

CRADLE OF THE HUMAN RACE.

Claimed That Adam and Eve Lived in the Klondike.

Attempt Being Made to Prove the First Man and Father of Mankind Was an American.

From Tuesday's Daily.

Was Adam an American?
Was the Garden of Eden in the Klondike?

It is no fantasy of the imagination, but a sober question raised by science and about to be put to the proof by a scientific expedition.

If not actually in the Klondike, then somewhere in that region—somewhere in the frozen north of this continent—Adam and Eve may have lived.

Morris K. Jesup, the millionaire New York banker, president of the museum, is the backer of a unique expedition in search of the cradle of the human race.

The explorers are expected to prove that the first man, the Father of Mankind, as an American.

In a word, it is believed that the red Indian was the primal type of man, and that he spread over the rest of the world by crossing from North America to Siberia, instead of having been an Asiatic type that crossed from Siberia to North America.

With the deep poetic significance of the idea that Adam was an American science does not concern itself. It is in search of facts, not a theme for epics. But poets will follow with an interest no less than that of scientists the work of the three courageous savants who have sallied forth to risk their lives among glaciers and snowfields in search of the Garden of Eden.

Mr. Jesup dedicated \$10,000 for investigation of Indian antiquities. Dr. Franz Boaz was the head of the first expedition, which journeyed into Alaska. His reports, which have just been printed, have started the scientific world. Dr. Boaz writes:

"We must reconstruct truthful history of mankind before we can hope to discover the laws underlying that history. This is the conception of the Jesup expedition. The object is the investigation of the history of man in a well defined area in which problems of great importance await solution. The expedition has for its object the investigation of the tribes, past and present, on the coast of the North Pacific ocean, beginning at the Amoor river, in Asia, and extending northward to Bering sea, then southeastward along the American coast as far as the Columbia river."

Dr. Boaz shows that certain characteristics of the natives of the American continent are found among all tribes, even those of prehistoric times. Among these are smooth hair, broad, heavy faces and large noses.

Dr. Boaz discusses the civilization of Asia and Europe and show how diversified are the people and how varied are their features. The small variability of American natives is taken to indicate that their history is of great antiquity and that the tribes are of homogeneous stock.

The small variability is, according to Dr. Boaz, an indication of a lack of mixture with the people of Asia.

The Jesup expedition of 1897 has led the scientists to wonder whether the red man of America is a descendant of Asiatic stock or vice versa.

The deductions which have been drawn from the investigations made by Dr. Boaz, Livingston Farrand, of Columbia college, and Harlan J. Smith point to the theory that instead of the Asiatic people crossing to the American continent the migrations were from the New World to the Old.

The three men who have started on the task of finding out about the Indian tribes of the Arctic zone, left San Francisco on the steamer Doric for Hongkong via Honolulu. Their immediate destination will be northeastern Siberia. Two Russians, Waldemar Bogaras and Waldemar Jochelson, men of scientific renown, and a young American naturalist, Norman Buxton, make up the party.

The Russians will study the native language, songs, customs and characteristics of every tribe which inhabit northeastern Siberia.

Thousands of miles of this region are unknown even to the scientific world. Explorers have never penetrated its frozen waste.

Mr. Buxton will confine his work mainly to the zoological field. He will make a collection of birds and mammals of the region for the museum and will also excavate for bones of the enormous animals which once inhabited this region.

The start will be made from Vladivostok in August. Waldemar Bogaras will travel to the far north and will then work over toward European Russia.

In a word, the hardy explorer will start into the frozen wilderness on one side of the world and will reach civilization on the other side.

Waldemar Jochelson will travel from Vladivostok up the coast toward East Cape, on Bering sea. Norman Buxton will part from his comrades in Vladivostok. He will travel northward, and in the fall of 1901, in the East Cape region, he expects to meet Jochelson. There they will await the coming of the whaling fleet. If they fail in this plan Jochelson and Buxton have agreed to stay in the East Cape regions for another year.

Bogaras and Jochelson are inured to Siberian hardships. They were political exiles in Eastern Siberia for ten years for having advocated political changes and the freedom of the press. They finally earned their liberty, while their researches won the praise of the Russian government. Mr. Buxton won the right to be a member of the expedition by his work with the Smithsonian expedition to Point Barrow in 1897 and 1898.

The explorers will have provisions for two years. Each will have two Comanches as traveling companions. The journey will be made mostly on foot and by dog sledges.

The Russian government has placed every facility at the command of the explorers. Passports have been provided and officials have been notified to give the scientists aid. The Russian gunboats which patrol the coast of Siberia will be placed at their disposal.

In 1903 or 1904 Bogaras, Jochelson and Buxton will meet in New York city. There they will discuss their discoveries, arrange their specimens and compile accounts of the scientific work accomplished.

And then the world may learn on the authority of science whether the Garden of Eden was in the Klondike.—Colonist.

What Old Sawyer Said.

Senator Sawyer considered himself personally responsible for a Republican majority in Wisconsin and was quite sensitive on that subject.

