

water, yet they will carry as much as two tons each.

"They will be twenty-six inches deep, of six feet beam, and twenty-four feet long. Built in this way they will very easily carry all the supplies needed. They will have flat bottoms and sharp stems. They will be constructed on the dory style as much as possible. I have no fear that they will be found wanting in anything; for having had much experience in the waters of the Colorado, I am familiar with all the difficulties of such navigation.

"Constructed in this way these boats will come down in safety, and yet with remarkable swiftness. Powell's boats drew the large amount of eighteen inches of water. With such craft it was no wonder he was continually in danger of striking obstructions and that he met with frequent and serious disasters.

"The trip is an enormous one for an inland journey, and through a little-known and mountainous region for most of the way. It comprises a trip through Wyoming, Utah and along the boundary line of Nevada and Arizona for 1,300 miles.

"Leaving the station of Green River, on Green river proper, the route is southwest, through the corner of Wyoming and over the border into Utah. Thence the whole eastern part of that Territory is cut by the river in a peculiar zigzag way. It passes through the Wasatch valley, and on past the region of the great Uintah Indian reservation.

"Floating on we will pass the mouth of the White river, and many other streams which pour into the Green. Proceeding downward we will go on the winding surface of the river through a vast expanse of mountain and valley country, where for great stretches we can hope to see no human beings, unless it be Indians or occasional trappers or prospectors.

"Finally we will enter by the river the terrible Desolation canyon, and then the Gray canyon beyond. Next we will pass the vicinity of the Azure cliffs, and near the Roan or Book mountains, where the Denver and Rio Grande Railroad penetrates these wilds, crossing at Green River.

"Thence we will pass to the mouths of rivers which not one man in a thousand has ever heard of, like the Prince, San Rafael and others. A long distance further, through all kinds of country, but all wild and the home of various kinds of game, and we will reach the great river of the intermountains, the Grand, where that and the Green melt into one and form the Colorado.

"We will reach the Grand near the mouth of Cataract canyon, which is of itself very rough, and ordinarily very dangerous. On farther we will strike the mouth of the San Juan river, in whose lonely valleys the miners dragged themselves a couple of years ago in quest of gold. This point is on the south, near the line of Utah.

"Thence the Colorado skirts the borders of Lincoln county, Nev., and we will reach the mouth of the famous Virgin and touch on Arizona. Then we will enter the Mammoth canon, pass the mouth of the Little Colorado and reach, if we continue our journey successfully, the dark recess of the frowning Black canyon, the Grand, including El Dorado canyon, and out into daylight again.

"For hours at a time we will be miles

below the banks of the river and there will be waterfalls and cascades innumerable.

"I think, however, that we can make this trip with entire success. We shall carry an abundance of supplies, with blankets, medicines in case of sickness and everything needed for such an undertaking. We shall also carry guns and fishing tackle.

"We shall not have time to use the guns much, though there will be plenty of deer, mountain sheep and other game along our route, for we will be moving at a rapid rate. It will require this in order to get through from Green river to the Virgin in the thirteen days I have set as the pace.

"I propose starting about April 1st, when the snows have begun to melt. In this way we will have high water and, with our light-draft boats, can get over the obstructions.

"It will be a great trip, and I anticipate much enjoyment from it, as well as a good deal of excitement. The Colorado and its tributaries need to be explored, and I do not know of anybody who has more of a duty devolving on him in this way than I have.

"Those who go with me will be hardy men, accustomed to all kinds of pioneering and equal to any emergency. The Colorado river is at present navigable for steamboats for 640 miles, or from the mouth to the junction of the Virgin, which is a greater distance without a portage than any river which puts into the Pacific. In all that distance the Colorado has no feeders.

"At the present time few men in California know they can go from San Francisco to Nevada by water. I once said while here that I was going to do it, and a lot of men made wagers with me that I couldn't, all of which I won. Now, I propose by this undertaking to navigate the waters of Utah, as well as all of Nevada, and so on, clear down to Yuma."

The two skiffs, which have been left to the construction of George W. Kneass from a model furnished by Captain Mellon, will be propelled entirely by oars, except along some few stretches where it is anticipated a small sail may be used. However, for a good deal of the way even the oars will not be much needed aside from guiding the boats away from the rocks.

The reason is that the current is so swift that they will go forward at a dizzy pace of themselves. The current is very rapid in many places. There will be four men to each boat, besides the captain. The end of each craft for a distance of four feet is decked over, the compartments being water-tight. In these sufficient food may be easily stored for the entire voyage.

"The striking features of these boats," said Mr. Kneass yesterday, "are the flat bottoms, with other details to conform, so that the weight of two tons may be carried easily on a few inches of water. The boats are double-enders, too, that is, they are the same at each end, and are thus suitable for the wild waters and cascades of the Green and Colorado rivers. Sail will be used very little, but it was thought advisable to make provision for it in case it should at any time be needed."

It has now been decided that a free harbor will be built at Gothenburg. The government approves of the plan in every respect.

SCANDINAVIAN NEWS BUDGET.

SWEDEN.

A cotton factory will be built at Alingsås.

A sugar refinery will be built at Skifarp.

The Vaggeryd railroad was opened for traffic the other day.

Prince Eugen is at present traveling through Russia.

Two new regiments will be added to the Swedish army.

The Sala silver mine was sold to a stock company the other day.

A rumor says that King Oscar will possibly spend the winter in Christiania.

The spinning factory near Tranås was burned to the ground. The loss is heavy.

The government has bought the Skone-Halland railroad at a price of 8,100,000 kronor.

August Strindberg, the famous Swedish author, has now decided to take up his abode in Paris.

About 20,000 Swedish-Americans are expected to visit their native country during the holidays.

E. J. Vennman, a contractor of Luleå, has disappeared. As many creditors are anxious to know his address, it is very probable that he has made his way to America.

A German named Paworst who was living in Karlskrona, tried to kill Hilda Hemdahl, his betrothed, the other day, but did not succeed. A few minutes later he shot himself, dying in a few hours.

Over 40,000 kronor have now been collected for the purpose of erecting a statue of Count Magnus Sienbock, the great Swedish general, who saved the country while fighting the Danes about 200 years ago.

Gold in Sweden is extracted almost exclusively at the copper-works of Falun from the residues of the ores, silver and copper having previously been extracted. The old gold mines of Adelfors, which were given up after 1874, are now being worked by a foreign company. The whole production of gold in Sweden amounts at present only to about 300 pounds a year.

The Swedish mineral waters as a consequence of the geological formation of Scandinavia, are not of such different kinds as those of the continent. With very few exceptions they belong to the group of mineral springs called "ferruginous waters." In almost every Swedish province these springs are to be found. Their chief component part is proto-carbonate of iron in varying quantity.

NORWAY.

Rev. E. Askman of Slingsaas died at the age of 81 years.

So far the winter has been unusually mild, and hardly any snow has fallen.

A new theater will possibly be built in Christiania, as a stock company has been organized for the purpose.

A grand Norwegian singing festival will be held in Christiania in 1896.

The export of Norwegian butterine to foreign countries is largely on the increase.

The herring fisheries have been so