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FROM
KAR

Sir M. de P. Wl

Christmas



SIR MONTAGU WEBB, November, 1924

THE OUTLOOK FROM KARACHI

BY

Sir M. de P. WEBB, C.I.E., C.B.E.

Christmas, 1924

To my Friends :—

ABDUL GAPOOR KHAN TOKHI
AMARCHAND MADHAWJI
ARDESHIR H. MAMA
BRIGSTOCK JIWANJI
R. B. CHELLARAM DALUMAL
DASUMAL RAJARAM
DEWOOMAL SAJANDAS
DINSHAW COMPANY
DUNICHAND DURGDAS
EBRAHAMJI E. LOTIA
ESSAJI E. LOTIA
FATECHAND DOULATRAM
GERIMAL LAKHUMAL
GIDAMAL FATECHAND
HAJI ABDUL KARIM
HARCHANDRAI VISHENDAS
HARICHAND KISHENCHAND
HASSASING TAHSING
HASSOMAL CHELLARAM
HIRALAL SHIV NARAIN
HOSHANG N. E. DINSHAW
ISERDAS TARACHAND
JAMSHED N. R. MEHTA
JESSMAL JETHANAND
K. BAHADUR K. H. KATRAK
KARAMNARAYAN NANAKCHAND
KESHOWDAS HARDASMAL
KESHODAS RADHAKISHEN
KHIALDAS SOBHAJ

KHUSHALDAS MANGATRAM
KODUMAL SHEWARAM
LAKMICHAND ISERDAS
LALCHAND PARSRAM
LALCHAND SHAMBHUDAYAL
MANGHUMAL JETHANAND
MINOCHEER N. E. DINSHAW
MOOLCHAND RAMCHAND
NAND LAL HARICHAND
NARAINDAS POKERDAS
NARSUMAL GOKALDAS
NEBHANDAS RAJHOOMAL
NOORBHOY E. LOTIA
K. B. NUSSERWANJI R. MEHTA
PESTONJI BIKHAJI
RATTANCHAND FATECHAND
RUGHNATH RUPLAL
SALEH MAHOMED OMER DOSAL
SHIVALDAS CHANDUMAL
SHIVRATTAN GORDHANDAS MOHATTA
SOBHARAJ CHETUMAL
TEOOMAL THARUMAL
TEROMAL TIKAMDAS
THAKURDAS HASSANAND
THAKURDAS PARSRAM
TIKAMDAS DANDUMAL
TILUMAL LACHHMANDAS
YUSAFALI A. KARIMJI
ZONKIRAM HOLARAM

of Karachi.

With best wishes for the New Year.

INTRODUCTION

FOR many years past I have endeavoured to communicate to others some of the enthusiasm which I have always felt with regard to the fortunate position and very promising outlook of the City and Port of Karachi.

My efforts have been amply rewarded by the fact that many satisfactory developments have already taken place since my first arrival in Sind; and also by the extremely generous appreciation of those who bade me "Farewell" on my departure from Sind's Capital in May last.

Some account of that farewell, extracted from the columns of the *Daily Gazette*, I have ventured to reproduce in the following pages. Two other extracts have been included—from articles contributed by me to *The Karachi Handbook*, and to the British Empire Exhibition Supplement of the *Times of India* of 25th May last. Taken together, these three extracts explain the reasons for the faith that is in me with regard to the greatness of Karachi's future.

In the hope that those who read these pages will share in that faith, and will contribute actively towards the consummation that we all so ardently desire, I send forth these lines for friendly perusal.

M. DE P. WEBB.

London, November, 1924.

THE OUTLOOK FROM KARACHI

I

OUR HINTERLAND

FROM time immemorial the melting snows of the southern slopes of the great mountain ranges of Central Asia have drained down to the plains of northern India. The waters thus formed have flowed across those plains into the Indian Ocean by way of the Bay of Bengal to the East, and the Arabian Sea to the West. The Arivalli Hills extending from a little north of Ahmedabad nearly to Delhi, have formed the dividing watershed. West of that watershed, the celebrated five (*panj*) rivers (*ab*),—the Sutlej, the Beas, the Ravi, the Chenab, and the Jhelum—after flowing in a south-westerly direction through the Punjab, join the Indus river near the southern boundary of that Province, and thence onwards the mighty Indus winds its way in an almost southerly direction throughout the entire length of the Province of Sind, at length discharging its silt-laden waters by way of a great delta that extends nearly the whole of the distance between Karachi and the Runn of Cutch.

The Indus and its tributaries (among which the Cabul River must not be forgotten), drain and serve an area more than three times as large as that of Great Britain. Of that area, some 150,000 square miles consist of a vast alluvial plain the soil of much of which is more fertile than that of the United Kingdom.

Moreover the climate—as hot as a furnace in the summer but quite cold and bracing in the winter, permits of two harvests a year, a double advantage (from an agricultural point of view) which the people of England do not enjoy. At present a population of about 35,000,000 (thirty-five millions) live on this plain including those who reside in the cities of Shikarpur (60,000), Hyderabad (82,000), Ambala (88,000), Rawalpindi (94,000), Peshawar (106,000), Multan (108,000), Amritsar (167,000), Lahore (250,000), and Delhi (255,000). The seaport for this great area is Karachi (with a population of a little under 220,000), located on the coast of Sind some sixty miles from the largest mouth of the Indus.

Though thirty-five millions, mostly agriculturalists, may sound a large population for the plains north of Karachi, it is quite possible that this figure will be doubled in the course of the next generation. Not only is there immense scope for the improvement and enlargement of the present agricultural yield, but large areas of country are at present altogether uncultivated for want of water. When the whole of the culturable land has been made to yield its maximum harvests, and when, in addition to agricultural population, the plains of the Indus and its tributaries support also their due proportion of industrialists engaged in converting India's raw products into manufactured goods that are in wide demand, then we shall see a population of seventy millions or more in the north-west of India, just as we see at present a population of more than seventy millions in the Gangetic plains of the north-east of India.

Growth of population and general progress have been rendered possible in northern India by the

provision of immensely increased supplies of food, and the maintenance of peace and order, both the direct outcome of Government's work. The conception and carrying out of the great irrigation schemes of the Punjab and the United Provinces are among the wonders of the world that foreigners of all countries regard with astonishment and admiration. Immense areas that for centuries have been regarded as irreclaimable wastes, are now among the most valuable portions of the Punjab, producing great volumes of wheat, seeds and cotton, largely in excess of local requirements. The sales of this surplus production to buyers outside the Punjab and the United Provinces have brought vast wealth to the Punjabis and to the peoples of the United Provinces, and permitted a growth of population, an accumulation of good things, and an all-round material progress without precedent in the history of India.

