1/34

P.S. The statistics given in the Persian Gulf Administration Report for 1932 regarding the relative volume of British and foreign shipping in the Gulf may also be of interest in this connexion. These give the number of steamships calling at certain Gulf Ports during 1932 as follows:—

<u>Bandar Abbas</u>	127	{ 112 British 4 German 11 Russian
---------------------	-----	---

<u>Lingah</u>	64	{ 63 British 1 German
---------------	----	--------------------------

<u>Bahrain</u>	165	{ 151 British 11 German 3 Norwegian
----------------	-----	---

<u>Kuwait</u>	102	{ 99 British 2 German 1 Norwegian
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2119 5000 8.33

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المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٤٦٠] (٩٤/١٠)

Secy Ero Dept.

For information & my observations at this stage. The question of the steps which it may be practicable & desirable to take to counter Italian efforts to develop their interests in the Gulf will need careful consideration once the views of the Resident & the G.M. have been received.

A. J. Borthwick

30.1.34.

Secy P.R. Dept.

I imagine you are likely to find objections to any action which even in the Gulf - involves a system of flag discrimination under British auspices. The B/T will no doubt have views but I suppose you will not wish to consult them till you know what the Resident & Poff. say.

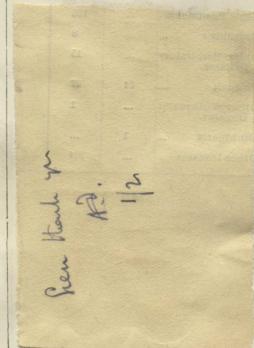
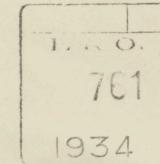
A. J. Borthwick

31/1/34

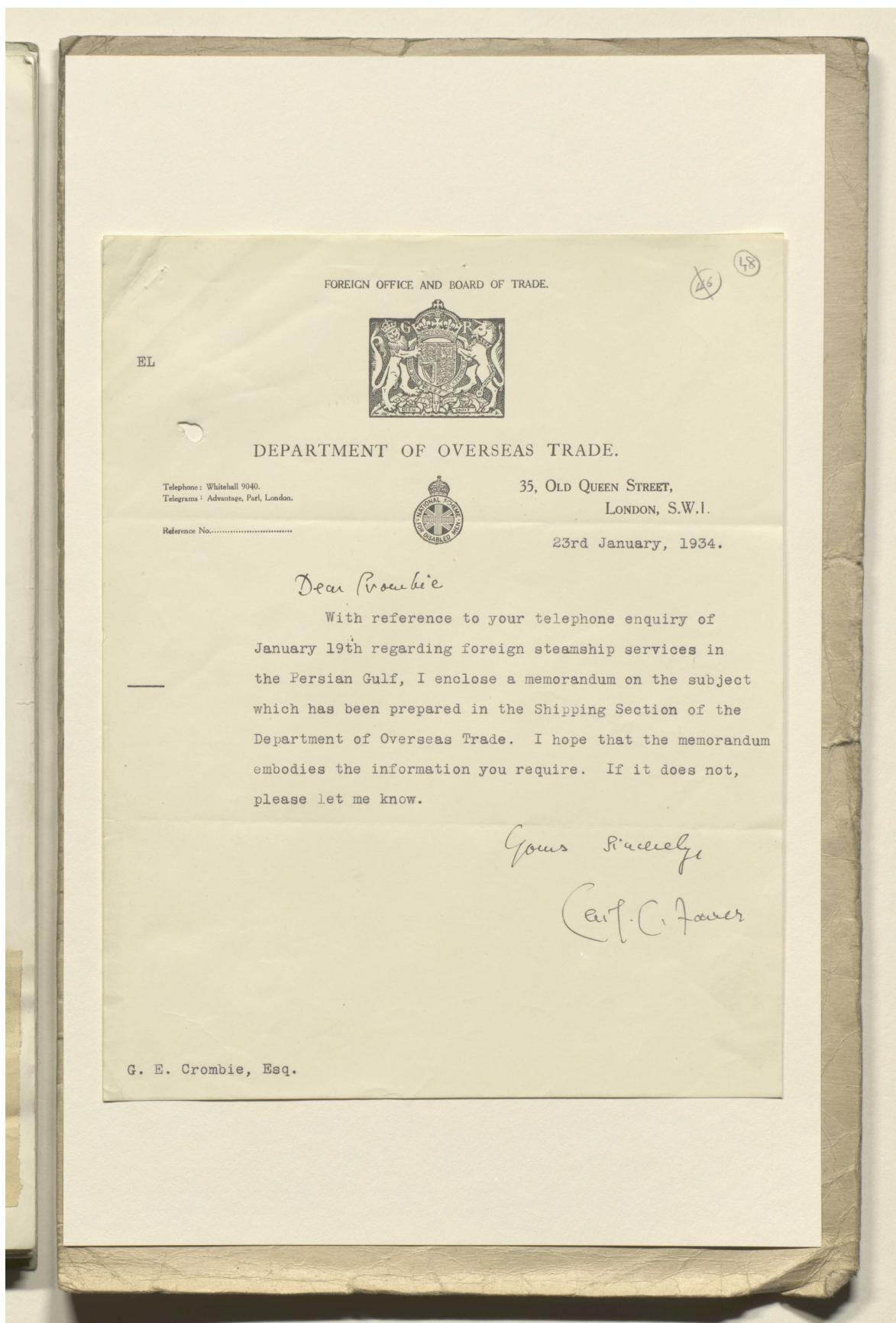
I think we had better wait till we hear from India & the Gulf or can consider our own attitude. B/T in the meantime have had copies of the correspondence & know what is happening.