During the Garfield campaign I was sitting one day in his simple office at Oskosh when a gentleman, then unknown, but now occupying a prominent position in public affairs, appeared with a letter of introduction from Marshall Jewell of Connecticut, chairman of the Republican national committee, who stated that the bearer had been instructed to visit Wisconsin for the purpose of making a report upon the political situation and the prospects of the Republican ticket. This pricked the old man's pride. He resented, in his good natured way, the invasion of his territory, and I noticed that his face flushed as he read the letter. After looking out of the window for a few moments he looked at his watch, handed back the letter of introduction to his surprised visitor and remarked with deliberation:

"There's a train leaving here at 6 o'clock that will get you into New York day after tomorrow morning, and I'll send up one of my boys to see that you get aboard. When you get to New York, you tell Jewell that old Sawyer read that letter and said there was nothing for you to report on. You might add, however, that old Sawyer asked you who was looking after things in Connecticut."—Chicago Record.

Desperate.

"After I landed in Algiers," said a Pittsburg man who is visiting Detroit friends, "I went out for a little walk to see the town and incidentally to find a barber shop."

"After spending some time in fruitless search I accosted a man and politely asked him to direct me to the nearest place where I could get shaved. Monsieur did not comprehend, and I repeated my question. What he said I do not know, as he understood no English, and I am equally ignorant of French. We parted.

"I walked on until I met an intelligent looking chap whom I stopped. Slowly, distinctly and in a loud tone of voice I again stated my request. Anybody ought to have understood, but he did not. He threw a volley of French at me, gesticulated madly and left me standing there.

"With the third man I changed my tactics. I did not attempt to talk to him in a foreign tongue that he was too stupid to understand. I clutched him by the arm and held him while I performed a pantomime shave. When I finished, I looked at him inquiringly.

"Yes," he said, "I can see that you are a desperate man. I suppose you want me to take you to a secluded spot where you can cut your throat?"

"Never did the English language sound sweeter to me, and, learning what I wanted to know, I was soon happily wending my way to the nearest barber shop."

MELODRAMA AND COMEDY.

Palace Grand and Orpheum Score Successes.

Tears, Blood and Fun at One, and Lots of Laughter and Hilarity at the Other.

The "Lilly of Killarney," a melodrama in three acts at the Palace Grand, promises to be a drawing card that will fill the popular resort during the entire week. The piece is just the thing to touch a responsive chord in the heart of the audiences to be pleased.

There is plenty of mirth, then tears to lay the dust and blood—yes in large, red gobs. Surely that is what goes to make a real ragtime melodrama sure to catch on.

Briefly, the pith and marrow of the piece is this: The Widow Macree, an Irish woman living in a cottage among the mountains of Killarney, with her beautiful daughter Rose, is supposedly murdered in the first act by the heavy character man who uses a knife large enough to cut hay with, with evident intent to murder. Then he disposes of the body of victim number one, the buxom widow, and proceeds to steal the b-e-a-utiful Rose whom he leads away up the rocky path of an adjacent mountain. He is seen in the distance by Simple Jim the widow's son by adoption, who points out the villain to another man, who gets shot for his trouble and good eyesight.

The second act presents the heavy man as the proprietor of a fashionable gambling resort. The beautiful Rose, who labors under the impression that she is his wife, is used as a drawing card for the house. N'd'ile Clemence threatens Mr. Realdo, the heavy, with exposure if he does not marry the heroine by noon the next day. Then a couple of mysterious personages in military uniform appear, and a speedy game follows in which the bad man gets skinned, as it appears the military people are grafters themselves of a superior order and have long since been broken into the business, too. After his business has slipped through his fingers by the card route he bets the heroine against \$500, and again has his cuticle removed. The lady in question overhears the whole scheme. A general unmasking takes place and the villain dies from the fumes of his emotions. The next act represents a general resurrection and reunion of everyone in general. The piece is a great success and bound to go, but the bit of the season is unquestionably contained in the diminutive colored persons, Ollie and Helen, and their leader Annie Mabel O'Brien. The smaller "Polka Dot," scored a hit last night that would fill the house for a week without any other attraction. The whole cast is up to its usual standard of excellence and merits its patronage.

At the Orpheum is presented one of Post and Ashley's musical comedies in two acts, which is full of laugh and go from start to finish. The scene is laid in a New York residence present time, and the stage setting for such a scene, in Dawson, when done with intelligence such as was seen last night at the Orpheum, deserves great praise for, all things considered, it is rather a herculean task.

The first act represents some false steps of three worthy married men, and the second act shows the dire punishment inflicted by their worthy spouses and their subsequent forgiveness.

Miss Lovell as Helen Bell, who causes all the trouble, scored a great success with her usual adaptability to difficult parts, and the work of L. W. Post as Dennis McManus, the wild and unruly married rake, is such as to give the audience little time to think of anything but the ridiculous.

May Ashley is one of those rarities in femininity who can be funny and irate at the same time. As Mrs. Dennis McManus she shines effulgently.

All the characters in the cast are fully up to their usual high proficiency, which means fun for the audience for another week.

Dawson Extends the Glad Hand.