Some idea of the value of the surplus products of Northern India sold overseas and exported *via* Karachi may be gathered from the following figures of Karachi's export trade of the last fifty years extracted from official records :—

Value of Total Exports from Karachi

In 1883	..	..	Rs. 3,74,79,358
1893	..	..	„ 7,85,84,897
1903	..	..	„ 13,85,02,305
1913	..	..	„ 31,36,35,997
1923	..	..	„ 43,94,08,833

The above figures reveal an extraordinary increase, not only of the export trade of Karachi, but, what is of far wider significance, of the productive capacity of the lands away north which Karachi serves.

Arranged in order of their annual monetary values, the chief goods the surplus of which has been marketed overseas *via* Karachi, are wheat, cotton, rapeseed, hides and skins, wool, barley, rice, flour, gram and pulse, sesamum, bones, linseed, chromite, and maize.

As already explained, past progress—growth of population and increased commercial dealings—has been rendered possible by the great irrigation schemes which Government have carried out in the Punjab, the United Provinces, and, on a much smaller scale in Sind, and in the N.W. Frontier Province. This policy of utilising to the utmost the bounteous supplies of river water that flow down to the sea by way of the Punjab and Sind, is being vigorously maintained: and several very important irrigation schemes are now under construction (including the great Sarda-Kitchha Scheme in the United Provinces, to cost nearly ten crores), which, when completed, will add enormously to the volume of trade that is conducted by way of Karachi. Of these many schemes, two must be specially mentioned, namely, the Sutlej Valley Project and the Sukkur Barrage Project (the latter the larger), both of which rank as the greatest irrigation works ever undertaken in India, or, indeed, in the world.

The underlying principle of these barrage projects is to dam the rivers, not with a view to arresting the water *when in flood during the Summer season*, as some have imagined, but rather to maintain the river water at a higher level than it would otherwise be, *during the cold weather, when the rivers are low*, and it is impossible for the water to flow naturally by way of canals over the adjoining lands. In flood season the barrage gates will be raised quite clear of the river if necessary, and the

flood allowed to pass under them thus permitting the silt to be carried down stream instead of accumulating immediately above the barrage and blocking the entrances to the canals that take off just above the several weirs.

The Sutlej Valley Project is designed to irrigate an area extending south-west of Ferozepore (a) on the north side of the Sutlej as far south as the confluence of that river with the Chenab about 250 miles ; and (b) on the south side of the river as far as the borders of Sind,— a distance of quite 350 miles. Four weirs each to serve about 1,500,000 acres of land will be constructed,— three—Gandasingwala near Ferozepore, Salmanke 60 miles lower down Islam, 40 miles below Salmanke, all across the Sutlej ; and one—the Panjnad Weir across the Panj (five) nadi (rivers)—just below the confluence of the Sutlej and Chenab rivers. The total area affected will be over nine million acres—an area nearly twice the size of Wales or half the whole of Ireland. Of this area it may be mentioned that nearly 3,500,000 acres are waste lands in Bikanir and Bahawalpur territories. The total cost of the scheme will be about fifteen crores of rupees (say £10,000,000). The gross value of the crops grown, at to-day's prices—cotton, oil seeds, wheat and other food grains—will probably amount to the neighbourhood of £27,000,000 per annum, whilst the return on capital may be anything from 10 to 30 per cent. per annum, according to the prices realised by the sales of the waste lands to be perennially irrigated.

The Sukkur Barrage Scheme is in some respects even more amazing than the Sutlej Valley Project. The withdrawal of so much river water by the Sutlej Valley Scheme would be certain to affect the flow of the Indus through Sind—delaying the rise of the river in the

Spring, and hastening the fall of the river in the Autumn—which would spell disaster for Sind; so that the construction of a barrage across the Indus at Sukkur to maintain a high level for feeding Sind's canal systems became an urgent matter of self-defence for Sind. Hence the Lloyd Barrage a mile in length, across the river some little distance below Sukkur. Six great canals (two as big as the Thames) will take off the Indus immediately above the Lloyd Barrage, three on the east bank, and three on the west bank. These canals will lead their tribute from the Indus by way of nearly 7,000 miles of waterways, large and small, over 8,000,000 acres of central Sind. On 6,000,000 acres of this area will eventually be grown over 2,300,000 tons of valuable crops—cotton, wheat, rice, millets, sugar cane, etc., worth, at to-day's prices about £30,000,000 per annum. The whole of this amazing scheme is estimated to cost about eighteen crores of rupees (say, £12,240,000) and is expected to bring in to Government in the end between six and eight per cent. net per annum on the capital invested.

The following table compares the Sutlej Valley and Sukkur Barrage Irrigation Schemes in some of their most important aspects :—

Headings.	Sutlej Valley Scheme.	Sukkur Barrage Scheme.
Estimated Cost about Project will be completed	£10,500,000	12,240,000
Cultivable area, say	8 years hence. acres 5,500,000	12 years hence. 6,000,000
Weight of production, say	tons 2,000,000	2,300,000
Value of crops, per annum, say	£27,000,000	£30,000,000
Net return to Government	10 to 30 per cent.	6 to 8 per cent.

These two great schemes will, when completed and in full bearing, add enormously to the food supply not only in India, but of the whole world. Taken in combination, they will afford the greatest cotton growing

possibilities immediately ahead within the British Empire—a consideration that will interest cotton manufacturers all the world over. It should not be overlooked, however, that there are other, smaller irrigation schemes ahead—the Haveli Scheme, the Bhakra Dam Scheme, and the Thal Scheme,—all in the Punjab; also projects for two more weirs across the Indus at Mithankote on the northern Sind Frontier, and at Jerruck (or thereabouts) in southern Sind, further to irrigate, later on, the Upper and Lower portions respectively of India's most westerly Province.

Thus, it will be seen that the scope for further irrigation of the great alluvial plains to the north of Karachi and the further production of food and other valuable products (permitting a further immense growth of population), is very great. But the hinterland of Karachi is not confined to the plains of Sind and the Punjab. There is no deep water harbour for the reception of large ocean-going vessels between Bombay and the head of the Persian Gulf other than Karachi. The hinterland of Karachi that can, and does, make use of the Port for the disposal of surplus products and the importation of foreign goods, extends from Persia in the West to the United Provinces of Agra and Oudh in the East, and includes Baluchistan, Afghanistan, Kashmir, and parts of Central Asia beyond. The scope for trading in these localities adds materially to the possibilities of Sind and the Punjab which form the main sources of Karachi's trade, growth and prosperity.