A. J. Borthwick

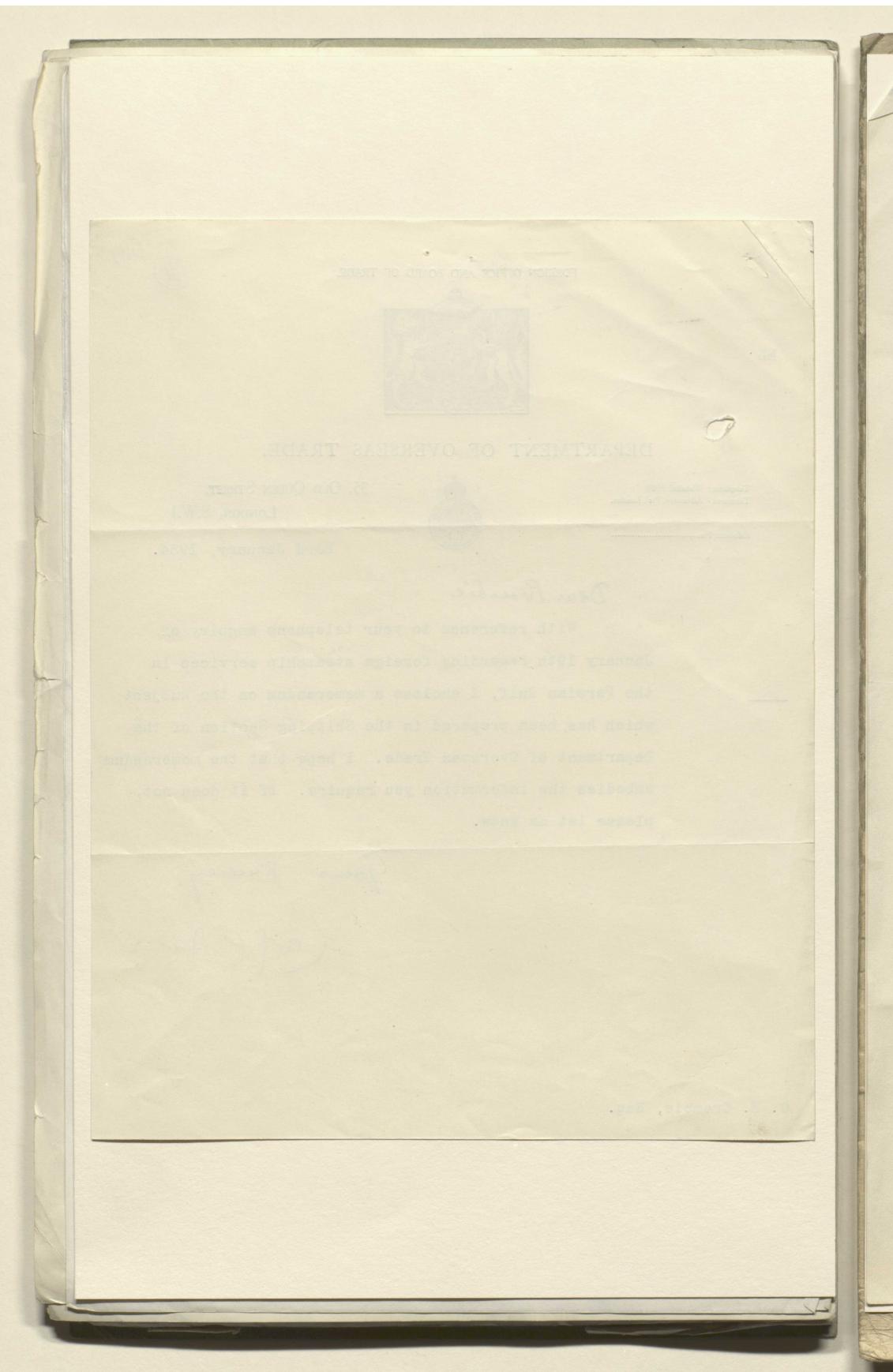
31.1.34.



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٨٤ و ١٠٩/٩٥]



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٨٤٦] (١٠٩/٩٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٦ و ١٠٩/٩٧]

The only foreign services at present running to the Persian Gulf are:-

(1) Hausa Line (German), of Bremen, which advertises calls at Bunder Abbas, Lingan, Bahrain, Bushire, Mohammerah and Basra.

Lloyd Triestino, of Trieste, from the Adriatic.

Sovtorgflot, of Odessa, from Russian Black Sea Ports.

Swedish East Asiatic Co., of Gothenburg, from Gothenburg and the Continent.

While the Hausa Line advertise calls at all the ports mentioned, they call only when sufficient inducement offers, and it frequently happens that ports are omitted. The same remarks apply to all lines.

The Lloyd Triestino service started in December, 1933 and was based on Italian exports for the new railway. They will, therefore, probably call at Bandar Shahpour and any other port for which they have sufficient cargo.

