

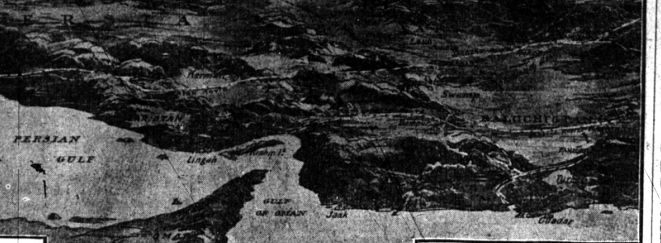
Builders of the Peace

A GROWING MENACE TO THE PEACE OF INDIA.

BY TH. MANNERS HOWE

Real Estate Exchange

Exchange Bank Birmingham Michigan
The following is a partial list of Farms, City and Village Lots, and Real Estate generally which we have for sale. As our list is constantly changing we request that parties will write us if they do not see what they want in this list.



The bird-eye view shows the territory through which the contraband goods are run. In the foreground are the bare rocky hills surrounding Muscat, the capital of Oman, while to the right is the equally bare coast of Makran, from which gun-running routes lead inland to Afghanistan.

THE feeling is growing throughout the Indian army and Indian government circles that Britain is approaching a bigger campaign on the northwest frontier than has been seen in recent years. Not only are large sections of the tribesmen like the Mahsud Waziris and others exhibiting signs of increasing turbulence, but the frontier territories from one end to the other are already full of modern arms and ammunition, while more is pouring into them every day by every secluded track leading through Baluchistan and the Afghan hills.

In addition to this, the present Amir, abandoning his father's policy, has allowed thousands of modern rifles manufactured in the arsenal at Kabul to reach the hands of his own tribesmen, and the probable cooperation of the latter in a frontier war against the Indian Raj may easily invite the British government with Afghanistan as well.

All this, as every Indian officer knows, is involved in the continuance of the persistent gun-running which is marking the growing war fever of the Indian northwest frontier through the Persian gulf. It is not too much to say that the peace and safety of India depend upon the suppression of this trade, and yet, owing chiefly to the paucity of British naval resources there, also can do little to suppress it. Muscat, at the entrance of the gulf, is the chief center of this nefarious traffic, which is carried on by Euro-

peas and, unhappily, by British merchants. The sultan, who is under British protection, derives a large revenue from it, but although negotiations with him for its prohibition might require a diplomatic handling owing to his treaty obligations with at least one other power, it is the only effective means of avoiding the outpouring of blood and treasure on the Indian frontier.

At present the efforts of the British navy are handicapped by the fact that the hydrographical conditions of Muscat, as indeed of the whole littoral of the gulf, do not allow preventive ships to go very close to the coast. It is in fact this which enables the gun-running dhows to escape the vigilance of British cruisers.

"Thus the dhows which put out from Muscat with their contraband cargoes adopt the simple plan of hugging the coast within the shallow-water limits. If they are making for Kowet, which is the center of the gun trade for Mesopotamia and western Persia, they can proceed all the way in comparative safety, otherwise they sail just far enough to be in a position to make a dash for Jask or some other port on the Makran coast where their cargoes are received for conveyance by caravan to Baluchistan or Afghanistan and the northwest frontier Khel.

The two most active firms engaged in this trade are owned by a Baluchi and a Fyresman. There are also in Muscat numerous small shops engaged in the trade, and numbers of the agents are "banned" from India. Mysterious cargoes are also dropped overboard in the dead of night into self-sufficing dhows and got away to obscure places along the eastern coast. It will be impossible to check this growing evil so long as the peace in India without a large number of small-draught port boats and an efficient coastguard on the Makran coast.

"No craft," says Mr. H. Warrington Smyth, in "Mast and Sail in Europe and Asia," has played a greater part in the world's history than the dhow. The latest part is as much the emblem of the Faith as is the Crescent. The true bazaar, the bazaar, or Arab dhow, the probable parent of all the later-developed offspring, is now mostly to be met with in the Red sea and eastward to the Persian gulf, Karachi, Bombay, along the Malabar coast, and down the coast of Africa to Zanzibar, making its voyages with the fair wind of the mon-

soon, and quite capable of holding its own in the hard weather often to be met with in the Indian ocean. Notwithstanding local differences of detail these vessels vary very little as a class; they are generally grab-bull, having a long overhanging forecastle and a very raking transom stern. There is generally a high poop and a focal deck, the rest of the vessel being practically unoccupied.

The rig consists generally of main and mizzen masts. The mainmast is a big spar stepped amidships, with a great rake forward.

—A correspondent from India writes that the British gunboats in the Persian gulf have been very active in suppressing the trade in rifles and ammunition. The arms were being landed in the Fourteenth Sikhas were sent from Muscat to the northwest frontiers of India, to be used against the British troops when the next trouble comes. The navy men are reported to have been very successful, and made several good hauls of rifles and ammunition. To reduce still further the gun-runners' chances of profit, four companies of the Fourteenth Sikhas were sent from Muscat to intercept caravans in the neighborhood of Rohat. One of our illustrations depicts the entraining of some of the transport caravals at Jacobabad in Sind, en route to Nushki, whence the column marched to Rohat.

As a rule, when camels are entrained they are loaded on open trucks, but on this occasion it was thought advisable to make use of closed cars. The camels were loaded in a cage and began to eat the goods strongly objected to being loaded on a steady, persistent strain on the nose rope they were eventually hauled or pushed in. Once in the car the camels were made to kneel down and the goods which had been spread on the floor, their knees were then tied so that it was impossible for them to straighten out their forelegs.

The cars were each loaded with six camels, three in each end, facing inward. The middle was utilized for saddles or fodder for the journey. Two camels also traveled in each case; that had an unusually large hump could not be pushed through the door, and he was strapped like a chicken and carried bodily in by about 15 men.

Exact Knowledge Counts

Congressmen Will Listen Closest if the Speaker is Familiar With His Subject.

In an interview Congressman Weeks related his experience on first entering Congress. He said he soon realized that a member who was thoroughly familiar with even one subject could maintain the attention of his audience better than a congressman who could talk fairly well on almost any subject.

A measure came up involving the customs of "banning" at Annapolis, and as he was a graduate of that institution, he said something in behalf of the bill. "You may not have as good a chance for five years to speak on a subject which you so thoroughly understand," said his colleague. He asked the speaker if he had an opportunity to state his views a few minutes. "When I rose,

to make my little speech," said Mr. Weeks, "the members were in the usual state of disorder, talking, yawning or coming in or going out. 'Mr. Speaker, I said as loudly as I could, 'Gentlemen, the noise ceased. My voice, heard above the din, was the voice of the graduate of the Naval academy at Annapolis. Before I got any farther, to my surprise, the noise ceased. My voice stopped and looked at me with attention, as though saying to themselves: here is a man who knows whereof he speaks. We will listen to what in-

167
Wants to trade for 50 or 60 acres of near choice. Ninety-four acres of land, 5000 ft. long, 100 ft. wide, with 100 ft. of water frontage. Will sell for \$10,000.00. The owner lives on the property and will sell for \$10,000.00.

177
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A TYPICAL DHOW IN THE PERSIAN GULF.

OLD PORTUGUESE PORT AT MUSCAT.

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