The following figures from the Chief Collector of Customs (Mr. H. H. Hood's) valuable Report for the year ended 31st March, 1924, give a good idea of the extent to which Karachi's trade is advancing

notwithstanding the slow recovery of the world from the effects of the Great War :—

	Exports, 1923-24.	Exports, 1913-14.
Wheat	605,206 tons.	893,324 tons.
Oilseeds	298,213 "	224,214 "
Barley	159,938 "	127,622 "
Cotton	123,151 "	86,686 "
Gram	54,718 "	55,638 "
Maize	49,839 "	664 "
Wheat Flour	36,798 "	39,882 "
Rice	24,201 "	53,739 "
Chrome Iron Ore	18,617 "	3,733 "
Pulse (other than above)	10,123 "	1,934 "
Wool	8,370 "	14,006 "
Hides and Skins	4,536 "	4,198 "
Jowar and Bajra	4,460 "	23,836 "

The Cotton shipped from Karachi last year was valued at over twenty crores of rupees as compared with six-and-a-half crores, the value of the cotton exported in 1913-14!

Expanding exports imply a more or less corresponding growth of imports, because those who sell their surplus products generally desire to purchase something in return. The following estimate of the quantities of certain foreign manufactured goods in large demand, shows that much remains to be done to take advantage of the agricultural developments now in progress in the Karachi hinterland.

Goods.	Imports for year ended 31st March, 1924.	Imports for year ended 31st March, 1914.
Cotton piece-goods	227,604,725 yards	414,045,518 yards
Mineral Oils	16,749,559 gallons	10,570,970 gallons
Liquors	755,913 gallons	749,935 gallons
Sugar	96,723 tons	177,941 tons

The value of last year's imports was nearly 50 per cent. higher than the value of the goods imported in 1913-14, which accounts in some measure for the smaller quantity of cotton goods imported.

II

KARACHI'S STRONG POINTS

KARACHI enjoys seven strong points. Taken singly, each of the seven is of great value : taken as a whole, the combination is irresistible, and must, in course of time, result in Karachi becoming one of the leading Cities and Ports of Asia. Here are the seven points :—

- (1) A good climate.
- (2) Good food and water.
- (3) An exceptionally healthy site.
- (4) Wide scope for recreation and recuperation.
- (5) Very cheap trading facilities.
- (6) A unique geographical position on the Continent of Asia ; and
- (7) Ample room for growth and expansion on land and in the harbour at low cost.

(1) *Good Climate*

The climate of Karachi, taking all the year round, is superior to that of any town in the plains of India. Neither the dry burning heat of the interior, nor the enervating humidity of Bombay, Madras and Calcutta is experienced in Karachi. From April to October refreshing westerly and south-westerly sea breezes are regularly enjoyed, whilst from November to March a

cool and bracing atmosphere from the land gives energy to all. The rainfall is about seven inches (of which about three come down in July, and three in January) ; whilst the average temperature is approximately 77 degrees Fahrenheit, ranging from 60 to 63 in January and February, to 86 to 88 degrees during the S.W. monsoon months. Under the influence of snow storms in the Quetta Hills the thermometer has been known to fall to 36 in Karachi, whilst thin ice was on one occasion found on the surface of the ponds in Government Gardens. On the other hand, an occasional land breeze from upper Sind sometimes raises the mercury to 105 (dry heat) for twenty-four to forty-eight hours. These exceptional extremes however are generally confined to the months of January and October respectively.

(2) Good Food and Water

It is doubtful if better quality or wider range of food on the whole can be obtained at any other city in India than is commonly consumed in Karachi. As the chief wheat port of the British Empire, Karachi is never likely to lack cereal food. Market gardens in and around the city afford a moderate variety of vegetables ; whilst good fruit is readily obtainable in Karachi partly grown in Karachi itself and partly grown at Quetta and elsewhere (Karachi Municipal Gardens produce very fine grapes). Animal food of good quality, and of all kinds, is in regular supply, whilst the constant catches of prawns, soles, pomphrets and other kinds of good edible sea-fish afford a valuable and appetising variety in the composition of one's daily meals. Karachi's water supply is obtained from the Malir River's

underground streams, and flows by gravity in a covered conduit for nineteen miles into Karachi's covered reservoirs whence it is distributed to the houses of the city and suburbs by underground pipe lines. This water, though "hard," is very good.

(3) *Exceptionally Healthy*

A comparison of the death rate per 1,000 inhabitants of Karachi with that of any town of a similar size in the United Kingdom might at first glance give the impression that Karachi is a very unhealthy city. This impression is caused by the extremely heavy infant mortality among the poorer classes, especially in the Trans-Lyari districts. A Health Association was formed some two years ago to combat this state of affairs. Among the better fed and better educated sections of the community Karachi is recognised to be a healthy city; whilst for Anglo-Indians and Europeans, Karachi is probably second to no city or port in the East for general healthiness. This result may be expected as a result of good food and water and a good climate wherein it is possible to exercise both mind and body to the best advantage, as may be seen by a reference to Karachi's fourth strong point, namely, its

(4) *Wide Scope for Recreation and Recuperation*

Located partly on the seashore, partly on the China Creek Backwater, partly on the lagoon and harbour foreshores, and partly on higher lands, facing the Mugger Pir Hills; and at the same time placed within thirteen miles of the green fields of the Malir River, fifty miles of the mighty Indus, and one hundred and fifty miles of the jheels (river overflows), canals and mountains of

Eastern and Western Sind, Karachi probably affords greater opportunities (in number) and wider scope (in variety) for health-giving recreations than any other Port or City in India. True, Karachi enjoys no Mahableshtar, or Darjeeling, or Ootacamund within eighteen or twenty hours' rail-journey of the Port ; but with its exceptional climatic conditions, changes to Hill Stations are ordinarily unnecessary. To commence with the fact that Karachi is a sea-port means a charming variety and combination of seascape and landscape that inland towns are unable to enjoy. Refreshment can be obtained from the moist sea breezes of Manora, Keamari, Clifton and Ghizree, or from the drier atmosphere of Mugger Pir, the Sehwan Road, or the Drigh Road-to-Malir suburb, according to individual preference and suitability. Whilst some enjoy a cross-country ride to Landhi, others prefer a sea voyage to Cape Monze. Hunting and deep-sea fishing are alike possible in Karachi. Small game shooting in the jheels of the river Indus is second to none in India. Golf, Tennis, Cricket, Hockey, Football and Polo are all played regularly, and annual Tournaments are held in connection with Athletics, Lawn Tennis and Cricket. Motor rides to, and picnics at, the Malir River (thirteen miles) or the Hub River (twenty miles) are favourite recreations with some people ; boating on the creeks, and yacht-racing in the harbour (both of which can be indulged in throughout the whole year) are preferred by others. The hot Sulphur springs of Mugger Pir have attractions for many. Sea-bathing is very popular among all classes—Indian and European—high and low—rich and poor. Indeed, there is hardly any form of healthy recreation which Karachi cannot supply. And,

lastly, if a change of temperature and scenery is imperative, then the Hill Stations of Quetta (5,604 ft.) and Ziariat (10,247 ft.) can be reached in a little over twenty-four hours, and could be reached in considerably less than twenty-four hours with faster services of trains.