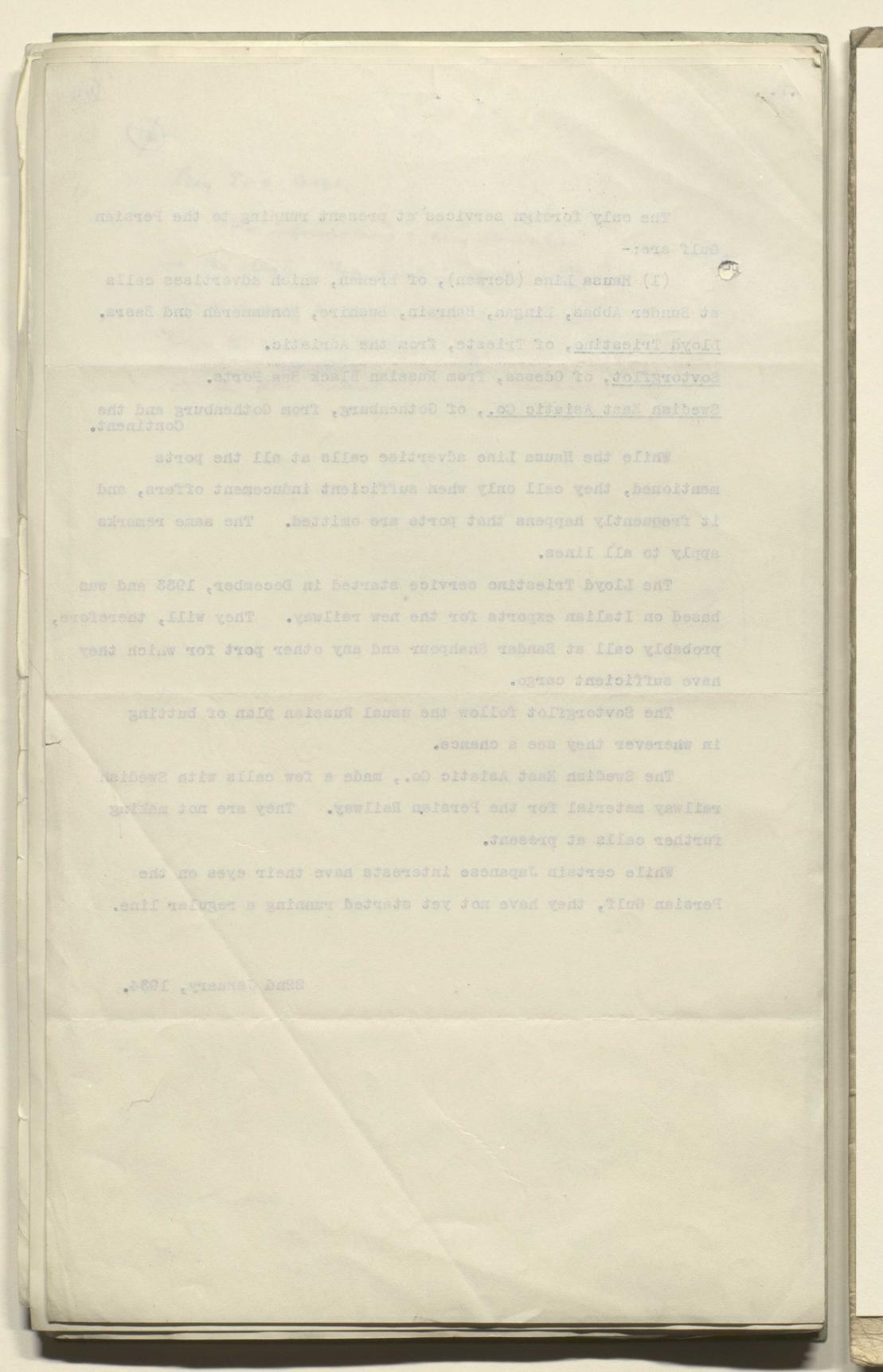
The Sovtorgflot follow the usual Russian plan of putting in wherever they see a chance.

The Swedish East Asiatic Co., made a few calls with Swedish railway material for the Persian Railway. They are not making further calls at present.

While certain Japanese interests have their eyes on the Persian Gulf, they have not yet started running a regular line.

22nd January, 1934.

المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٦٠] (١٠٩/٩٨)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٠٠] (٩٩/١٠٩)

Fair copy for file.

PA (50) (48)
Rec'd V 13/2

Secretary of State for India,
Government of India, Foreign & Political Department,
12th January, 1934.

P.Z. 288/34.

Repeated Political Resident, Bushire.

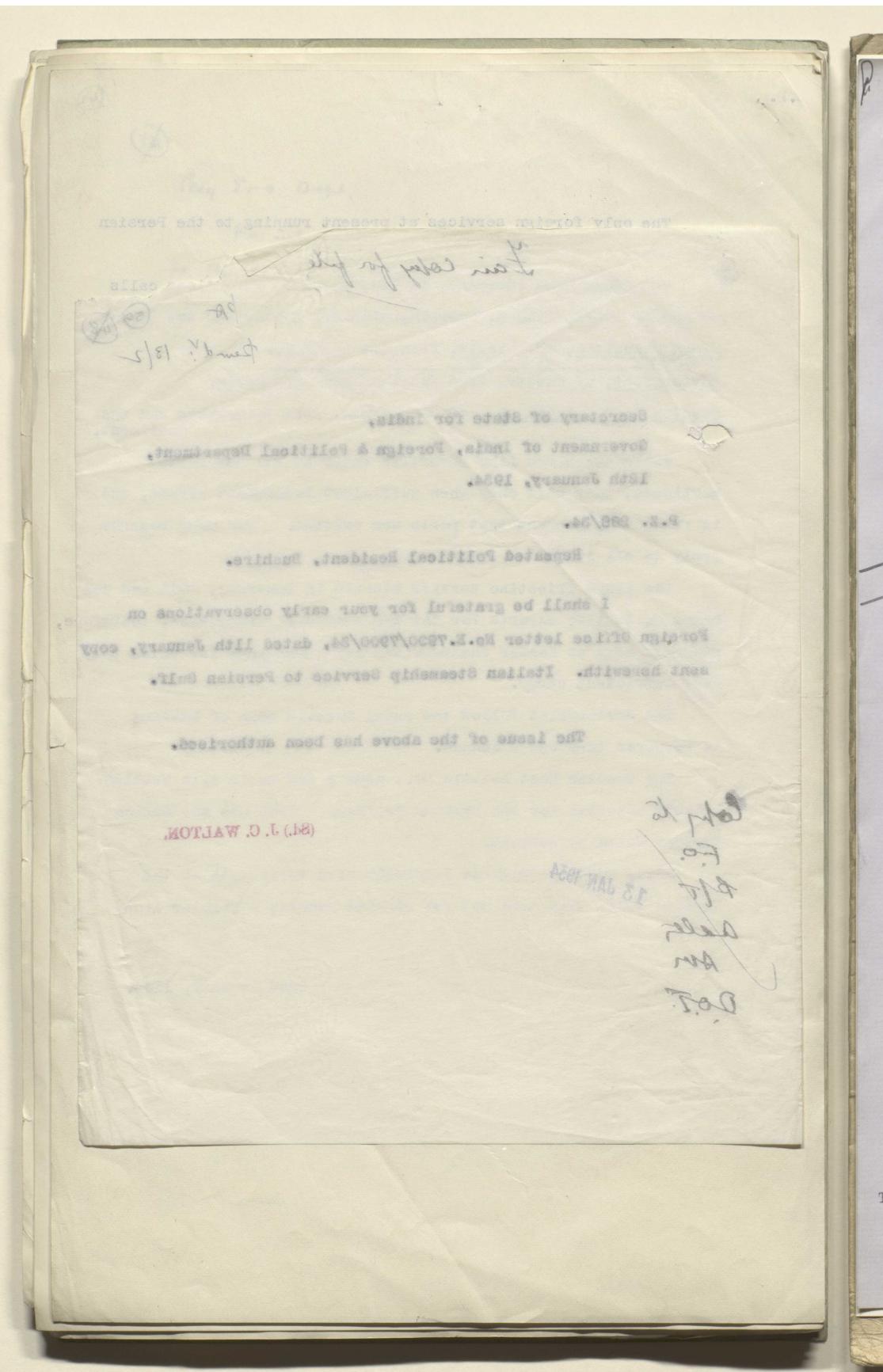
I shall be grateful for your early observations on
Foreign Office letter No.E.7900/7900/34, dated 11th January, copy
sent herewith. Italian Steamship Service to Persian Gulf.

