

The Black List.

The New York Sun some time since published a list of ninety-six names of persons who were in some way mixed up with the counting of the electoral votes in the State of South Carolina, Florida and Louisiana, and who now hold official positions. The aggregate of salaries paid to them is \$256,115 a year. Some of these persons, however, cannot possibly be suspected of having performed any service with a view to reward. Secretary Evarts, for instance, who is included because he was republican counsel before the electoral commission, would hardly consider his \$8,000 office as a bribe, since its acceptance compelled him to give up a law practice worth \$50,000 a year. Leaving out Mr. Seward's name, and one or two others, the black list is quite long enough. It includes almost every person known as contributing to the results as declared, many of whom are so insignificant that the public never became familiar with their names. The list, however, does not include the notorious name of Mrs. Jenks, for which omission the thanks of the American people are due. Her husband gets only a trifling salary of \$1,000 a year as mint clerk.

Clerical Aid.

A pamphlet recently issued from the government printing office at Washington has the following extended title: "Letter of the Commissioner of the general land office to the secretary of the interior relative to the condition of the work in the general land office and the necessity of clerical assistance." After perusing its eight pages of literary frigidity the reader ascertains that Land Commissioner Williamson wants authority to hire more clerks. Instead of stepping across the block and telling Secretary Schurz so, he causes a formal pamphlet to be written to this effect. It is addressed to that gentleman; is printed at considerable expense and copies are circulated by mail throughout the United States and many may have possibly been sent to Europe. Where clerical assistance was procured to perform all this ridiculous and unnecessary labor is a problem, but this is the way that printing bills are run to such colossal figures. It is to be hoped that a copy or two of the publication succeed in reaching Mr. Schurz.

A Chance for Hayes.

The Ohio friends of the president are congratulating him on the opportunity a conflict between the executive and congress will afford him to recover his standing in the party. The Cincinnati Times says:

The battle between the president and the house will soon open. The points the democrats made against the appropriation bills in the last congress will be renewed in the next. If the president holds to the general opinion of the republican party as to the importance and vital need of the election laws, he will make a stand against the democrats with the whole republican party at his back. The party cannot afford to do less than stand by him, giving cordial and earnest support.

It is certainly true that under the aggressive lead of congress the divisions in the republican party are fast disappearing. There is less talk about stalwarts, and more stalwarts than there was a year ago. If the democrats now give the president a chance to fight the battle of the party by tacking upon appropriation bills a clause repealing the test oath and election laws, he will pass as a pretty good stalwart himself.

The Columbia River and the Harbor of Refuge.

Daily Oregonian, March 28, 1879.

At a recent meeting of the Astoria Chamber of Commerce that body adopted a resolution declaring the mouth of the Columbia river a suitable place for the construction of the harbor of refuge, and directed that the view thus expressed be laid before the board of engineers having in charge the selection of a proper locality. There are many arguments that might be urged in support of this suggestion.

1. The Columbia river is and will remain the principle channel of commerce between San Francisco and Puget-sound, and the engineers say it is not a natural harbor against southerly storms.

2. A stone wall or dyke can be built from point Adams to Clatsop spit for less money than a wall can be built at any point south of there, except perhaps at Foulweather.

3. The contracted channel would so deepen itself as to afford safe entrance at low tide and in all weather for all classes of vessels.

4. The harbor inside is of sufficient depth, extent and security for all the shipping of the Pacific ocean.

5. Such a wall would protect Fort Stevens, which has been yielding to encroachments from the sea and must be kept up at much expense from the government.

6. Of 34 storms reported by the signal bureau, 24 started on the coast of Oregon and Washington, and only eleven on the California coast. Therefore the Columbia river would not be out of the way for the harbor proposed.

7. All vessels from San Francisco for Shoalwater bay, Puget-sound and Alaska pass near the mouth of the Columbia river.

8. All vessels coming to the Columbia from the sea for trade come direct to the mouth of the river; and they vastly exceed in number and value all the shipping together to and from all ports between the Columbia and San Francisco.

9. With the exception of perhaps one place, the improvement of any port south would constitute only a harbor of refuge. Those points generally are not accessible by land. Were the improvement made at the mouth of the Columbia river it would otherwise facilitate and be auxiliary to a commerce only second to that of San Francisco. It would deepen and strengthen the channel, render it smoother in heavy weather, lessen the need of towage and diminish the danger of ships getting aground by missing their course.

10. From the first the improvement would be of benefit to commerce. The first year's work would produce important results. If undertaken elsewhere the immediate results would not be apparent, and unless steadily continued would amount to nothing at all. And congress may not readily be induced to continue the work if it cost millions and requires from ten to twenty years.

It will be seen from these statements, which are given merely in outline, and might be elaborated at length, that the recommendation made by the Astoria Chamber of Commerce has some very substantial argument behind it. The Columbia river is and always will remain the channel of the greater part of the commerce of Oregon, as well as of a large share of that of Washington territory; and if the proposed improvement were made at the entrance of this river, it certainly would be a great assistance to general commerce, besides affording a harbor of refuge, in accord with the plan proposed.

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