

Gun-Runners of the Persian Gulf

A GROWING MENACE TO THE PEACE OF INDIA
BY T. H. MANNERS HOWE



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 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 Ameer, 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 co-operation of the latter in a frontier war against the Indian Raj may easily involve 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 on 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, she can do little or nothing.

Muscat, at the entrance of the gulf, is the chief center of this nefarious traffic, which is carried on by Euro-



ENTRAINING CAMELS TO COUNTERACT GUN-RUNNING

peans 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 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 this fact 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 via Baluchistan to Afghanistan and the northwest frontier Khels.

The two most active firms engaged in this trade are owned by a Baluchi and a Frenchman. There are also in Muscat numerous small shops engaged in the trade, and numbers of the agents are "banias" from India. Mysterious cargoes are also dropped overboard in the dead of night into swift-sailing dhows and got away to obscure places along the eastern coast. It will be impossible to check this growing peril to England's peace in India without a large number of small-draught patrol 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 lateen yard is as much the emblem of the Faith as is the Crescent. The true baggara, bagala, or Arab dhow, the probable parent of all the lateen-rigged 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-



The bird's-eye view shows the territory through which the contraband guns 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. Oman is an independent sultanate occupying the southeastern end of the peninsula of Arabia. It reaches along the Persian gulf, the gulf of Oman and the Arabian sea from El Hasa to the Hadramaut region. The area is about 80,000 square miles. The region along the coast is very mountainous, rising in its highest peaks probably to about 10,000 feet. Behind the mountain chains the country gradually passes into the great desert of Arabia. The most favorable part of the central valleys, which are characterized by a temperate climate and rich vegetation. The chief products are dates, which constitute the main article of export, and other fruits. Pearls



THE SULTAN OF OMAN



WOMAN SELLS TIME

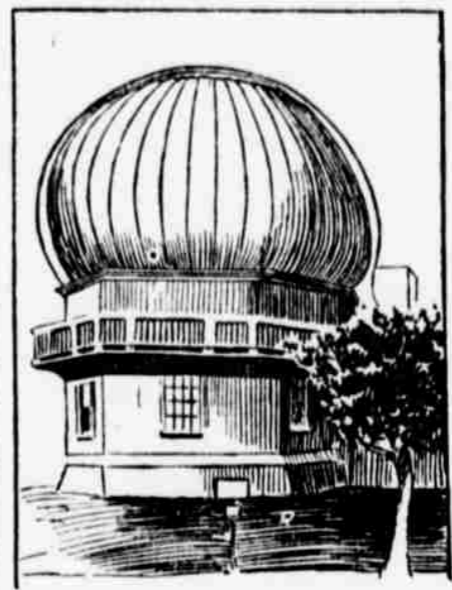
Strange and Profitable Occupation of an English Girl.

Gets \$2,500 a Year From Clients Who Regulate Their Clocks by Time She Obtains at Earth's Latitudinal Center.

London.—When Halley's comet set all Europe gazing skyward, no society beauty was more eagerly courted by enterprising photographers than was the comet by the patient astronomers of Greenwich, whose photographic telescopes were kept searching the heavens, to note the arrival of the periodic visitor on the sensitive plate of the camera. Nor was the vigilance unrewarded. More than one distinct impression of the brilliant object is now on view at the Royal observatory, Greenwich.

This success has revived the interest in this historic institution by the Thames, but few outside scientific circles know much of the history and details of the almost conventional group of buildings on that fair hill where hoary sages boast to name the stars and count the heavenly host.

Yet probably no hill in the world has had so strangely varied a history or played so important a part in the affairs of men. The granite line across the footpath on its summit is the meridian from which the longitude on every British map and chart is calculated. All England sets its time by the mean-solar clock; and in addition to the daily and nightly observations of the heavens, elaborate records are kept of diurnal changes in the temperature and humidity, the direction and force of the wind, the amount of



The Tower of Greenwich.

sunshine and rainfall, the earth's magnetism and a host of meteorological matters forming a science of daily increasing importance and interest.

There is a large galvano-magnetic clock, fixed on the outside wall of the observatory, and divided into 24 hours. There are still many who believe this clock is kept going by the sun. They do not know that the fixed stars are the real timekeepers, from which Britishers check their flaily progress. The Sidereal clock, kept within one of the buildings of the observatory, is corrected, by observation of the stars



Woman Selling the Time.

every clear night, and every morning before ten o'clock the mean solar clock is checked from it. The latter is housed below the timeball on the tower which dominates the hill and is in magnetic connection with the clock in the boundary wall, which has furnished the correct time to countless visitors to the hill since it was placed there in 1852.