(5) *Very Cheap Trading Facilities*

The smallness of the rainfall, the level surface of those portions of land which adjoin the sea front, and the existence of a natural harbour are all points of which advantage has already been taken. The building of ship-wharves on to which railway trains can run, and the construction of Produce Yards and Piece-Goods Markets wherein raw products and manufactured articles can be stored and marketed preparatory to shipment overseas or despatch by rail to up-country markets, have all been carried out at a minimum capital cost. These facilities have greatly encouraged traders, boatowners and bankers ; with the result that commerce and shipping *via* Karachi have flourished exceedingly. The natural advantages enjoyed by Karachi still exist ; and further Yards, Markets, Transit Sheds, Warehouse, Ship-Wharves with their necessary railway connections and other trade conveniences can still be constructed in Karachi far more cheaply than in any other competing port. For these reasons both local and transit trade will find good grounds for flowing to and *via* the city and port of Karachi.

(6) *Unique Geographical Position*

Apart from all other considerations the location of Karachi upon the Continent of Asia assures the city and port of a great future. There being no other great

natural harbour on the coast-line between Bombay and Busrah, it follows that Karachi must in time be the chief port of exit for all surplus products of a hinterland stretching from Eastern Persia to the Western districts of the United Provinces, and from Sind itself to Turkestan and Tibet. So, too, Karachi must be the main gate of entry for most of the foreign goods required by the peoples of Baluchistan, Sind and Rajputana, Afghanistan, the Punjab and portions of the United Provinces, Eastern Persia, the Frontier Provinces, Kashmir, and parts of Central Asia. But, apart from, and in addition to, the requirements of trade, there are strong grounds or reason and sentiment why the populations who inhabit the Karachi hinterland should take part in and contribute towards the development of Sind's capital. Hindus and Parsis who desire to see their co-religionists of the Bombay Presidency or other parts of Central or Southern India would naturally come to Karachi. So, too, Goans from North-Western India would travel by the same route to Goa, East Africa and also to Portugal if they desire to go there. Muhammadans throughout Northern India and Central Asia making their pilgrimage to the holy places of Mecca or Kerbela should regard Karachi as the port of embarkation, the route *via* Karachi being the shortest and best one. The same, too, if they desire to visit Baghdad or Constantinople. For Anglo-Indians and Europeans, Karachi has special attractions. It is the nearest port in India to Europe whether the route taken be by water, by land or by air. Travellers by sea during the S.W. monsoon find the passage between Karachi and Aden far more comfortable than that between Bombay and Aden, the monsoon being hardly

felt along the Arabian coast. The opening of the Baghdad railway, or the trans-Persian railway, or an air-service to Egypt or Constantinople will mean the transportation of the whole of the European mails for India, the Straits Settlements and Australia *via* Karachi. Moreover, Karachi is at present over two hundred miles nearer to Aden than Bombay. It is also nearer (as the crow flies) to Delhi and Simla than either Bombay or Calcutta : and as soon as the coming " Great North Central " Railway from Karachi *via* Jodhpure direct to Delhi, Agra, and Cawnpore be opened, it is certain the great flow of passenger and mail traffic between East and West (whether transportation be *via* Aden, Busrah, or South Russia, whether it be by sea, land, or air), must first concentrate on, and pass through, the city and port of Karachi. Its geographical position on the map of Asia makes this a certainty.

(7) *Ample room for Expansion*

With so many strong points in its favour, the continual growth of Karachi is assured. Happily there is ample scope for its expansion. The lagoon in which Karachi's present harbour has been constructed, is in all an area of quite twenty-five square miles. The sandy bottom (sandy for the most part, though clay and rock are occasionally found), is capable of easy and relatively cheap dredging ; and several rows of ship-wharves, each capable of accommodating at least ten to twelve of the largest ocean-going steamers can be constructed from the dredged material (placed behind concrete quay walls) west of, and parallel to the present two-and-a-half miles of Eastern ship-wharfage. The first new row of ship-wharves known as the " Western

Wharfage Extension " is already under construction. This row can be repeated (on a design very like the teeth of a comb) for a mile or two more to the westward, and an excellent and efficient harbour of the capacity of that of Liverpool or London constructed without difficulty and at comparatively small expense, should an extension of this magnitude be required. The land frontage to the western backwater is at present unoccupied so that there would be no difficulty whatever in constructing transit sheds, warehouses, roads and railways to serve the several Western Shipwharf Extensions.

Not only is there ample room for the further development of the harbour, but unlimited scope exists for the expansion of the city and suburbs in all directions. Apart from huge reclamations (adjoining the China Creek and Western Backwaters) which the Karachi Port Trust can make available for industrial purposes as required, the Karachi Municipality at present control twenty-seven square miles of undeveloped land within their boundaries, whilst Government owns all the mofussal lands outside and immediately adjoining the Municipal boundaries and extending for hundreds of miles in the interior. It is quite plain, therefore, whether accommodation be required for building produce yards, markets, warehouses and factories, or for providing housing accommodation and recreation grounds for the manual labourers, the clerical staff, and managing and organising brains needed for working and developing the export, import, and local trades and industries, there is no lack of space in and around the city and suburb of Karachi. It is no exaggeration, therefore, to repeat that if a city and port of the size of Liverpool or London

were needed to meet local needs, and the requirements of the 100,000 square miles of rich hinterland which Karachi can serve, there are no natural obstacles to the building up of such a port and city. On the contrary, local conditions of sea-board, landline, and contour would make such an effort relatively easy and the reverse of costly.

