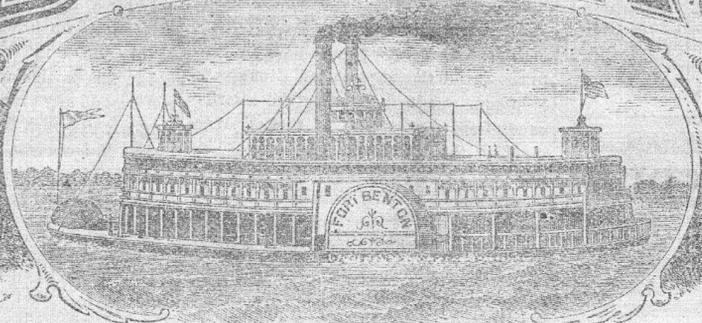


# FORT BENTON RECORD



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## THE BENTON RECORD, Fort Benton, M. T.,

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2 "	4 00	5 00	6 50	8 00	14 00	20 00	30 00
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4 "	7 00	8 00	10 00	12 00	21 00	36 00	52 00
5 "	8 00	10 00	12 00	14 00	24 00	40 00	64 00
6 "	9 00	12 00	14 00	16 00	26 00	50 00	80 00
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### RETRACTION.

Since the publication in a recent issue of the RECORD of some remarks not particularly complimentary to our Territorial Delegates, a few facts have been brought to our knowledge, of which we were not aware at the time of writing the article. We are informed that Hon. Martin Maginnis did make an effort to procure an appropriation for the improvement of the Upper Missouri, that he "beseeched the committee and the engineer's office in speeches and letters, and remained in Washington nearly two months after Congress adjourned, to get the matter in shape for next session."

If we desired to do Major Maginnis an injustice, we might here endeavor to show that his efforts were purposely delayed until near or after the adjournment of Congress, or rather that they were then made for the purpose of obtaining credit without deserving it. Fortunately, however, we are no slave to political prejudice, and no tool of wealthy corporations and would-be monopolists. We have no interests to serve beyond the general welfare and prosperity of our constituents, the humblest of whom have the same claims upon us as the wealthiest firms in this community. We have therefore no object in doing Major Maginnis an injury, and if the facts are as stated by our informant, we are free and willing to confess that our remarks were unjust and should not have been made. We claim, however, that our ignorance was excusable on the ground that the Major's efforts on behalf of the freighting interests of this county were never

made public, and we believe at the time the article in question was written; but one person this side of Helena was acquainted with the facts above given, and that one had no knowledge of the article until it appeared in print.

Our attention has also been directed to the facts that when Major Maginnis went to Congress, "Choteau County was blotted from the map of the Territory and converted into an Indian reservation; that he found the authorities, both of the War and Interior Departments, determined to wipe Benton out entirely, and for a long time the only modification of the reservation which they would consent to was to remove the line up to the foot of the falls; and that if Benton and Choteau is to-day a prosperous part of Montana, it is due to the efforts of Hon. Martin Maginnis against a decided opposition." But of all this we had a full knowledge and we believe a just appreciation. But we have yet to learn that the faithful performance of one duty or set of duties, by a public officer, can excuse the neglect or abuse of another. When the people of this County gave to Hon. Martin Maginnis their unanimous vote, they had a right to expect that he would use his very best efforts in their behalf during his entire term in Congress, but the fact that he has partly fulfilled this duty, does not relieve him from further obligations to the people, nor entitle him to treat with indifference whatever future demands may be made upon him.

The immediate growth and prosperity of Choteau County now almost entirely depends upon the improvement of the Upper Missouri, and if Major Maginnis can and will procure an appropriation for the work, he will do the County even a greater service than when he rescued it from the Indian Ring; and an earnest effort in this direction, whether successful or not, would entitle him to a re-election in 1876.

### CARROLL ROUTE.

Helena merchants are offering a bonus of from three to five dollars per ton to freighters, over and above the freight rates, in order to secure the arrival of their goods in time for this year's market. What does this mean? Are the business men of Helena afraid to trust the Carroll route, after all the boasts that institution has made

about late freight? Why, it is only a short time since that a "Herald" correspondent prophesied that all the Benton late freight would come by way of Carroll, because that road was so much safer and better. The present Carroll rate is ten dollars per ton more than the Benton rate, and yet an additional five dollars per ton is to be added. Of course, if Helena merchants prefer to pay fifteen dollars extra to have their goods come by way of Carroll because the proprietors of the Carroll route happen to reside at the Capitol, they have a perfect right to do so; but if the prices of such goods should be unusually high during the coming winter, it will not be difficult to surmise the cause. Benton rate, 3 3/4 cents; Carroll rate, 4 1/2 cents plus the bonus given to the freighters on the reliable route. Our forwarding merchants would like to take advantage of this offer if circumstances permitted it, merely to gain show the supremacy of this route, and the advantages of shipping via Benton.