To this galvano-magnetic clock in the wall comes every Monday a woman who makes \$2,500 a year out of the queerest occupation in England. She sells the time to London watchmakers. Her name is Miss Belleville of Maidenhead. Eighty years ago the then astronomer royal suggested to her father that if he took the corrected time on a certified chronometer every week he could no doubt find numerous clients. So he bought a famous watch made for the duke of Essex, one of the sons of George III, and soon worked up a business with it. When he died his widow sold the time till she reached the age of eighty-one, and then she handed the business over to her daughter.

When Miss Belleville visits Greenwich at the beginning of every week her chronometer is corrected and she is given an official certificate. From that her 59 customers correct their watches and clocks.

TERRIBLE CASE OF GRAVEL

Baker City, Ore., Man Suffered 25 Years.

Charles Kurz, 1618 Center St., Baker City, Ore., says: "For 25 years I suffered agony from gravel. So intense was the pain when the stones were passing, that I had to lie on my back and brace my feet, often being forced to scream. On one occasion two stones became lodged and I could not pass the urine for two days. I spent hundreds of dollars without relief. At last I began taking Doan's Kidney Pills. They are the only remedy that wards off these attacks."

Remember the name—Doan's. For sale by all dealers. 50 cents a box. Foster-Milburn Co., Buffalo, N. Y.

Sign of Recovery.

"If when the devil is sick a monk he will be," said Rose Stahl singly, "then the devil gets well in double quick time. Witness that young 'devil' with the ladies; my kid cousin. Last winter he was ill, so ill he didn't have any sense of humor left nor any sense either. I was staying at the same hotel, and when I went in to look after him, he virtuously remarked that his room was no place for a 'Chorus Lady' and promptly shooed me out. (A few years ago I spanked that kid.) Then he got scared and sent for a doctor and the doctor sent for a trained nurse. For several days I got bulletins of his progress from the chambermaid. The fourth morning she set my mind completely at rest.

"Sure, ma'am," said Maggie, 'an' I think he do be gettin' along very well. The nurse was sittin' on his lap this mornin'!"

Where Millions Are Entombed.

The catacombs at Rome were the burial places of the early Christians. They are about 530 miles in extent and are said to have contained 6,000,000 bodies. During the persecutions of the Christians under Nero and other Roman emperors the catacombs were used for hiding the places. Under Diocletian the catacombs were crowded with those for whom there was no safety in the face of the day. The art of the catacombs is unique and most interesting. Simple designs are etched in the slabs which seal the tombs. Now and then are small chapels whose paintings are to be found. All are Bible illustrations, so that the catacombs may be said to be a pictorial Bible in effect.—The Christian Herald.

He Had No Eye for Color.

There came to the home of a negro in Tennessee an addition to the family in the shape of triplets. The proud father hailed the first man who came along the road and asked him in to see them. The man, who was an Irishman, seemed greatly interested in the infants as he looked them over, lying in a row before him.

"What does yo' think?" asked the parent.

"Waul"—pointing to the one in the middle—"I think I'd save that one."—Everybody's Magazine.

Bores Barred.

A reporter asked Mr. Roosevelt at the Outlook office how he got through so much work, and at the same time saw so many people. "I shun bores," was the reply. "I don't waste a minute of my time on bores. Do you perceive that I have only just one chair in this room? You see, my hunting experiences have shown me that great bores are always of small caliber."

To harbor fretful and discontented thoughts is to do yourself more injury than it is in the power of your greatest enemy to do you.—Mason.

Woman's inhumanity to man makes countless divorce lawyers happy.

Cut Out Breakfast Cooking

Easy to start the day cool and comfortable if

Post Toasties

are in the pantry ready to serve right from the package. No cooking required; just add some cream and a little sugar.

Especially pleasing these summer mornings with berries or fresh fruit.

One can feel cool in hot weather on proper food.

"The Memory Lingers"

POSTUM CEREAL CO., LTD.
Battie Creek, Mich.

and mother-of-pearl and fish are also of some commercial importance. The chief port is Muscat. It is situated between two hills and looks out to sea, as shown in the view of the Persian gulf accompanying this article.