Karachi's weak point is the lack of rainfall over certain portions of its hinterlands. The Rajputana desert (extending from the Eastern frontiers of Sind to the western boundaries of Marwar and including large portions of the States of Jaisalmir and Bikanir) is almost rainless. So, too, is most of Baluchistan which covers an area of 134,638 square miles of rugged, barren mountains and stoney plains with only occasional, small, well-watered plateaus and valleys. Population is relatively small in these parts, and the cultivation of land cannot therefore be expected to yield any great volume of agricultural or pastoral produce available for export. On the other hand, both Rajputana and Baluchistan possess minerals that are now only beginning to be developed—granite, marble and sandstone of many colours, lignite, coal and probably oil (this last in Baluchistan); whilst chrome and other valuable ores are also being discovered in the mountainous tracts to the north and west of Karachi. Nobody can say what mines of mineral wealth further investigations may possibly reveal. Then, too, vast schemes of irrigation are under contemplation in Sind, Bhawalpur, Bikanir, the Punjab, and the United Provinces, which on completion must quadruple Karachi's trade.

Some newcomers find the glare and dust of Karachi a little trying: others miss the relief which hill-stations

like Darjeeling or Ootacamund afford to the great cities in their neighbourhoods. These, however, are very minor drawbacks in comparison with Karachi's seven strong points that have already been described, namely, its good climate, its satisfactory food and water, its exceptionally healthy position, its illimitable scope for recreation and recuperation, its very cheap and economical trading facilities, its unique geographical position on the Continent of Asia, and its capacity for easy expansion at low cost both as a city and a port. These natural advantages assure to Karachi further great developments in the immediate future.



SILVER AND GOLD CASKET PRESENTED TO SIR MONTAGU WEBB ON 3rd MAY, 1924

III

FAREWELL TO SIR MONTAGU WEBB

AT the Farewell Garden Party in Karachi, held in the Municipal Gardens, on the "Beaumont Lawns," on the 3rd May, 1924, Mr. Jamshed N. R. Mehta, President of the Karachi Municipality, read the following farewell address to Sir Montagu Webb: "Sir,—On behalf of the Indian Mercantile Community of Karachi we desire to express our sincere regret at your impending departure from this city. Our sense of loss is all the greater when we remember the conspicuous services which you have rendered to Karachi and the provinces of Sind generally.

"Your achievements have won you the highest regard and esteem of all who have had the pleasure to be associated with you for a large number of years. The innumerable achievements associated with your name will remain permanently with us long after you have gone, and we shall remember with peculiar gratitude your self-devotion and unlimited energy in fostering the advancement of Karachi and its trade in general.

"Earliest among your endeavours to promote the welfare of this Province was the obtaining of the attention and support of Government to the betterment of the Port and the extension of the railways that served it. You

yourself established several light railways which have contributed to the opening up of many distant parts of Sind and incidentally yielded new areas for settlement. Following closely upon this, your initiative and business enterprise found expression in the establishment of an Electrical Power Station to serve our City and Port. That Karachi now enjoys the almost universal use of electricity for lighting and other purposes is due to your foresight and application in bringing the project to a successful conclusion. Further evidence of the success of this venture is to be found in the fact that the plant was recently doubled for the second time, the extension being opened in the presence of the leading dignitaries of our City some few months ago.

The War League

“ You have also been instrumental in improving and developing Karachi and its Port in other directions and in providing facilities of public utility for the benefit of its inhabitants. We remember, also, with admiration, your War League and the part you played in mobilizing large sums of money to assist in the prosecution of the Great War. During those trying years you worked very long hours outside your usual business day and never spared yourself.

“ The greatest irrigation project in the World, the Sukkur Barrage and Canals, owes its arrival at the constructional stage in a very large measure to special efforts made by you. At the critical period when for financial reasons the scheme hung in the balance, you brought your whole knowledge and weight to bear in order to turn the scale, and with what success, is well known.

“ For many years you worthily presided over the affairs of the Karachi Chamber of Commerce, during which period its deliberations and progress were tactfully and skilfully guided by your wisdom and experience. As a result of your persistent demands for the recognition and equitable treatment of Karachi in respect of trade and commercial matters, considerable progress was achieved. Some of your ambitions have still to be realised, but we are confident that their maturity is merely a question of time.

Expert and Traveller

“ As a member of the Bombay Legislative Council and of the Indian Legislative Assembly you rendered conspicuous service for which we really feel proud. In matters financial and economical you are a recognized authority, and your Fellowship of the Royal Economic Society, the Royal Statistic Society, the Royal Society of Arts, and the Royal Geographical Society are testimony to the breadth of your interests, and your appreciation by the members of those great Societies. As a mark of appreciation of your services, the King-Emperor was graciously pleased to confer upon you the honour of Knighthood in the year 1921.

“ Your literary achievements have also served to stimulate interest, not only in Karachi, but throughout the whole of the Empire and the numerous books and pamphlets from your pen, to mention only a few : ‘ The Great Power,’ ‘ British Commerce,’ ‘ Swadeshi Movements,’ ‘ Doubling Karachi,’ ‘ Advance India,’ ‘ The Outlook from Karachi,’ ‘ A Peep at Australia,’ ‘ A Glimpse at South Africa,’ ‘ Around the World,’ ‘ India and the Empire.’ ‘ Britain’s Dilemma,’ and

'Britain Victorious I' are a permanent contribution to literature in general. From these books future generations will undoubtedly derive much benefit and assistance.

"Your brilliant journalistic gifts have found expression in your activities on more than one occasion as Honorary Editor of Karachi's leading daily newspaper and in your various contributions to and connections with other newspapers and the magazines in India, and the United Kingdom.

Come Back Soon

"Whilst regretting your departure from our midst we cannot but rejoice in the knowledge that you are about to commence a well-earned rest in your Motherland and our heartiest wishes for your long life, health and happiness go with you on your journey. Years may come and go but they can never efface the glorious memory of a man of such sterling merit and character as yourself and we trust that the memory may serve as an incentive to each of us to follow in the footsteps you have trod.

"We earnestly hope that your innate love for India and its vast peoples—and in particular Karachi, will, in the near future lead you back in our midst again, if only as a visitor, to view some of the fruits of your labours of former years.

"We thank you most sincerely for giving us this opportunity of expressing our sentiments on this memorable occasion. We now ask you, Sir, to kindly accept this Address and Casket as tokens of the esteem in which we hold you. Again wishing you *bon voyage* and health and happiness.