In this connection we desire to ask, what right has the Carroll enterprise to the sympathy and support of the people of Montana? Has it reduced freight rates? No. Has it brought goods to the Territory in less time and in better condition than they have been delivered by the Benton route? By no means. Can it deliver later freight than the Benton route? Decidedly not. Has it not obtained special rates from the N. P. without allowing its patrons any benefit therefrom? In fact, has it not failed to perform one and all of the many promises made for it by its proprietors and its hired newspaper advocates? It has without a doubt. If the Diamond R Line and Coulson steamers were the only rivals to the U. P. Railroad, then indeed would it be the duty of Montana merchants to sustain the Carroll route; but, as the rival of Benton, it has no just claims for support. If Benton forwarders can now give lower rates than are allowed on the Carroll route, certainly they could do still better if they had the advantage of a special arrangement with the N. P. Railroad; and if the Coulson and all other upper river steamers were to ply between Benton and Bismarck, the Diamond R and our own freighters run between Benton and Helena, our merchants would soon have a route that even a railroad could hardly compete with.

### "OUR RIVER."

The Bozeman "Times" still believes in the Yellowstone river. In a recent article it says:

"Capt. Grant Marsh, in a letter to Mr. Alderson, proposes not only to build a steamer adapted to that river, but expresses such confidence in its navigability, that he desires to obtain one-half interest in the undertaking upon the basis of a personal investment to that extent."

This would be a safe investment for the Capt. or any other man. Of course when completed the steamer will run to Benton. Capt. Marsh, in a late letter to one of our merchants, says: "The Yellowstone is a good river to freight government stores on, by the day; but as an individual enterprise it is not to be considered—it would break Commodore Vanderbilt."

The "Times" further remarks; "Capt. Marsh guarantees landing of freight at Pompey's Pillar anyway and without much doubt at Clark's Fork, and it may be at the Old Agency. He asserts positively that the river is a better one than the Missouri, and that a small amount of improvement will render it the highway to Montana."

"Without much doubt and may be" are poor arguments to show that it is possible, especially when the log of the steamer Josephine, itself, states differently. And then Capt. Marsh told us positively that he would as soon run up the Missouri to Benton as any other river he knew of, and that he intended to build a steamer to transport late freight to this point. It is probably this craft to which the "Times" has reference. Again the Bozeman journal says:

Gen. Forsyth expresses the opinion that the head of navigation will be found at the mouth of the Big Horn. We can but cling to the conclusions of Capt. Marsh as more nearly correct—his greater experience in such matters renders his verdict unquestionable. Gen. Forsyth states that the channel is unchanging, for it passes over a gravel bed, from its head to its mouth, and there are no snags."

And we also cling to the conclusions of Capt. Marsh as being sounder and more correct than Gen. Forsyth's. The log of the Josephine expresses the opinions of her captain, and the log distinctly and repeatedly states that "the channel changes with different stages of water." Very likely that log requires changing, but is rather late now for Capt. Marsh to rectify the errors into which Gen. Forsyth has fallen, and it would be impoli-

tic to do it by starting new mistakes of which the public may be cognizant. However, we hope the Bozeman people will subscribe liberally towards the steamer enterprise, for, as we have said, it is a safe investment, and we need the boats on this river.

### WHERE ARE THE SOLDIERS?

As the Secretary of War is at present in this military district, we presume that it is by his orders that Gen. Gibbon proceeds to the Musselshell country. The force at his command on this expedition amounts to about two hundred men drawn from the garrisons in the Territory, besides the force already along the Carroll route. There are at present ten companies of infantry and six of Cavalry on duty in Montana. Where are they all stationed? Beside the large escort with the distinguished visitors now in the Territory, all or nearly all of Montana's insufficient complement of troops are guarding the interests of Messrs Maclay & Co., along the Carroll route. The cry was raised a short time since of "where's our cavalry?" And the important fact was discovered that one company of cavalry was stationed on the Teton, ostensibly to prevent illicit trade, but their presence there was really our sole protection from a Sioux massacre. We are presumed to have one company of soldiers stationed here for the protection of settlers, whereas not more than ten men could be mustered for immediate service if occasion required. If any portion of Montana has reason to demand more troops, we think that it is that of the North. Endangered on all sides, the very first to suffer from Sioux depredations this year, we are left to protect ourselves at the very time when news of murder and rapine reaches us from every quarter. If in self-defense we use the rights of the military, we render ourselves liable to chains and imprisonment, while if we are willing that the government should alone do the fighting, we are treated with indifference, our demands for more troops and proper distribution are unheeded, and in fact all our efforts to make this country habitable are defeated by the enemies of Benton's prosperity. The few soldiers now in Montana were sent here for the protection of settlers, and not to be stationed upon a useless route to serve a few greedy capitalists.