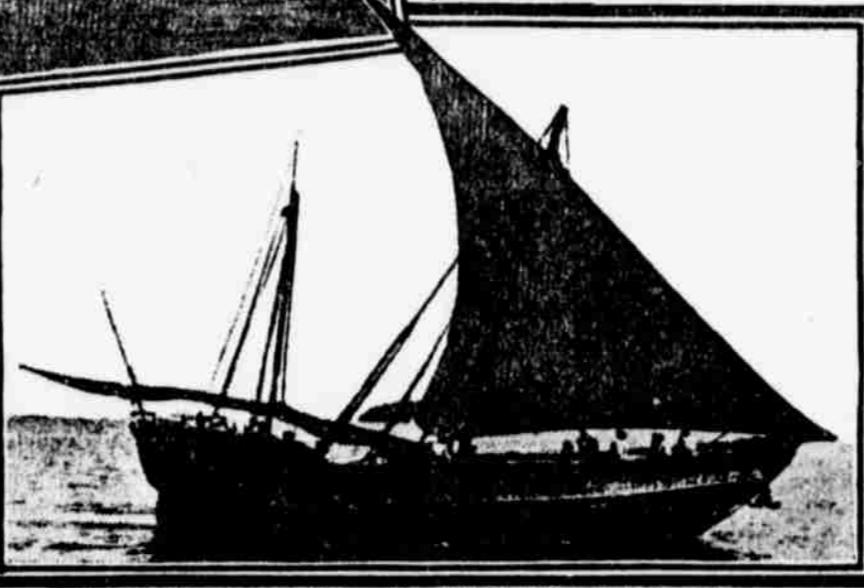
The population of Oman is estimated at 1,500,000, and consists of several tribes of Arab origin, partly nomadic. The negro element is very numerous.

Muscat was taken by the Portuguese in 1508 and remained in their hands until the middle of the seventeenth century, when the Arabs of the interior secured possession of it. The imams or sultans of Muscat afterwards made extensive conquests in eastern Africa, including Zanzibar, Mombasa and Quiloa. Oman was at the climax of its power and commercial prosperity in the first half of the nineteenth century, when the authority of the imams or sultans extended over the Persian territories of Laristan and Mogistan, and the long strip of African coastland including Zanzibar, Mombasa and Quiloa, together with the island of Socotra. The present ruling family originated in Yemen and was first established in the Imamate in the person of Ahmed ibn Said in 1741. The rise of the Wahabi power in Nedjed resulted in considerable loss of territory. In 1850, on the death of Sultan Said, his possessions were divided between his two sons, one receiving the African territories and the other Muscat, with the Persian possessions. These last were lost in 1875. Sultan Thuwani, who succeeded in Muscat, was assassinated in 1866 by his son Seim, who reigned but a short time, and was driven out by his uncle, Seyyid Faisal ibn Turki. The power of the imam is exercised very little beyond the capital, Muscat, the name of which is therefore probably better known in popular usage than that of the whole state.

Would Cause Much Writing.

Bacon—I see it said that all the Russian railway stations keep complaint books, where passengers may enter various protests.

Egbert—If that plan were adopted in this country, I fear writer's cramp would be far more common than it is now.—Yonkers Statesman.



A TYPICAL DHOW IN THE PERSIAN GULF

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-built, having a long overhung forward. There is great beam and rise of floor and a very raking transom stern. There is generally a high poop and fo'c'sle deck, the rest of the vessel being practically open. The rig consists generally of main and mizzen lateens. The mainmast is a big spar stepped amidships, with a great rake forward."

A correspondent in Persia writes that the British gunboats in the Persian gulf have been very active in suppressing the traffic in rifles and ammunition. The arms were being landed on the Makran coast and thence carried by caravans for sale to the tribesmen on the northwestern frontier 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 Sikhs were sent from Quetta to intercept caravans in the neighborhood of Robat. One of our illustrations depicts the entraining of some of the transport camels at Jacobabad in Sind, en route to Nushki, whence the column marched to Robat.

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 "couts" strongly objected to being loaded, but with a rope behind the hocks and a steady, persuasive strain on the nose rope they were eventually hauled or pushed in. Once in the car the camels were made to kneel down in the sand 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 space in the middle was utilized for saddles and fodder for the journey. Two camelmen also traveled in each car. It may be remarked that Brahuis differ from most people in that they do not notice that the camel has a particularly offensive odor. The camels bubbled and protested while being loaded, but they soon settled down and began to eat the fodder provided for them. It took five hours to load the first train of 120 camels. Only one camel that had an unusually large hump could not be pushed through the door, and he was trussed like a chicken and carried bodily in by about 15 men.