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Tuesday, March 7, 1893.

SENATOR MANTLE.

At noon on Saturday, March 4th within the hour of the expiration of Senator Sander's senatorial term, Governor Rickards filled the existing vacancy by the appointment of Lee Mantle of Butte. The probability of Mr. Mantle's appointment had been so long and so freely forecast that the executive act caused no surprise, and was generally accepted as the realization of a foregone conclusion. While there were other prominent republicans who were "talked of" in connection with the appointment, there probably never was a time since it became a possibility that the governor would be called upon to appoint, that he seriously considered any other person than Mr. Mantle. And there is no good reason to doubt the wisdom of Governor Rickard's choice. In this section of the state Mr. Mantle is so little known that his political stature can be but imperfectly estimated but in the western part of the state and particularly in populous Silver Bow county he is a giant and weilds a power that has been very helpful to the republican party, and particularly was this true of the last election. While, in this connection it may be assumed that Gov. Rickards found in the power of appointment vested in him, the ability to discharge a political debt, a condition which we believe was wholly foreign to the case—it can readily be surmised that the governor found both inclination and duty running in harmony when the opportunity presented itself to crown the political ambition of so worthy and helpful a republican as Mr. Mantle has always proven himself to be, and we believe that barring the temporary heart burnings of the disappointed aspirants and their friends, the elevation of Mr. Mantle will be received with universal approbation in the party. Personally the new senator looks the brilliancy and aggressiveness of his predecessor, Col. Sanders. He is retiring almost to the degree of bashfulness in his demeanor but on occasion has a ready and fluent tongue, and a gift of oratory that when once at home in his new surroundings will often find a vent, and command the respectful attention of even so dignified a body as the United States senate. Should his physical condition, which is not rugged, stand the strain, the people of Montana may rest assured that they will be ably, intelligently and vigilantly represented by Senator Mantle. For the benefit of those who are uninformed, we append the following brief biographical sketch of the new senator:

Lee Mantle was born in Birmingham, Eng., December 13, 1854. His father came to the United States in 1863 and settled in Utah. He was early accustomed to work and in 1880 drove an ox team for B. F. White, who was late governor of Montana. In 1872 he learned telegraphy at Malad City, Idaho, and was for several years in the employ of the Western Union telegraph company. He was during these years located at Pleasant Valley, where he became owner of the old stage station. He remained there until 1877 as agent for Gilmer & Salisbury, at the same time acting as postmaster and telegraph operator. Upon the advice of several Montana men, whom he met here, he removed to Butte, where he became the agent of Wells, Fargo & Co. and of Colonel Broadwater's Diamon R fast freight line.

When the city of Butte was incorporated in 1880 he was a member of the first city council. In 1881 he organized the Inter Mountain Publishing company and became manager of the concern.

Mr. Mantle has always been an active republican, and was speaker of the last house of representatives under the territorial government. In 1884 Mr. Mantle was a delegate to the national republican convention at Chicago.

Last April he was elected mayor of Butte by the largest majority ever received by any candidate for that office.

He is a member of the Elks, the Knights of Pythias and the Odd Fellows. He is deeply interested in turf matters, and is vice president of the West Sibe Racing association.

RAILROAD JOTTINGS.

J. W. Thatcher, a veteran engineer of the Kansas City, Fort Scott and Memphis, has been appointed trainmaster of the Kansas City division.

The next step in the way of advancement the Union Pacific will make will be the extension of the Red River branch 10 miles along that river. The work will be commenced next spring.

It has been stated by President McLeod of the Boston and Maine that it is the purpose of the company to build a passenger station in Boston that will be large enough to fill all requirements.

The new engines which the Big Four is receiving from the Richmond locomotive works are performing very satisfactorily, hauling from five to seven more cars than the mogul engines. The engine without tank weighs 65 tons.

THE AGE OF ALUMINIUM

The World Shall Shine with New Luster.

TWENTIETH CENTURY PROPHECY.