The issue of the above has been authorised.

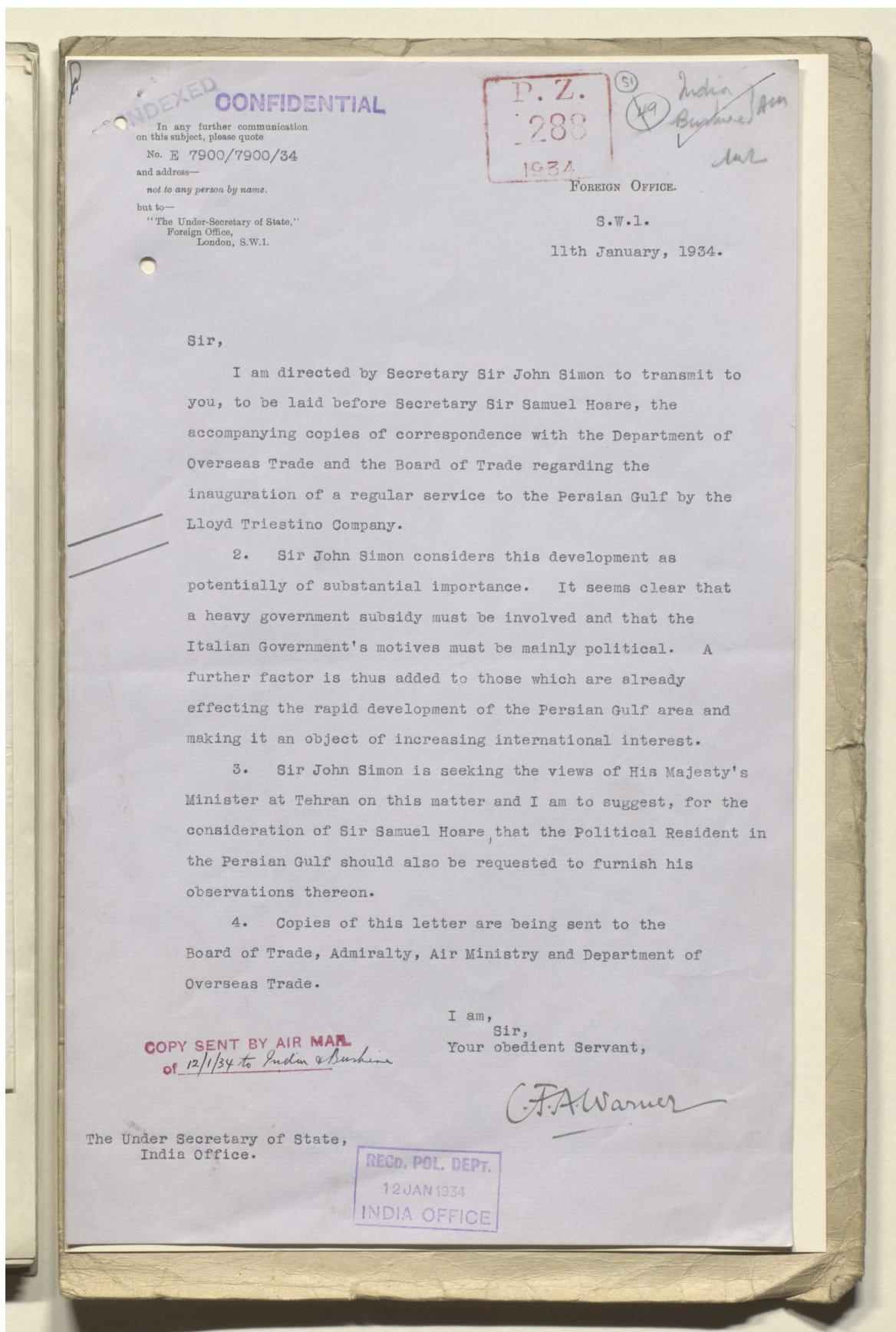
(Sd.) J. C. WALTON.

