



THE FAMOUS KHYBER PASS. ROCKY WALLS WHICH HAVE ECHOED TO THE TRAMP OF MANY SUCCEEDING NATIONS.

This direct photographic picture was obtained at the foot of the heights on which Ali Musjid stands overlooking the pass below. This is the furthest point to which a tourist may proceed. The pass is now policed by royal Afridis enrolled as the Khyber Rifles. Since the days of Alexander the Great history records waves of human movement in both directions through this spectacular defile, and probably in still earlier days remote primeval men surged through this narrow way into the plains of Northern India. —The Sphere.

KHYBER PASS TRAFFIC.

England Restricts Travel of Caravans to Two Days a Week.

"Open to traffic on Tuesdays and Fridays only!" is the businesslike legend which the British have placed at the entrance to Khyber Pass. One might think that the pass is a back street or some thoroughfare too much cluttered with trucks and merchandise for use on other days of the week. However, it is the northwest portal of India, a natural gash thirty-three miles long in the soaring Hindu Kush mountains. It is an open door of immemorial use between the bleak heights of Afghanistan and the fertile plains of a tropical country comparable with the Alpine passes that tempted Hannibal and Napoleon to swoop into Italy. The door is too much open to suit the imperial proprietors or lessees of the rich plains. The precipitous walls of shale and limestone are not steep enough, the narrowing passage along the brink of a mountain torrent is still too wide, considering the fierce and hungry tribes who dwell on the Afghan side of the portal. Therefore the pass is policed and the shoplike regulation made limiting traffic to Tuesdays and Fridays. If the hungry tribes try to break through on a Wednesday the heliograph and the telegraph send word to British garrisons, and Tommy Atkins tightens his belt for another punitive expedition. No matter what the day of the week, only small parties may walk or ride through the long split in the Safed Koh range.

It is a question whether Alexander the Great used this route, the only one practicable for artillery, when he invaded India in the winter of 329 B. C., and after defeating several rajahs

turned back from the vicinity of the Ganges. Alexander, of course, had no artillery, although he was a son of Ammon and could have easily got his fellow diety Vulcan to manufacture heavy weapons. Nor was his army hampered by the loot of Persia, which, said the magnanimous conqueror of the world, might well be left behind, in view of the superior pickings coming to all in Hindustan. So it was possible



LORD TWEEDMOUTH. First Lord of the British Admiralty, whose receipt of a private letter from the German Emperor has aroused much discussion. —The Sphere.

for Alexander to come across lots, so to speak, with his veterans trained in Afghan hill climbing, and Khyber Pass was probably not favored with his marauding presence. Yet before his day, long before it occurred to the dawning intelligence of Chinese and Egyptian to record human events on stone or paper, it is likely that this gateway was trod by man in restless migration east and west. The human tide flowed one way or the other as India allured with its richness or repelled with its seasons of famine. If the Hindu Kush mountains were the cradle of the race, it may easily be understood how one Aryan branch went to the northwest to bleach white and the other poured through Khyber Pass into the hot plains of India to acquire a dark complexion.

Indian and Afghan records have a good deal to tell about the pass in historic times. It is agreed by both that the fellows at the other side of the door were a bad lot. Stone forts

were erected for self-protection by the good folks of either persuasion on lofty crests commanding the highway. The people of Kabul, the Afghan capital, and those of Peshawar, the Punjab city, laid many an ambush and fought many a desperate fight in street-wide spaces along the edge of a mountain torrent overshadowed by 3,000-foot precipices. Sometimes a cloudburst sent a sudden deluge down the rocky ravine and swept away combatants eager to thrust daggers and slay one another with curved swords. The economic or plundering motives for war were occasionally varied by the zeal of the northerner to prove the merit of Mahomet in the blood of his opponent, and the desire of the southerner to demonstrate that Brahminism was still a forceful religion.

The British have had four unpleasantnesses in and around Khyber Pass, despite the Tuesday and Friday rule. During the Afghan wars



SIR JOHN TENNIEL. The great cartoonist who has just celebrated his eighty-eighth birthday. —The Graphic.

of 1839-'42 the followers of the Prophet tried to plug the passage and keep it plugged. The English were willing to have it shut for good, but they did not like the Fuzzy-Wuzzies to be holding the door from the inner side and then suddenly opening it when no one was around. So they smashed the door twice and cleaned up the entire thirty-three mile passage. Again, in 1878-'80, the pass was plugged and the British had to pry it open. Once more this happened in 1897, with a considerable loss to the white man,

and only a few weeks ago a tribe of pluggers and bandits, known as the Zakkakhels, were trounced by the English troops. There are several English fortified posts along the highway, such as the fort of Ali Musjid, seen in the accompanying illustration, which are garrisoned by the Khyber Rifles, a corps of native Afridis who have been trained to regard the Union Jack as a more sacred bit of cloth than the turban or pajamas of Mahomet.

An ordinary caravan going through the pass, as shown in the picture, consists of a heterogeneous variety of pack animals, including the camel, the ox, the horse and the donkey.

ECONOMY IN EXCESS.

James J. Hill, the well known railway magnate, was talking in Kansas City about railway economy.

"Economy is excellent," he said, "but even economy must not be carried to excess. Railways must not be managed as a certain New York necktie manufacturer manages his business. A drummer in this man's employment showed me the other day a letter from the firm. It ran thus:

"We have received your letter, with expense account. What we want is orders. We have big families to make expenses for us. We find in your expense account 50 cents for billiards. Please don't buy any more billiards. Also, we see \$2.25 for horse and buggy. Where is the horse, and what did you do with the buggy? The rest of your expense account is nothing but bed. Why is it you don't ride more in the nighttime?"

"John says you should stop in Boston, where his cousin, George Moore, lives. John says you should sell Moore a good bill. Give good prices—he is John's cousin. Sell him mostly for cash. Also, John says you can leave Boston at 11:45 in the night and get to Concord at 4:35 in the morning. Do this—and you won't need any bed. And, remember, what we want is orders."

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