Professor Ridpath Foresees Great Things. Secretary Noble on the Development of the West—Secretary Foster and H. Walter Webb on Railway Speed—Shall We Have a New White House?

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Among the greatest changes which the fifth Columbian year will discover will be the substitution of aluminium for iron and of sound for sight in the work of learning. These things civilization demands and will find in the Twentieth century. Both of these substitutions imply a striking change in the relations of man to the laws of his environment.

The progress of the human race has been marked and recorded at every stage by the use of materials found in the earth. The present civilization of the world is founded on iron. For nearly 3,000 years iron has been the most important material substance in the arts of life. We live in an age of iron. The whole present fabric is builded almost exclusively on this course, strong metal. The age of iron marks the first emergence of mankind into the conscious state. Before the epoch of national consciousness there had been two ages of stone. Barbarism has always had stone for its substance and symbol. In the intermediate stages of man life the race advanced to copper and then to bronze. There was a brief copper age and then a longer age of bronze. Finally came the age of iron. It has been the age of battle and power and conquest. Civilization has caught her hue and quality from that material substance to which she has owed her preservation.

We are not to suppose that the age of iron will last forever. Nothing lasts forever. All things obey the law of evolution and transformation. Just as stone and bronze have given place to iron, so shall iron give place to aluminium. The people will not call it aluminium or alumnum, but alum—for short. There will be an age of alum surpassing all the previous ages of man's development. The age of power and conquest shall yield to an age of glory and enlightenment, and of that age aluminium will be the shining symbol. That beautiful, universal and everlasting metal, constituting as it does so large a part of the earth's surface and body, will bear up the whole stupendous fabric of knowledge and progress which shall rise around our descendants in the closing decade of the Twentieth century.

The world shall shine with the new luster of its principal metal. All things shall became whiter than silver. All the exterior aspects of life shall be burnished to brightness. The houses and cities of men, built of aluminium, shall flash in the rising sun with surpassing brilliancy. All spires and walls, all gateways and porches, all bridges and temples, all moving enginery and faroff battlements shall blaze with a splendor befitting the new dawn of the ages to come.

The second great change from the fourth to the fifth Columbian year will be the substitution of sound for sight. It will be the restoration of the human ear to its rightful office as the organ of enlightenment and learning. The sound wave is to be substituted for the light wave as the vehicle of all our best information and intercourse. The ear is to take the place of the eye for the interest and instruction of mankind. A most unnatural thing has happened in human development. The life of all ages has been instructed by sound.

All mothers, from the mother bird to the mother woman, teach their offspring by sound, by utterance. But instead of continuing this natural process of instruction to the complete development of the mind an abnormal method has been substituted. The youth at a certain age is led into a world of science and there dismissed to acquire if he can the painful use of meaningless hieroglyphics. There he must study with the eye, learning the sense of crooked marks which can at most signify no more than words. Alas, how much of energy and life and thought have been wasted in the instruction of the mind by characters and symbols. How the eyes of mankind have been dimmed and eclipsed and the faculties overheated by this unnatural process of learning.

Man begins his acquirement of knowledge with words, and he ends with words. But an unnatural civilization has taught him to walk the greater part of his intellectual journey by means of arbitrary systems of writing and printing. The fifth Columbian year will see him untaught—a hard thing withal—and retaught on nature's plan of utterance. Nature teaches by sound only. Artificiality writes a scrawl. Nature's book is a book of words. Man's book is still a book of signs and symbols. Nature's book utters itself to the ear, and man's book blinds the eyes and overheats the imagination. Nature's method is to teach by the ear and to save the sight for the discovery of place and beauty.

The fifth centennial of our discoverer will bring us the sound book in some form, and with that the intellectual equipoise of mankind will begin to be restored. The use of the eye for the offices of learning in place of the stronger ear has destroyed the equilibrium of the human mind. That equilibrium must be restored. The mental diseases and unrest of our race are largely attributable to the overexcitement of the faculties through ages of seeing.

