

**\$10,000,000 FOR
NEW FREIGHT CARS**

Union Pacific System Will
Build Them All With Lumber
From Northwest Mills.

The Union Pacific system will expend immediately nearly \$10,000,000 for increased freight car equipment, according to announcement yesterday through the local offices. This is among the first announcements of railway expenditures that is of importance to the Pacific northwest.

The contracts which require the expenditure of the money call for the building of 4500 new freight cars for delivery the first six months of this year. The contracts require the use of lumber from this territory to enter into the construction of the cars. Several million feet of fir lumber will be used in building the cars. The railway officials have specified that the car builders who will erect them in the east obtain this lumber from mills on the Union Pacific line in this section.

Of the 4500 cars, 2000 will be double-sheathed 40-foot, 50-ton box cars; 1500 will be special double-sheathed 40-foot, 50-ton automobile cars for general service, including movement of grain in bulk, and 1000 are to be steel 50-foot, 50-ton automobile cars suitable also for general freight service.

The building of the special cars for the carrying of bulk grain will be of great benefit to the grain shippers of this section. These cars will be tight and moisture proof. It is planned to keep them in service for shuttle service back and forth from grain-loading stations to railroad terminal and shipping points at the time of year when grain is moving in its greatest bulk.

Use for Surplus Water Supply.

Having a water supply far exceeding the requirement of its present population, the authorities of the small town of Port Alberni, B. C., decided to utilize this surplus for generating electricity for lighting purposes. The source of the water supply is a creek seven miles distant, with a head of 610 feet, and allowing for friction and all losses in transmission, there was an effective head at the power house of 353 feet, which at ordinary rates of efficiency made available a force of 120 horse power, being all that was required to generate enough current for lighting the town for some time to come.—Popular Mechanics Magazine.

**Stories of
Great Scouts**

By Elmo
Scott
Watson

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**EDGAR S. PAXSON, THE SCOUT
WHO WAS A PAINTER**

Col. Edgar S. Paxson was a scout who became a painter. He worked for 20 years on one painting before it was completed, and when the old scout's masterpiece was done, it was declared to be the most accurate picture of Custer's last battle ever painted. It made Paxson famous.

Paxson was a New Yorker who went to Montana in the early seventies. He became a cowpuncher, a hunter and trapper. When Chief Joseph led his Nez Perce warriors on their 1000-mile dash for freedom in 1877, Paxson enlisted as a scout with the United States troops and served with them until Chief Joseph was cornered in the Bear Paw mountains and surrendered to General Miles.

After the Nez Perce war was over, Paxson returned to Deer Lodge, Mont., and opened a studio. He had always wanted to paint pictures and he took for his subjects the things he knew best—cowboys, Indians, hunters and trappers. Then he conceived the idea of a painting of the greatest Indian battle in American history—Custer's last fight with the Sioux and Cheyennes on the Little Big Horn.

For years Paxson gathered information about the battle. He went over the battlefield again and again until he was familiar with every foot of it; he talked with Indians who had fought against Custer, and he sought officers and men who had served with Reno and Benteen to get their stories of the fight. He learned everything he could of the position of every man in the Seventh cavalry on that fateful day in June 1876.

Paxson was engaged seven years in the actual painting of the picture. His work was interrupted during this time by his service in Cuba during the Spanish-American war and in the Philippines. After the war was over he returned to his work and the picture was completed.

In this painting Paxson showed the figures of more than 200 soldiers, Indians and scouts. It contained the portraits of 36 members of Custer's command painted from photographs. Every detail of the battle was shown historically accurate, so far as it is possible to know how Custer and his men perished. The painting has been on exhibition in the largest cities of the United States and it now hangs in the library of the Montana State university at Missoula. It is valued at \$25,000.

In 1878 Paxson laid down the scout's rifle to take up the painter's brush. Forty-one years later he laid down the brush. Colonel Paxson died in Missoula, November 9, 1919.

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