“ We beg to subscribe ourselves, Sir, your Friends and Associates :

ABDUL GAFOOR KHAN TOKHI	KHUSHALDAS MANGATRAM
AMARCHAND MADHAWJI	KODUMAL SHEWARAM
ARDESHIR H. MAMA	LAKMICHAND ISERDAS
BRIGSTOCK JIWANJI	LALCHAND PARSRAM
CHELLARAM DALUMAL	LALCHAND SHAMBHUDAYAL
DASUMAL RAJARAM	MANGHUMAL JETHANAND
DEWOMAL SAJANDAS	MINOCHER N. E. DINSHAW
DINSHAW COMPANY	MOOLCHAND RAMCHAND
DUNICHAND DURGDAS	NAND LAL HARICHAND
ERRAHAMJI E. LOTIA	NARAINDAS POKERDAS
ESSAJI E. LOTIA	NARSUMAL GOKALDAS
FATECHAND DOULATRAM	NEBHANDAS RAJHOOMAL
GERIMAL LAKHUMAL	NOORBHOY E. LOTIA
GIDAMAL FATECHAND	NUSSERWANJI R. MEHTA
HAJI ABDUL KARIM	PESTONJI BIKHAJI
HARCHANDRAI VISHENDAS	RATTANCHAND FATECHAND
HARICHAND KISHENCHAND	RUGHNATH RUPLAL
HASSASING TAHSING	SALEH MAHOMED OMER DOSAL
HASSOMAL CHELLARAM	SHIVALDAS CHANDUMAL
HIBALAL SHIV NARAIN	SHIVRATTAN GORDHANDAS MOHATTA
HOSHANG N. E. DINSHAW	SOBHRAJ CHETUMAL
ISERDAS TARACHAND	TEOOMAL THARUMAL
JAMSHED N. R. MEHTA	TEOMAL TIKAMDAS
JESSMAL JETHANAND	THAKURDAS HASSANAND
K. H. KATRAE	THAKURDAS PARSRAM
KARAMNARAYAN NANAKCHAND	TIKAMDAS DANDUMAL
KESHOWDAS HARDASMAL	TILUMAL LACHHMANDAS
KESHODAS RADHAKISHEN	YUSAFALI A. KARIMJI
KHIALDAS SOBHRAJ	ZONKIRAM HOLARAM.”

Sir Montagu Webb's Reply

Sir Montagu replied as follows :—“ Mr. Rieu and Gentlemen of the Indian Mercantile Community of Karachi :—

“ I feel quite overwhelmed by the very great honour you have done me in inviting this distinguished assemblage, representative of all Karachi—official and unofficial—to hear your words of farewell and to witness

your way of saying ' Good-bye ' to one who, though he has lived among you most of his life, is nevertheless a man from the other side of the world, and therefore, in many ways, a stranger to you.

" If any testimony were wanted of the good feelings that exist between the many different sections of the mercantile community of this good City and Port of Karachi, surely it could be seen here this afternoon not only in the combination of all the different mercantile associations of this city to entertain and honour me, but also in the very generous words of praise—far too generous and flattering I feel,—that you have, in the kindness of your hearts, been so good as to indite for my benefit.

Sic vos non vobis . . .

" You have in your very comprehensive and most kindly worded Address, alluded to many of my past activities in Karachi. I cannot thank you too much for this most flattering recital. I am sure that you do not expect me to follow you into details. It would be too embarrassing, both for you and for me. But I may perhaps be permitted to remark that you have in many places used phrases so complimentary as almost to compel me to put forth disclaimers. Because, after all, most of the matters to which you have referred, are not the work of one man only, but of many men. If, owing to the official positions that I have held, I have from time to time found myself the mouthpiece of others who in many cases have contributed far more than I towards the bringing of great schemes to fruition, I hope that you will not so far take advantage of my vanity as to endeavour to persuade me that the

credit is entirely, or even mainly mine. I well know that it is not. But I very deeply appreciate your kindly feelings towards me, and I can wholeheartedly join with you in expressing great satisfaction that so many of the schemes with which I have been in one way or another associated, have, thanks to the co-operation of all concerned, come to happy and successful fruition.

Bad Times Ended

“ Before saying ‘ Good-bye ’ to you all this evening, I should like to turn for a moment from the past to the future, and endeavour to communicate to you some of that optimism which I have always felt, and which I continue to feel, with regard to the outlook from Karachi. Owing to the general world-dislocation caused by the Great War, and in particular to the local dislocation in the East brought about by terrible breakdown of the rupee exchanges, appalling disasters suddenly came upon the commercial world of India—especially that portion engaged in foreign trade. Nearly every merchant in the country was affected more or less severely ; and some of the most respected Houses tottered, cracked and almost came to the ground. It was a most difficult and anxious period. As you all know, we are not out of the storm yet. But there is no doubt that the worst is now over. Everybody who could, helped his neighbour. Each assisted each. It was a wonderful example of co-operation between all communities and all interests. Confidence, at one time very badly shattered, has now been largely restored, and at last, we are well on the way to a complete recovery. A better feeling prevails all round, and there are many indications that we are once

again on the road to that widespread prosperity in India which we all enjoyed in the good old times.

India's Strong Position

“ And so, on the eve of my departure from this great country, I appeal to you not to be downhearted. I firmly believe that at the present moment, outside the United Kingdom India is in a far stronger position, economically, than any other part of the British Empire, aye, than any other country in the world with the one exception of the United States of America. Here in India, we can easily feed and clothe and shelter ourselves without any assistance from outside. Not only that, we have an enormous surplus of most valuable products like cotton, jute, rice, food-grains, oilseeds, etc., which are in strong demand all the world over, and which enable us to secure from overseas almost anything that we want in the way of manufactured products. Not being handicapped by any seriously heavy war debt, or external liability, India is to-day in a particularly strong position. She can hold her head high in the world, and look forward to the future with the utmost confidence and satisfaction.

A Striking Simile

“ And if we can say this of India as a whole, what shall we say of Karachi and its hinterland? I believe that we are one of the most fortunate parts of India! I believe that in the matter of growth and expansion, our prospects are promising in the extreme—highly satisfactory—indeed, to me, truly inspiring. Let me tell you that I have often in my mind thought of this part of India as being like some Great Man lying on his back,

resting, preparatory to getting up and taking charge of the whole of this part of Asia. Can't you see this giant lying on his back, with his arms and legs outstretched? One leg extending beyond Peshawar to Afghanistan and the regions beyond; and the other leg lying over Delhi, the United Provinces and a part of Tibet? His left arm is stretched across Baluchistan and Persia, whilst his right arm extends over Rajputana into Central India. His great belly consists of the grain fields of Sind and the Punjab—the main sources of our wealth. And when we remember what is going on in the Sutlej Valley and in and around Sukkur, just think of the magnitude of the strength in course of development of which we here in Karachi shall derive full benefit when the time comes.