The age of hearing is to come with the Twentieth century. That age will restore the balance. Memory, almost obliterated, will come again. The perceptions will cool. The imagination will become calm, and the eye itself will recover from the injuries of overstrain and regain its power and luster. Man will see once more as the eagle sees and will know Shakespeare by heart. He will remember all knowledge and will see again, as of old, from Sicily to Carthage!

JOHN CLARK RIDPATH.

Secretary Noble on the Development of the West.

[From Our Washington Correspondent.]

Said Secretary Noble, of the interior department: "The most stupendous changes in the United States during the next 100 years are to come in the far west. A century hence the world will see in the plains and mountain region of North America an empire such as the ancients never even dreamed of. All through that region, much of which is now arid and not populated, will be a population as dense as the Aztecs ever had in their palmiest days in Mexico and Central America. Irrigation is the magic wand which is to bring about these great changes.

"Last summer I traveled much in the far west, and the effects of irrigation are indeed wonderful. Here runs a ditch skirted by a hedge. On one side as the desert, a barren plain, only sagebrush and cactus growing out of its parched soil; on the other side waving fields of alfalfa, grain, vegetables and other crops, rich and luxuriant. The alfalfa produces three crops in a year and is splendid food for sheep and cattle. It needs no prophetic eye to see this region all subjected to irrigation and one of the greatest agricultural countries in the world. With agriculture and mining manufacturing will follow. The market will constantly move nearer instead of getting farther away.

"Vast sections of our country, now inhabited only by coyotes and roaming redskins, will become the seat of the empire of a hundred years hence. I have no fear that America will grow too big. This republic is not going to get so large that it will fall to pieces of its own weight, nor will the people, widely separated by distance, suffer from lack of heterogeneousness or common sympathy.

"One of the most wonderful things at this day to me in the far west is the likeness of the people there to the people of the Atlantic seaboard. They are with us in thought, speech, in feeling, in aspirations, in patriotism. Indeed they have more patriotism than we seem to have farther east. The nearer one gets to the Canadian border the warmer appears the love of the United States, the more eager our citizens to float the stars and stripes. Up in Montana near the British line I found American citizens who kept their flags flying day and night, so anxious were they to advertise their country and their loyalty to it.

"Notwithstanding the vastness of our area and the immense distances between our far eastern and our far western possessions, every truly national thought appears to be known in one place as quickly as in the other. What some one has happily called thought waves go over this country with astonishing rapidity. The habits of the people are substantially the same—the forms of speech, the idioms, even the slang. We are indeed one.

"If this is true now with our present methods of communication, how much truer will it be 100 years hence, when to the mail and the telegraph, the railway and the stagecoach, are added postal telegraphy, electric railways, long distance and short distance telephoning as cheap and common as post routes, and heaven only knows what inventions besides for facilitating and cheapening communication and transportation? Go into the patent office, which is a part of this great bureau, and see what we have done in 100 years. With that before him no man dare set a limit as to what may be done in the next 100 years.

"As our country grows in both area and population the means of communication will become more and more perfect, and Lower California and faraway Alaska will be as near to Massachusetts, New York and Ohio in thought and sympathy as people of adjoining states or communities are to each other. But for these means of quick, cheap and easy communication, preserving heterogeneousness among the people and maintaining sympathy and understanding between them, the future of this great republic would not be as bright as it is.

"A hundred years hence these United States will be an empire such as the world never before saw, and such as will exist no where else upon the globe. In my opinion, the richest part of it, and a section fully as populous as the east, will be in the region beyond the Mississippi."

Vice President Webb on Railway Development.

It is not easy to make any positive predictions about the increase in railway speed, or at least to put a limit upon the possibility of swift travel in the next century, yet it is safe to make some approximate suggestions based upon judgments that come from the experience of today.

A few years ago an express speed of thirty-five miles an hour was regarded as fast travel. Today there are a number of trains which make regular runs of between forty and fifty miles an hour, and there is one train running from New York to Buffalo on the New York Central, a distance of 444 miles, at an average speed of about fifty-three miles an hour. This same train has made the run once at an average of less than a mile a minute, and it frequently attains a speed of as much as seventy or seventy-five miles an hour.

