

ter of Macaroni, brought forth the exquisite morsel of horseflesh which now, after ten years, is considered cheap at \$150,000.

Of Ormonde's performances on the turf it will be sufficient to say that he began as a two-year-old, winning three great events; at three years of age he started seven times, and made as many winnings; at four he ran and won three races, and at his final appearance in 1887 he won the famous Imperial gold cup, retiring then to the stud with a credit of winnings amounting to \$145,000. At seven years of age the horse was sold to Senor Jose Bocan of Buenos Ayres for \$60,000, it being believed in England that his wind was affected; but the South American climate has completely restored the defect if any such existed, a matter on which there is much doubt since his progeny in the old country have shown nothing but the most phenomenal speed, soundness and endurance. The present owner of Ormonde is the young California millionaire, W. O. B. Macdonough, who paid for him, as above stated, the princely sum of \$150,000. After a brief rest from the sea-voyage the valuable animal will be taken to his owner's ranch on the Pacific coast; and though he will probably never face the starter's flag again, he is expected to win new laurels and much gold as the greatest sire, as he has already shown himself the greatest racer, the world has ever produced.

UNEXPECTED AID.

The New York Recorder's change of front on the silver question, at least its alleged change as disclosed in the Senate debate yesterday, is the cause of considerable comment and, we doubt not, apprehension in certain quarters. New York state and city are held to be the Gibraltar of the gold standard advocates, and until the change spoken of the press have been practically solid that way; but to have one of the metropolitan dailies, and it one of the greatest, change its attitude and take up the western and southern side of the financial question, is to those sections aid from a source where naught but the most unrelenting and uncompromising hostility was looked for. It may be well to defer too exultant comment on the matter until the paper in which the sensational article appears has actually come to hand.

The Empire state, has, however, done better yet, for her senior United States senator—David B. Hill—has espoused the cause of silver, somewhat vaguely as yet, it is true, and it is by no means certain that his colleague—Senator Murphy—will not do likewise. Perhaps when the vote is taken in Congress there will be still more lightning out of a clear sky.

THE CORINTH CANAL.

Very few people outside of those immediately concerned knew that an important canal was opened on Sunday week, and not many more know it yet, although it is an event of considerable importance, both as regards Mediterranean commerce and on

historical grounds. It has, however, another claim to prominence among the world's achievements, and that is the now melancholy fact that it was the conception of Ferdinand de Lesseps at a time when his schemes were applied inspirations and an ungrateful people had not belittled his calling and driven him into social exile. It is said of him that after his great achievement at Suez the count began suggesting all sorts of improvements, and, among others, was this ditch through the Corinthian isthmus. It was a French company also that began the work in 1882, although bankruptcy came and the enterprise had to be consummated finally by Greek capital. De Lesseps soon turned ambitious eyes toward Panama, and left the modest ditch at Corinth to be dug as best it might. This canal is four miles long, with an average width of 100 feet and a minimum depth of 25 feet. It has cost over \$4,400,000 to construct, not counting the capital sunk by the French company. It will be of especial advantage to commerce between the ports on the Adriatic sea and points in the Grecian archipelago and Turkey in Asia. The king of Greece officiated at the opening and there was considerable ceremony.

The New York Sun claims that there was a time when the existence of a waterway, natural or artificial, between the Corinthian and Saronic gulfs might have changed the whole history of the Peloponnesus. It would have blocked, for instance, the Dorian invasion under the Heraclidae, and would have permitted the early civilization which is depicted in the Homeric poems, and of which Dr. Schliemann has unearthed proofs at Mycenæ, to survive until historic times. At the date of the Persian invasion, the existence of such a waterway would have kept the Peloponnesians shut up in their island home, and there would have been, in all likelihood, no battles of Thermopylæ and Platæa. The occupation of such a channel by the Athenian triremes would doubtless have given Athens a decided advantage in the Peloponnesian war. So long as the Greek cities were incessantly embroiled in wars with one another, the Corinthians did not want a canal across their isthmus; they had invented something that suited their purpose much better, a species of ship railway, a smooth, solid, carefully graded road, over which, by means of rollers, their triremes were easily transported from sea to sea. But when Greece fell under Macedonian control and afterwards that of Rome, the commercial value of the canal became superior to political considerations; and even in this day of steam and other means of rapid transit some forty-eight hours will be saved by it. One can only imagine, therefore, what the saving would have been in the old, old days, when the power of confined vapor had not impressed itself upon the minds of the people.

It is a matter of speculation as to whether or not the canal will be a paying investment gauged by the modern standard of outlay and income only. But other aspects are more sure; and among the promised results of the canal is the resurrection of the long famous city of Corinth. History shows

that it has had two glorious periods separated from each other by a century of utter desolation, and followed by an epoch of decadence and obscurity through mediæval and modern times. To the earlier Corinth, which founded such powerful daughter states as Corcyra and Syracuse, we owe one of the most beautiful orders of Greek architecture, the improvements of the arts of painting and of ornamental pottery, and the fabrication of bronzes that have never been surpassed. We are advised by the report of an eyewitness that, at the time of its complete destruction by the Romans in 146 B. C., it was by far the most populous city of Greece proper. It is, in the light of so much in the way of renaissance in this age, not at all impossible that Corinth is about to enter upon its third period of prestige, splendor and thrift, albeit the means whereby this is to come are not yet manifest and are but dimly if at all foreshadowed by the new canal.

AN OLD FRIEND.

People in Utah will be interested to hear that Rev. John P. Newman has started for and by this time has probably arrived in New York after having traveled 14,000 miles in South America, visited various missions and made the complacent discovery that the largest churches and halls could not hold the people who came to hear "the good old Protestant gospel" as preached by himself. The dispatch unfortunately does not tell us the name of the opponent whose fame was sufficient to draw audiences for Dr. Newman to preach at. But it is tolerably safe to say the latter did not undertake to discuss what "the Bible does not s-e-n-t-e-n-c-e," and that he kept as far away as possible from his erstwhile pitfall, Leviticus xviii, 18.

THE BATTLE IS ON.

The special session of Congress in 1837, called by President Van Buren under circumstances and for causes closely akin to those which have resulted in the present session, had the good fortune to complete its labors and reach an adjournment in forty-four days. It passed a single act intended to relieve the strained financial situation and postponed until the regular session the consideration of broader commercial measures. Will the current session adopt a like policy with like results? There is no doubt that such is the administration's plan, and under the skillful leadership of Mr. Bourke Cockran it has scored an early victory in pursuance of it. The program as adopted at Friday's session of the House, to limit debate on the question to two weeks and then to take a vote, will undoubtedly, evoke a long breath of relief from the country at large. To have the distracting issue concluded so far as the House can do it, enhances the pleasing sensation of relief to a great extent; and if the Senate will do likewise we will soon know exactly where we are and what we have to expect.

The speeches so far have been unusually incisive and bristling, this