Our Nerves and Arteries

“As for this Great Man's nerves and arteries, they are obvious. The telegraph wires run all through his body, along both arms and legs—out of Persia and beyond in the west, to Central India and Calcutta in the East, right up to Peshawar into Afghanistan, and out beyond Delhi, through the United Provinces into far Tibet. So, too, with his arteries and veins—the railways, which carry the life blood of commerce to and from the remotest parts of our body economic. But the Great Man's arms still require attention. We still want our broad gauge railway to the east through Jodhpore and on to Agra and Cawnpore, and our grand trunk railway to the west—through Baluchistan across Persia, and on to the Caucasus. You may perhaps remember that I have for long pressed and advocated (and I may add, proposed to construct a portion of) the former

scheme, whilst I was the originator and promoter from this side of the world of the Trans-Persian Railway. You may, indeed I hope that you will, see both lines of railways completed one of these days (Applause).

The "Great Man's" Head

" But here I have been talking about this imaginary Great Man lying on his back, with arms and legs outstretched and stomach at work and I have forgotten to mention his head. There is no difficulty in picturing where his head is. I need hardly explain to you that his head is, of course, Karachi (Loud cheers). I remember reading in the *Daily Gazette* early in January last a letter from one of my critics who tried to persuade us that Karachi had no further function in the economy of north-west India than to sit still and act as hand-maiden to the Provinces and peoples away to our north! Don't you be misled by any nonsense of that kind. When you can persuade me that the head on a man's body has no function beyond doing what his arms and legs may require, then, and not before then, will I believe that Karachi's only business is to sit quietly and only accommodate herself to the needs of the expanding trade and enterprising peoples of our hinterland. No! That is not what a head is for. A head thinks out in advance, designs, arranges, and orders what the arms and legs are to do. True the head has to be nourished and supported by the belly. But in the work of putting food into the belly the head has a lot to do. Would the Sukkur Barrage Irrigation Scheme be under construction at this moment had there been no constant prodding from Karachi, and something more than mere prodding? I think not. And I know what went on. I could

mention many other cases where developments up country have been the direct outcome of activities from Karachi.

His Brain—Karachi

“ I have said enough. In now concluding with ‘ Good-bye,’ (I hope that it is merely ‘ *Au revoir* ’) and in wishing you all every prosperity I *do* want you to remember,—and I lay special emphasis on the fact,—that you, here in Sind’s capital, are the head of the Great Man of the Karachi Hinterland. It is for you to look around, to survey, to examine minutely every spot within your reach. The fingers of your left hand rest on Busra and Mesopotamia. The fingers of your right hand touch at least Cawnpore, and you may quite possibly be able to reach somewhat further. Your toes, I expect that you already know it, are not far from Tashkent. With a sweep of your legs you can touch Meshed, the Pamirs and Tibet. Take my advice and have a good look at yourself from head to foot, from the tips of your fingers of your right hand to the tips of the fingers of your left hand. Take the biggest map of India that you can buy—the Government Railway and Canals Map, thirty-two miles to the inch is a very good one—and with a pair of compasses draw some semi-circles, with Karachi at the centre, one with a radius extending away to Cawnpore in the east, and another with a radius extending to Bunder Abbas or Busra away to the west. Examine every mile of country away to the west, to the north, and to the east inside those semi-circles, and see for yourselves what there is for each of you to develop. If the Head of Karachi’s Great Man will work in this way and if you will accept a hint

from me and not rest content with acting only as middlemen, but will also devote your attention to constructive work—sea and land transport, mining, manufacturing, and every kind of scientific agricultural and industrial activity—then I am quite confident that you will soon agree with me that no Port of India or indeed in the East, has better opportunities within its grasp for expansion and development of all kinds than our dear old Port of Karachi. (Cheers.)

Our Future Glory

“ Though I am leaving you for the time being I shall look forward to that day when I shall return, I hope, and see you all with your great trunk railways to the East and to the West completed, with your direct mail services by air and by sea in regular operation, and with the wonderful Sukkur Barrage and Sutlej Valley Irrigation projects finished and in full bearing in Sind, in the Punjab, in Bikaner, and in Bahawalpur. Then, indeed, will Karachi have achieved some of that glory which Sir Charles Napier so clearly foresaw when he dreamed of her as ‘ the Queen of the East.’ ”
(Loud and prolonged applause.)

The following letter appeared in the Karachi newspapers—*The Daily Gazette*, *The Sind Observer* and the *Parsi Sausar* in the second week of October, 1924 :—

SIR MONTAGU'S THANKS

SIR,

On my return to London (I have been holiday-making in the country), I have received, two days ago, the magnificent Silver Casket which the Indian Mercantile

Community of Karachi caused to be made for me on my recent departure from India. To the splendid farewell of the 3rd May last in the Municipal Gardens, of Karachi, which I shall never forget, must now be added this most handsome memento, beautifully illustrated by familiar scenes in which I played a part,* and bearing an inscription which touches me deeply :

“ In token of the appreciation of his manifold services to the City and Port of Karachi in all directions, particularly towards the development of Commerce and Industry.”

No greater award could be mine than the appreciation of those whom I have endeavoured to serve. I thank the Indian Mercantile Community from the bottom of my heart. I shall not forget them, or the City and Port in which I was so long and so happily associated with them. I shall do everything in my power to further their welfare and the welfare of Karachi in which I shall always take the very keenest interest.

I shall write direct to all the kind friends who so generously joined in giving me this delightful souvenir of my work in Sind. This will take time, and so I beg that you will publish this, my expression of thanks, in the meantime.

Yours faithfully, M. DE P. WEBB.

London, 24th September, 1924.

* The scenes represented on the Casket are :—on the front, the new Offices of Forbes, Forbes, Campbell and Co., Ltd., originated and built under the management of Sir Montagu Webb ; on the back, two scenes—the Special “ Boat-Express ” from Lahore arriving at Karachi Wharves alongside the Ellerman City Liner about to sail for Europe, and the first train leaving Larkana Junction after the opening of the recently completed Larkana Jacobabad Sind Light Railway. On the ends of the Casket—the newly installed 500 kilowatt generator (6,000 volts) named by the staff of the Karachi Electric Supply Corporation “ Sir Montagu.”

FAREWELL

BY THE MERCHANTS OF BUNDER ABBAS

The following appeared in the *Daily Gazette*, Karachi, of the 3rd May, 1924 :—

“ A Deputation of Indian Merchants of Bunder Abbas (Persia), consisting of the following leading men, waited on Sir Montagu Webb, Kt., C.I.E., C.B.E., this morning to wish him Farewell :

Seth Khemchaund of Tharumal Ramdas,
Seth Hassanand of Hukumatrai Dhanrajmal,
Seth Taroomal of Taroomal Mujhoomal,
Seth Naraindas of Thaverdass Sobhraj,
Seth Moolchand of Moolchand & Co.,

accompanied by Mr. Dharamdas of Shikarpur.