This experience, which is comparatively recent, has convinced me that we are still much under the limit of what may be expected by travelers in the Twentieth century. I expect to see even before the Twentieth century trains running regularly at an average of sixty miles an hour, and I have no doubt at all that early in the next century there will be a number of trains on some of the greater roads whose schedule time will call for as much as 100 miles an hour. I have no doubt that a traveler early in the next century will be able to get his breakfast in New York and his evening dinner in Chicago.

We have already learned how to construct locomotives which are capable of making ninety miles and more an hour, and we have learned how best to utilize their enormous powers. Given the perfect locomotive—and we have very nearly secured the perfect machine of this sort—we need only two or three other conditions. There must be a perfectly constructed track and roadbed. It must have inappreciable grades and very slight curves. It must be so made as to be elastic and yet withstand easily the strain caused by high speed. Then we must have a perfect signal system. That I am sure will be developed.

The block system of today is sufficiently thorough to make the high rates of speed attained by trains on my own road, for instance, possible. There should be no grade crossings—these eat up time dreadfully sometimes—and passenger cars must be light, but very strong, and the number of them limited to a high speed train. We need the best coal and of course highly trained employees. With these conditions—and they are sure to be obtained early in the next century—I feel safe in saying that regularly scheduled daily trains running 100 miles an hour will be advertised by many of the railway companies.

The question of safety and of popularity will be no more considered than are the same questions when a person enters an ordinary express train of the present time. With the conditions that I have described above, a train running 100 miles an hour is just as safe as one running forty. In either case if an accident happens it is likely to prove disastrous. The tendency of the time is toward rapid travel, and it has already been discovered that these fastest trains are not an experiment, but are put on the roads in response to a public demand.

H. WALTER WEBB.

Secretary Charles Foster on the Uses of Electricity.

[From Our Washington Correspondent.]

Secretary Foster, of the treasury department, looks to see the people of the United States traveling at the rate of a hundred miles an hour a hundred years hence by means of electrical railways. "While traveling in the west a few months ago," said the secretary, "I read in a newspaper the advertisement of the company which has projected an electric railway from Chicago to St. Louis. As I understand it, they are going about it in a businesslike way, inviting contracts for construction, having passed through the experimental stage and reached the plane of reality and commercial certainty. Their expectation is to make the journey from Chicago to St. Louis in two hours and a half, or at the rate of a hundred miles an hour.

"It occurred to me then that these men must know what they are about, and that if a hundred miles an hour can be realized with safety and economy in this century it is not too much to say that 50 per cent. greater speed, or possibly 100 per cent., will be reached a hundred years hence. Still, to be conservative and within the limits of the probable, I will estimate that in the year 1992 it will be a common thing to travel from New York to Chicago in seven or eight hours.

"I remember also reading a short time ago in one of Walter Wellman's letters that Thomas A. Edison, the greatest genius of this century, says electricity is terrestrial magnetism, and that the universe is full of it. According to Edison, the present system of producing electricity by friction is very expensive compared with what may be done by simpler processes. Edison believes electricity may be pumped out of the earth, or the sea, or the air, just as water is pumped out of a stream, the only thing necessary being to find the form of pump that will do the trick.

"This, I understand, Edison is now looking for and experimenting on, and if we may estimate his future accomplishment by what he has already done he will succeed in finding the pump that will extract electricity or terrestrial magnetism, or whatever it is, from the earth at a cost so low as to make electricity the universal power. Imagine the revolution that will come in all civilization if Edison or some one else succeeds in doing this. Given electricity at one-tenth the present cost, and electrical power will become universal. Steam and all other sorts of power will be displaced, and with invention stimulated, as it will be, by the extraordinary cheapness of the new power, what may we not expect in the way of rapid transit, household conveniences, electrical carriages to take the place of horses, elevators in business and private houses, and all sorts of machinery?