Copy to
F.O.
P.R.
A.A.L.
A.M.
D.O.T.
13 JAN 1934

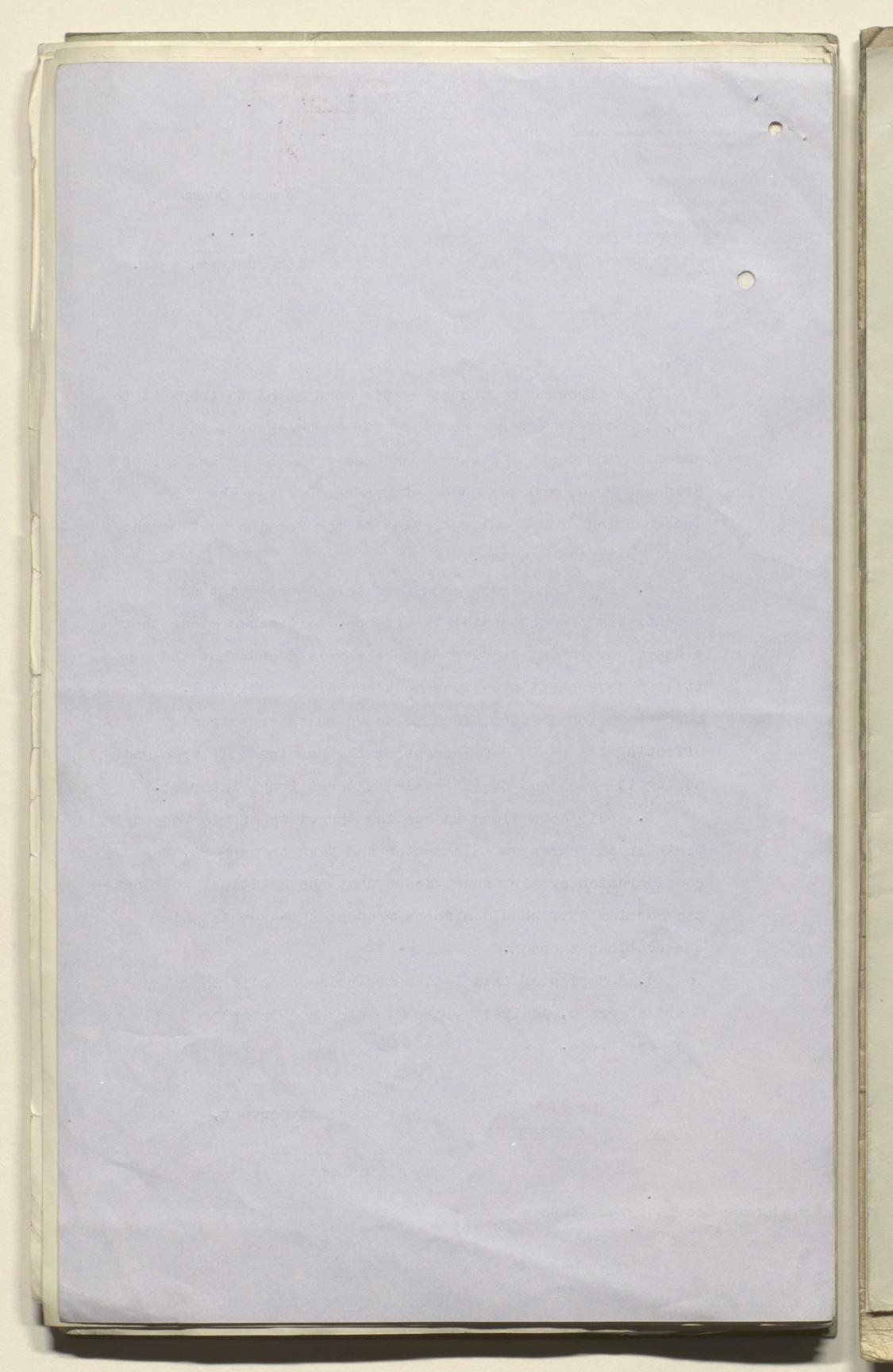
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٥٠] (١٠٩/١٠٠)



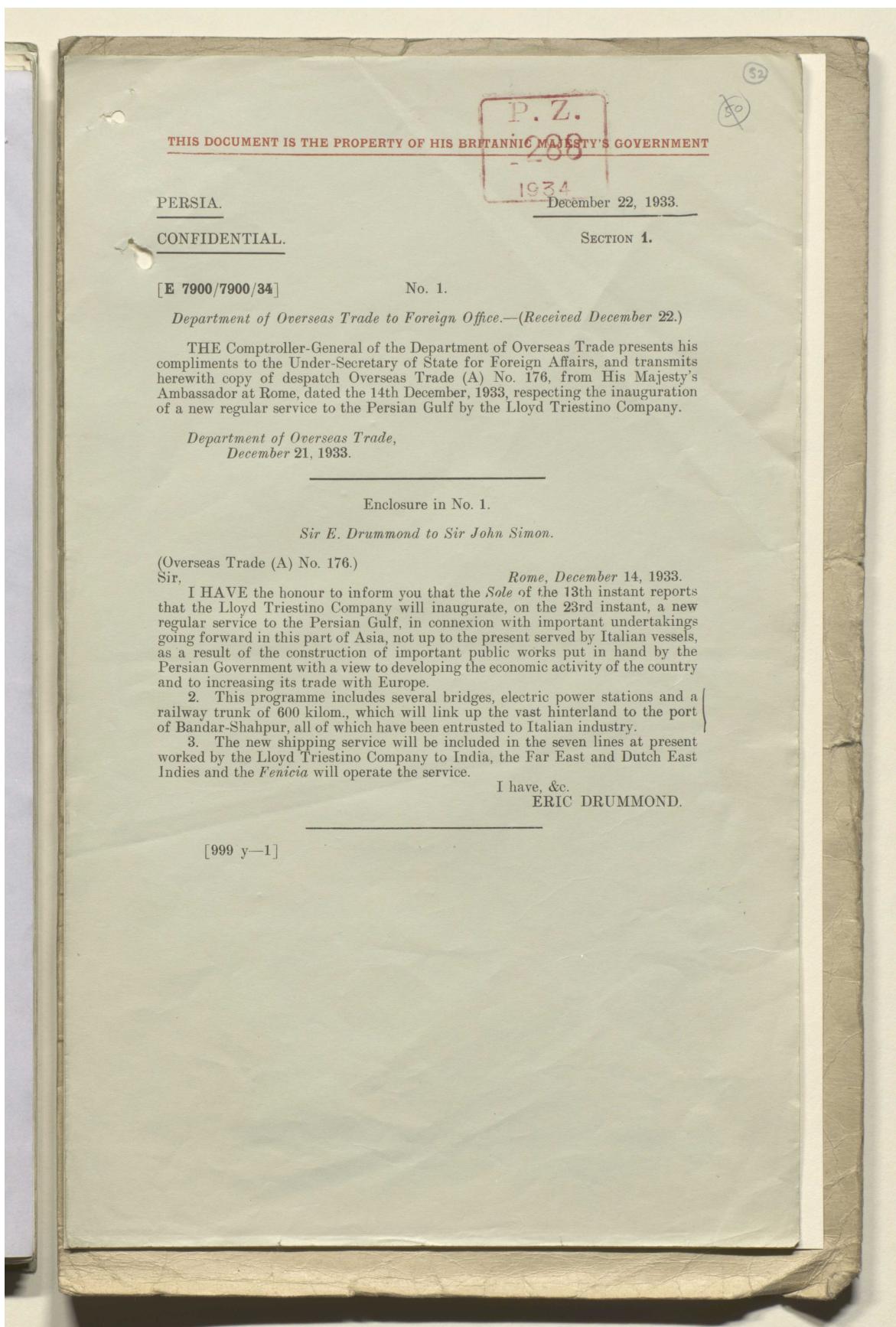
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوادر دورية من إيطاليا". [٥١٠] (١٠٩/١٠١)