“ The Deputation reminded Sir Montagu of his visit to Persia just before the War, when he pressed upon Government the claims of Indian Merchants whose caravans had been looted by Persian robbers. Those claims though admitted by the Persian Government, had not yet been paid.

“ Sir Montagu promised to take this matter up on his arrival in London.

“ Farewell speeches were made and a presentation to Sir Montagu of a handsome Persian rug and Silver Tray with Vases suitably inscribed. Sir Montagu thanked the Deputation, who then withdrew.”



BACK VIEW OF THE SILVER AND GOLD CASNET PRESENTED TO SIR MONTAGU WEBB. 3rd MAY, 1924

SIR MONTAGU WEBB

Born at Clifton, Bristol, 30th May, 1869. Son of William Walter Webb, Solicitor, of Bristol and London, and grandson of W. W. Webb, Solicitor of Bristol.

COMMERCIAL ACTIVITIES

Engaged by Forbes, Forbes, and Co., London, East India Merchants, in 1889. Proceeded to Karachi, India, as an Assistant to Sir Charles Forbes and Co., in February, 1890. Later became General Manager of the Karachi firm—then Forbes, Forbes, Campbell and Co., Ltd., till April, 1924.

Whilst in Karachi, originated several new enterprises, including Sind Light Railways, Ltd. (from Mirpur Khas South to Jhudo, and from Mirpur Khas north to Khadro), Upper Sind Light Railways, Jacobabad-Kushmore Feeder, Ltd., the Larkana Jacobabad Sind Light Railway, Ltd., the Daily Gazette Press, Ltd. (in its present form), the Karachi Building and Development Co., Ltd., the Karachi Safe Deposit Co., Ltd., the Karachi Electric Supply Corporation, Ltd., and other schemes that have not yet matured.

Served on the Committee of the Karachi Chamber of Commerce, and later acted as Chairman of that body almost continuously from 1904 to 1921. During that period represented the Chamber at Conferences of Chambers of Commerce of India, and of the Empire, at London, Calcutta, Montreal and Sydney. Also represented the Chamber on the Bombay Legislative Council, and on the Indian Legislative Assembly, Delhi and Simla.

PUBLIC DUTIES (LOCAL)

Served for short periods on the Karachi Municipality, and for several years on the Karachi Port Trust. Also as an additional member of the Bombay Legislative Council at Bombay and Poona. Represented the Bimetallic League, the British Empire League, and the League of Nations Union. Established local branch of the British Empire League, and initiated annual celebration of Empire Day. Founded the Sind League of Progress. Published many articles and pamphlets to assist local developments,—“Doubling Karachi,” the “Karachi Handbook,” etc. Endeavoured for many years to bring the metre

gauge railway systems of Rajputana and northern India into Karachi—offered to undertake construction—but Government declined to sanction this development. Served for over twenty years as a Volunteer, first in the Karachi Artillery Volunteers (Garrison Battery), and during the war in the Heavy Field Battery (now abolished).

PUBLIC DUTIES (IMPERIAL)

Travelled in America, Australia, South and Central Africa, Japan, and the Persian Gulf better to understand imperial problems. Served on Imperial Legislative Assembly as a representative of the Europeans of the Bombay Presidency, including Sind. Was a member of the Indian Fiscal Commission of 1921-22 which recommended a policy of Discriminating Protection for India. Devoted much attention to Indian Currency and financial problems from 1892 onwards. Opposed the closing of the Indian Mints to the free coinage of silver in 1893. Wrote several books on currency matters—"The Great Power," "Prices and Prosperity," "The Money of the Future," "Indian Finance and Currency," "A Memorandum on the Indian Currency" and "Britain's Dilemma." Founded the War League in 1915, which assisted materially in educating the people of India as to the origin, course, and inevitable conclusion of the War; followed by the Saving and Helping Bank which dealt with the balance of the large sums raised by the War League for investment in British and Indian War Loans. Author of "Britain Victorious," which urges monetary sacrifice by the peoples of the Empire—a counterpart of the great sacrifice of life by the youth and flower of the Empire—with the object of repaying a substantial portion of the National Debt and so removing the handicap which jeopardises (or at least delays) Great Britain's recovery from the bad effects of the world-struggle.

On his departure from Karachi, Sir Montagu gave to the Editor of the *Daily Gazette* of Karachi the following Note (*vide Daily Gazette* of 7th May, 1924): "In response to your enquiry as to which of my recent activities have given me the greatest satisfaction, I will mention three: My book "Britain's Dilemma," published in 1912. This is the only book, I believe, whose appearance at once caused the appointment of a Royal Commission, the Indian Currency Commission of 1913-14, presided over by Mr. Austen Chamberlain, and brought about the thorough overhauling of the Finance Department of the Indian Office, and the appointment of an additional member of the Secretary of State's Council. The second is "The War League" of 1915-20 which forced the Government of India to raise Indian War Loans, and goaded the Government of India into a variety of War activities which they were very slow in undertaking. The third was the election of Twelve Leaders of

Sind and the formation of the Sind League of Progress (1922) which, by suppressing Dr. Summers' deplorable activities, and by strongly advocating the modification of the old Sind *mohag* rights, and the sales by auctions of the waste lands about to be perennially irrigated, so changed the financial aspects of the great Sukkur Barrage Irrigation Project as to enable the Secretary of State for India to approve of the whole scheme."

On the occasion of the opening of the new High Pressure Generating Station of the Karachi Electric Supply Corporation, The Commissioner in-Sind, Mr. J. L. Rieu, C.S.I., I.C.S., said : " Sir Montagu Webb has contributed more towards the development of Sind than perhaps any other unofficial European. Even in remote villages where my official duties carry me on tour, I am frequently asked to use my influence with 'Vebb Sahib' to come and construct a light railway for the benefit of the country."

The *Times* (London) in the course of a leading article on " The Romance of an Indian Port," wrote, on the 22nd April, 1912 : " Mr. M. de P. Webb, the Chairman of the Karachi Chamber of Commerce, by his persistent advocacy, has done more for Karachi than any man since Sir Bartle Frere."

Sir Montagu Webb is a Member of the Royal Society of Arts, and a Fellow of the Royal Economic Society, the Royal Statistical Society, and the Royal Geographical Society. He is also serving on the Committee of the Anti-Slavery and Aborigines Protection Society, and on the Council of the East India Association in London.