Otto Zetska has decided to come down to mundane earth from the top of the A. C. trail, where he has flirted with the gods for many moons. He will open a watch making and jewelry store on the corner of Third avenue and Third street. Mr. Zetska is probably the most skillful artisan in his line of business in the country, being a graduate from Lange & Sons' celebrated factory in Glashutte, near Dresden. Mohr & Wilkins, the grocers, are making room for him in their building.

The Klondike Nugget

TELEPHONE NUMBER 10
(DAWSON'S "HONEY" PAPER)
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LOW WATER.

In the spring of 1898 there was an abundance of water in the Yukon for purposes of navigation on the 1st of June. In fact, prior to that date the water reached such a height in front of Dawson that First avenue was completely flooded and business for the time being practically stopped. Last summer there was no period when the water reached the volume it attained during the preceding year, but high water came and safe navigation was possible by June 10.

This season as is well known to everyone who has kept track of the movements of the steamboats, the arrival of high water has been delayed far beyond any previous year of which a record has been kept, and in fact it can only be said that navigation for the large steamers has fairly begun.

There are several reasons which have been advanced for this condition. Primarily it is claimed that the low water is due to a light fall of snow in the mountains and the consequent lack of water to raise the side streams. There is nothing to show conclusively, however, that the snowfall was any lighter than during the preceding year. In the territory immediately adjacent to Dawson there was as heavy an average precipitation as has occurred in previous years and it is fair to presume that this condition prevailed generally over the territory drained by the Yukon and its tributaries.

Another suggestion which has been made as a partial solution for the low water which has prevailed is the fact that the forests along the Yukon have had serious inroads made on them during the past two years.

The climatic effects resulting from the removal of timber from a country are well known and generally recognized. Not only does it tend to decrease the precipitation of moisture, but also the power of the soil to retain water. During the past two years heavy inroads have been made into the timber resources of the Yukon, not only for firewood and lumber, but still more largely as the result of forest fires. It appears not unreasonable, therefore, to argue that the fountains from which the Yukon draws its supply of water have been more or less affected.

It appears, however, that the river has risen sufficiently now to provide all the water necessary to enable the boats to move all freight which will be offered this season. The water in front of Dawson is almost as high as at any time during last summer, and no further difficulty should be experienced in getting freight down the river.

LACK OF CONFIDENCE.

We wonder if the time will ever come when the Dominion government will enact any measure or determine upon any policy with reference to the Yukon Territory, in connection with which it will not lay itself open to a charge of bad faith. That time may come, but we doubt it very much.

The position which the government holds in the estimation of the people in this territory is well exemplified in the sale of reserved ground which began yesterday.

After advertising the sale for some months an order is suddenly received upon the eve of the sale withdrawing from competitive bidding claims on Bonanza and

Hunker creeks, thus disappointing many men who had to come into town for the express purpose of bidding for ground on these creeks.

The miserable pittance that were offered and accepted for what claims were sold, indicates the general lack of confidence in the good faith of the government.

Any mining claim which the government announces to be open for sale at legitimate public bidding, is an object of suspicion to 99 men out of 100 in this territory.

Rightly or wrongly the mere fact that a claim has run the gauntlet of the various governmental departments concerned, and has been thrown into the market to be sold at public auction, is prima facie evidence to the minds of most men that the said claim is not worth having. It is unfortunate for the government and unfortunate for the people of the territory that such is the case. But such is the case as was well attested by the fact that claims were sold yesterday for mere pittance.

We hope to see the time come when confidence in the intentions

of the government toward the Yukon will be established among the people. But it cannot be said that such confidence exists today or that there is any good reason why it should.

STREET RAILWAY FACTS.

Comparison of the annual report of the New York Metropolitan Street Railway Company for 1899, which has just been published, with that for 1894, is full of suggestions for the officials of the traction companies of Chicago, says an exchange. The number of miles of operated tracks increased from 131 to 224. The car mileage rose from 17,383,590 to 41,760,856. The gross earnings increased from \$5,398,465 to \$13,525,485. Although the increase in the length of the tracts was but 60 per cent, the car mileage increased 250 per cent.

The disparity is due to two causes. In the first place the system of transfers in New York is of much wider application than in Chicago. Not long ago a reporter who made the experiment found that he could ride all day on the street car lines of New York for one fare if he kept moving and obeyed the reasonable requirement that transfers be used within an hour after their issue. The company asserts that a passenger can ride a distance of fifty miles continuously for one fare. In Chicago anyone who wants to go from the North Side to the South Side must pay two fares. The number of transfers used in New York in 1899 was the enormous total of 128,365,161. Another cause for the increased mileage is that cars in New York are not run in trains, but separately. They run along Broadway only a few seconds apart instead of a few minutes apart as in Chicago, to save the expense of a few gripmen.

The New York plan encourages travel. People take a Broadway car to ride a matter of four or five blocks—a thing unusual in Chicago, where a person would waste more time waiting for a car than he would save by riding instead of walking. The Metropolitan Company's report shows the profitableness of the close running of the cars and the liberality in transfers. The dividend profits of the company increased from \$228,000 in 1894 to \$2,471,675 in 1899, which is three and a half times the increase in car mileage and thirteen times the increase in the miles of operated track.