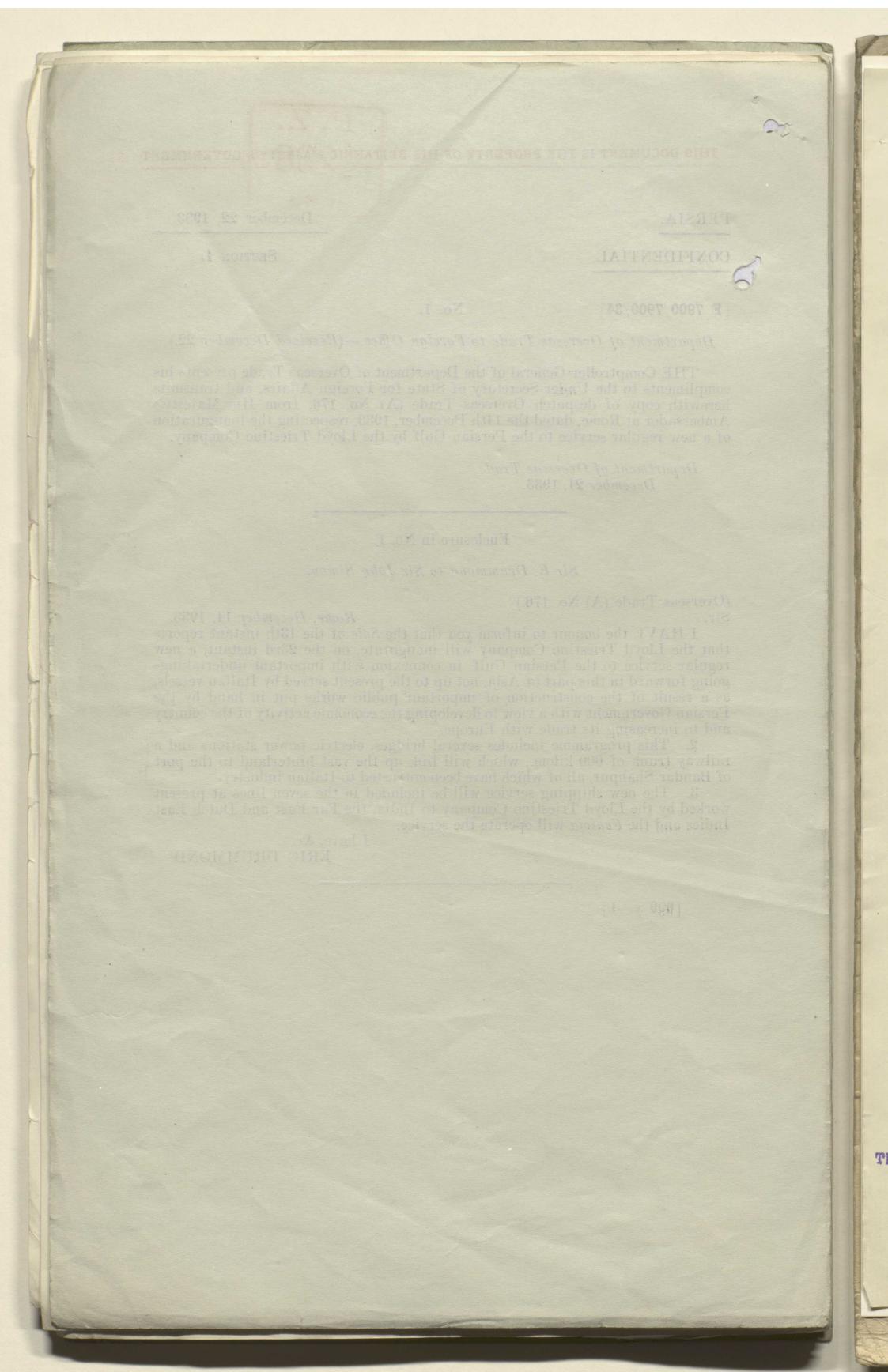
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [١٥٥] (١٠٩/١٠٢)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٤] (١٠٩/١٠٣)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٥٦] (١٠٩/١٠٩)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٣] (١٠٩/١٠٥)

B 790/790/34



S. .l.

11th January, 1934.

Sir,

I am directed by Secretary Sir John Simon to transmit to you, to be laid before the Board of Trade, the accompanying copy of a letter from the Department of Overseas Trade regarding the inauguration of a service to the Persian Gulf by the Lloyd Triestino Company, together with a copy of a letter addressed to the India Office on this subject.

2. There can be little doubt that this is a further instance of the heavy subsidising of shipping by the Italian Government. From the political standpoint the entry of an Italian service into the Persian Gulf is much to be deplored.

3. Sir John Simon will be glad to receive the observations of the Board as to the extent of British shipping interests in the Gulf and as to the degree to which they are likely to be affected.