"If this theory of Edison proves to be correct, and the electrical experts are not mistaken in their plans for rapid travel, the next hundred years will develop changes more stupendous than have been shown by the last hundred, in which pretty nearly every useful thing there is in the world has been invented. I cannot rid myself of the belief that we are on the eve of an industrial revolution as a result of electrical research and experiment, and I take much comfort from the reflection that the people of the United States are likely to be the first to feel the good effect of the new dispensation—are, in fact, as is their wont, to lead the nations on to a more perfect and perhaps as yet undreamed of civilization."

Elijah W. Halford on the White House of the Future.

[From Our Washington Correspondent.]

"In the executive mansion of a hundred years hence," said President Harrison's private secretary, Elijah W. Halford, "I think I can see the present building as the central part. There is no doubt that this building will soon have to be enlarged. There is not room enough in it for the family and the office of the president and for the social entertainments or public levees which tradition requires the president to give. But I do not think the people will ever consent to the destruction of this house. Too many memories cling about it, too many of the great men and great events of the country's history have been associated with it.

"Since I have been here I have often wondered at the skill with which our forefathers built this mansion. A hundred years have passed since its foundations were started—the cornerstone of the White House was laid a century ago the 14th day of October—and it is a good, serviceable and comfortable house still. Its only deficiency is in the matter of room. It is stately, elegant, impressive. In its enlargement I think some such plan as that suggested by the late Mrs. Harrison will be followed—preservation of the present structure and throwing out of wings on either side. That would give room for the living apartments of the president's family, for the public offices and for the ceremonial or social functions which must take place in the president's house.

"The White House of the future will, therefore, in my opinion, be simply the White House of the present enlarged. I do not believe it will ever be found desirable to separate the president's residence from his office. My four years' experience here has convinced me, moreover, that in the future the private secretary to the president and his family should also be provided with living apartments in the executive mansion. The president of the United States finds it necessary to work nearly all the time, and when he works he wants his private secretary close at hand. This means the night as well as the day.

"Probably more than half the evenings of the last four years I have spent in my office, busy either with my own work or standing ready to assist the president. To do this I have had to leave my own home night after night, often at much inconvenience. The private secretary should have his home in a part of the executive mansion set apart for his use, and this necessity should be recognized in the enlargement of the house and should be made a part of the law under which the mansion is recreated.

"A hundred years hence I think the president of the United States will have much less work upon his hands than he has now, though the country will be three times as great and the government correspondingly larger, for long before that time presidents will cease to give personal consideration to a myriad of matters which now consume their time and their energies. The president of the future will not, in my opinion, pay any attention to minor appointments.

"Every government post, aside from cabinet ministers, foreign ministers and a few bureau officers and perhaps a score or so of the most important administrative offices, will be filled by heads of departments without so much as consultation with the president. Under the present system four-fifths of the president's time is taken with these minor appointments. He is perplexed, annoyed, worn out by them. His energies are so sapped that it is only by tremendous sacrifice of comfort and strength that he is able to give thought and study to the important and serious matters of state demanding his attention.

"Mr. Blaine said to me a year or two ago that he believed the day was soon coming when a president would not permit himself to be bothered about postmasters and collectors and consuls any more than a railway president would spend his time hiring brakemen and track repairers. My observation in the White House has been that some such change in administrative methods is not only desirable, but absolutely necessary in the near future."

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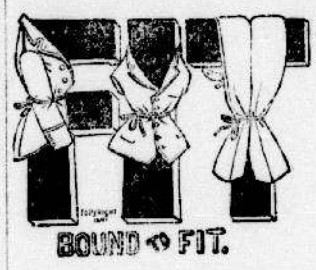

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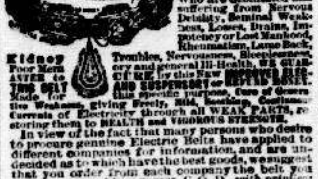

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