4. Copies of this letter are being sent to the Department of Overseas Trade, India Office, Admiralty and Air Ministry.

I am,

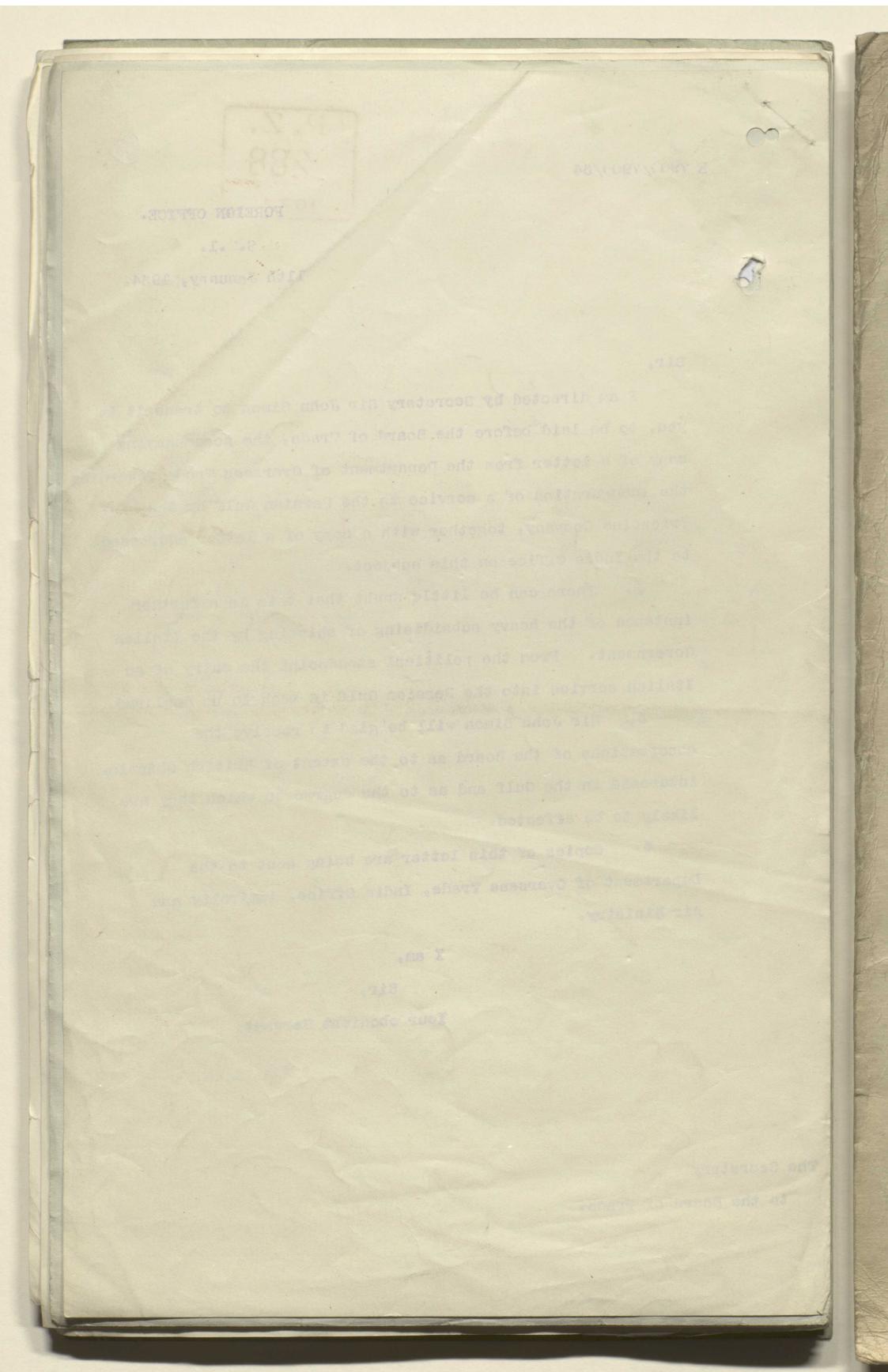
Sir,

Your obedient Servant,

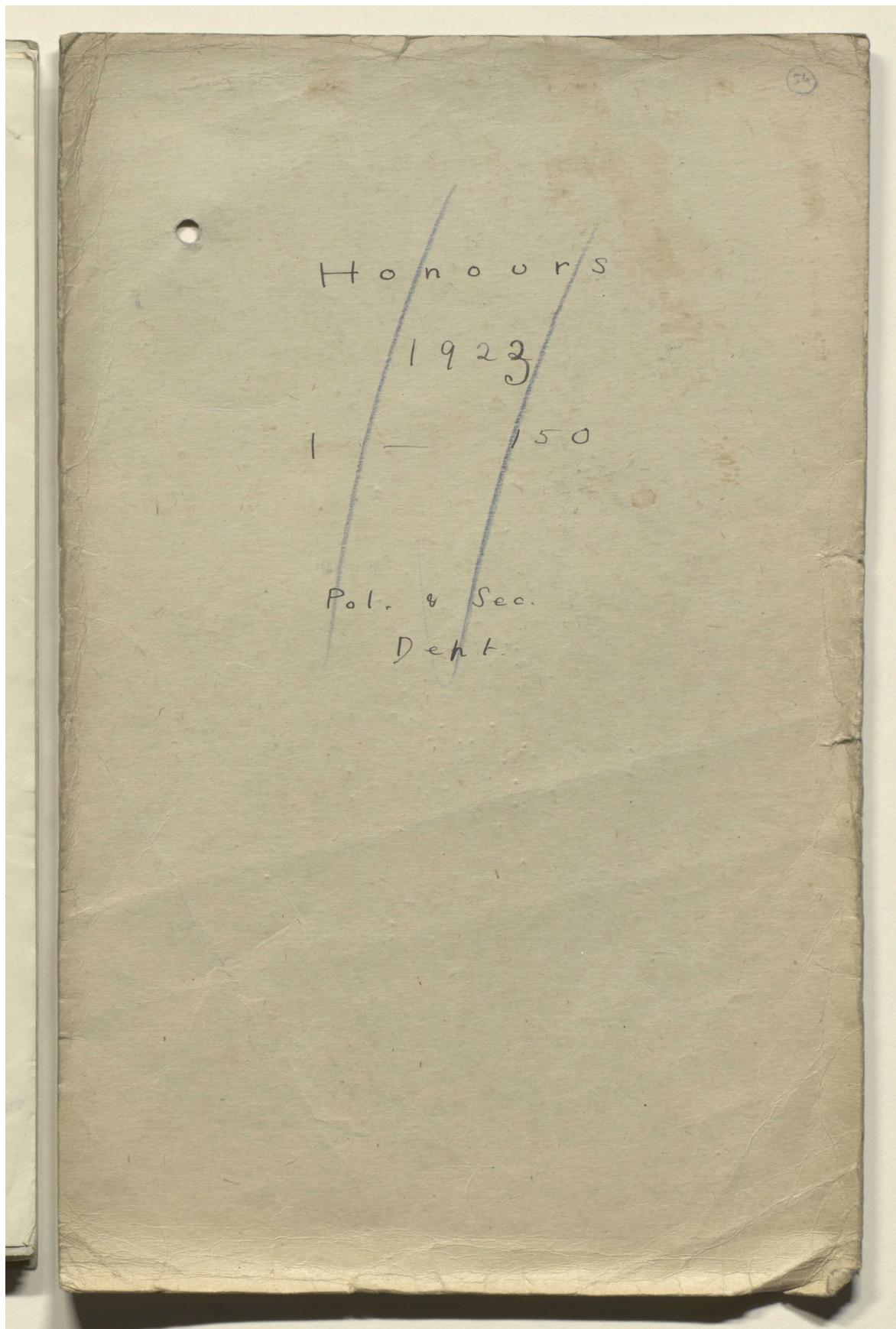
(Sd) G. F. A. WARNER,

The Secretary
to the Board of Trade.

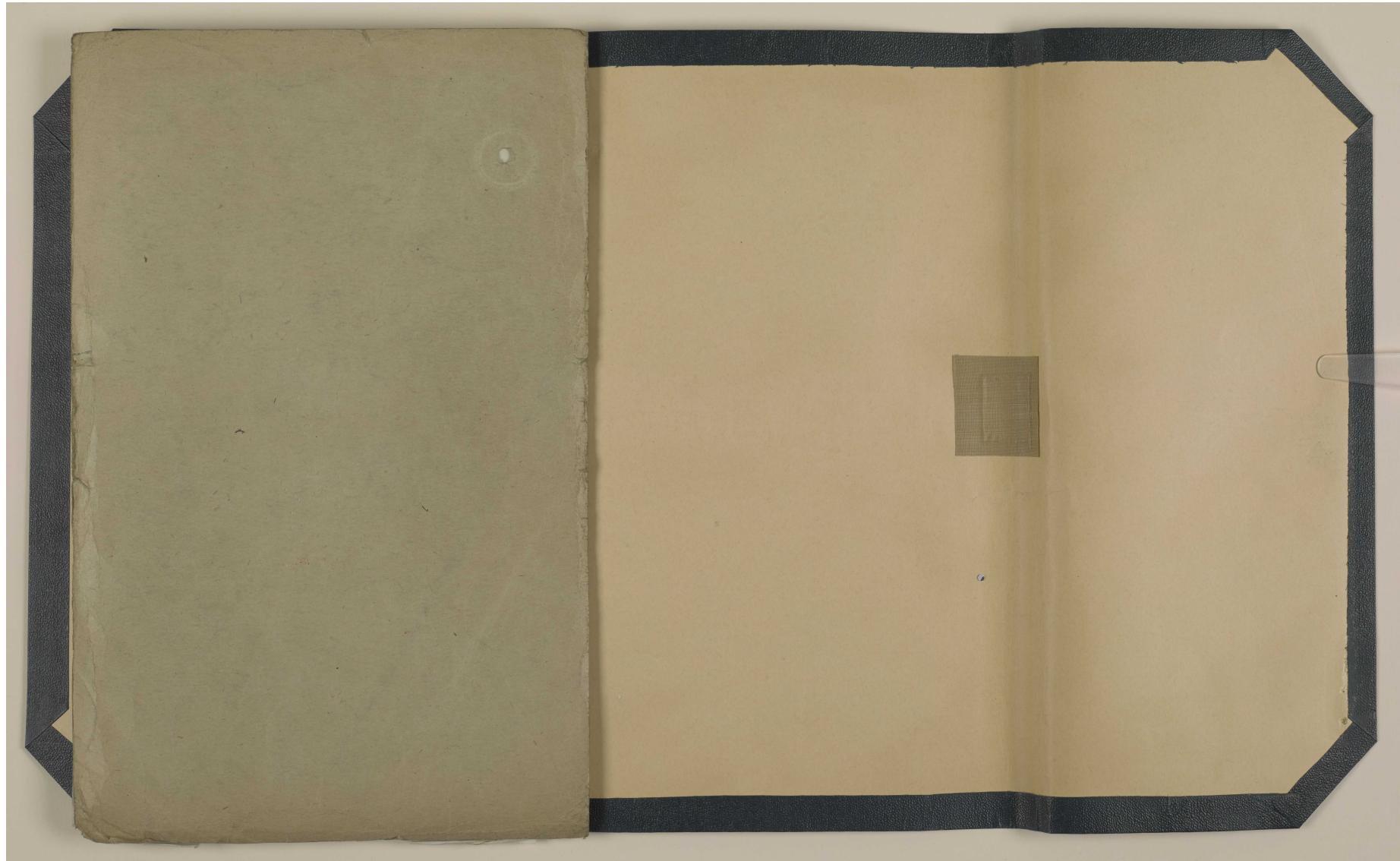
المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٥٥٣] (١٠٩/١٠٦)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [٤٥٠] (١٠٩/١٠٧)



المجموعة ٧٢/٣٠ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة بوآخر دورية من إيطاليا". [٤٥٥ ظ]
(١٠٩/١٠٨)



المجموعة ٧٢/٣ "الشحن الأجنبي فيما يخص: تدشين شركة لويد تريستينو لخدمة
بواخر دورية من إيطاليا". [خلفي] (١٠٩/١٠٩)

