PUBLISHED BY

PENNIMAN, REED & CO., Proprietors. F. B. PENNIMAN, JOSIAH KING, N. P. BEED. T. P. HOUSTON. Editors and Proprietors.

OFFICE:

GAZETTE BUILDING. 84 AND 86 FIFTH AV. OFFICIAL PAPER

Of Pittsburgh, Allegheny and Forms — Daily. | Semi. Weekly. |
Due year...\$5,00 | One year.\$2.50 | Single copy. \$61.50 |
One month 75 | Six mos. 1.50 | 5 copies, sach 1.25 |
Sy the week 15 Three mos 75 |
Oromosarrier. |
Oromosarrier. |
And one to Agent.

MONDAY, AUGUST 23, 1869.

UNION REPUBLICAN TICKET STATE.

FOR GOVERNOR: JOHN W. GEARY. JUDGE OF SUPREME COURT: HENRY W. WILLIAMS.

COUNTY.

ABBOCIATE JUDGE DISTRICT COURT. ASSISTANT LAW JUDGE, COMMON PLEAS, PRED'K. H. COLLIEB. STATE SENATE THOMAS HOWARD. ASSEMBLY-MILES S. HUMPHREYS.
ALEXANDER MILLAR.
JOSEPH WALTON,
JAMES TAYLOB.
D. N. WHITE.
JOHN H. KERS.

SHERIFF HUGH S. FLEMING. TREASUBER-108. F. DENNISTON. CLEBE OF COURTS-JOSEPH BROWNE. RECORDER-THOMAS H. HUNTER. COMMISSIONER—"HAUNCEY B. BOSTWICK. BEGISTER—JUSEPH H. GRAY. CLERK ORPHANS' COUET—ALEX. HILANDS. DIRECTOR OF POOR-ABDIEL MCCLURE.

WE PRINT on the inside pages of this morning's GAZETTE-Second Page: Postry, "The Two Ways," Ephemeris, The Infant of the Period, and Other Interesting Miscellany. Third and Sixth pages: Finance and Trade, Markets, Imports, River News. Seventh page: The American Argonauts, Rough and Tumble Fight, Poisoned by Hair Die, Clippings.

PETROLEUM at Antwerp, 533f.

U. S. Bonds at Frankfort, 891.

GOLD closed in New York on Saturday at 1817@182.

THE Reading Dispatch now issues weekly as well as a daily issue. A journal so well edited merits entire success.

THEY THINK, in the District of Columbia, that the seat of the National Government cannot be changed except by an nendment to the Federal Constitution. Of course, they breathe easier.

THE remarks of Secretary FLETCHER, of Tennessee, on the question of repudiation of the new bonds of that State, have the right ring, and will prove wholesome reading to our Democratic Pendletonian friends.

THE London Times of the 18th declares that the latest Byron scandal, as detailed by an eminent American authoress, as rejoice, no matter which side may be vicentirely without foundation and a base torious, provided good feeling may preslander." Mrs. Stowe's first paper was a vail and English hospitality and generosremarkable one, but her second, in which ity may be in no wise violated, for intershe will join issue with a world of critics, | national fellowship, even in sporting matwill be even more interesting.

AT THE instance of the business men anxiously awaited. of Erie, Mr Lynn, late of the Dispatch, has investigated the manufacture of iron in:Montour county and the Lehigh Valley His report shows that Erie has "the advantage of from six to ten dollars per ton in the cost of manufacture of mill and foundry iron, to say nothing of their superior advantages for handling and shipping." Now, it remains to be seen what Erie is going to do about it.

A FRENCH journal announces the successful production of a steel of good quality from a second class iron at a single operation. The effect was produced in a reverberatory furnace, lasted about one hour and a half and was accomplished with as much facility as puddling. The process is not described, but is declared toadmit of converting from three to five tons of metal, by only one operation, into steel ingots ready for the workshop, and with an unexpected economy.

CUBAN NEWS from Cuban sources is quite flattering for the Insurgents, and betokens an early establishment of independence by the saucy Island. Unfortunately, however, Cuban news from Spanish sources each day rivets tighter the chains, and makes the revolution nigh an end from sheer exhaustion. Which to believe we know not, but it is safe to say that intelligence from either aide gets as far wide of the truth as possi-Me, in order to befog the general reader and cause him to misdirect his sympathy.

WE POINT with very decided satisfac tion to the great reduction made on the State debt since the induction of Gov. GEARY into office. But the work has not ended. In another column our readers will observe an advertisement of the State Sinking Fund Commissioners announcing that sealed bids will be received up to October 1st, 1869, for the redemption of ONE MILLION DOLLARS of the State loan yet to mature. Is this not flattering to the present administration of the affairs of the Commonwealth? Do the people want a change from the close economy and marked honesty which make conspicuous the present Adminis.

tration, to the plundering policy and reckless extravagance in all departments of the State Government which will follow the election of Mr. PACKER as Governor?

THE recent meeting of the iron trade in matter of much importance, since Pittsof an interesting character.

latter by name as a liar and a coward. If papers, we should deem it our duty to inggest, as an indispensable condition of the little man be chalked out on the expanded front of his antagonist, with the understanding that no shots hitting outside of that line should count. On that condition, the public are entirely willing that a meeting should take place—the sooner the better.

TEST, between the Oxford crew, of England, and the Harvard, of America, which takes place this week, commences to excite considerable interest, and disguise it as we may a natural anxiety has taken possession of the public as to the result. Our prejudices are with the American boys, who have crossed the ocean, with true Yankee grit, to measure oars with the acknowledged champions of the world in aquatic matters. If they prove successful their praises will be sung all over the universe, for they will have accomplished a feat worth recording; but if they are unsuccessful, and are laid out cold by the tough and bottomed Britons, they will not be disgraced in any manner. The fear may well be entertained that they will not be accorded a fair race by our cousins, as the weight of prejudice against the plucky Jonathons, who have traveled so far out of their way to beard the acquatic John Bulls in their own waters, must be great, and it would be strange should no obstacle intervene to square and manly contes The feeling in this country is manifesting itself in no generous manner, as is evidenced in the insulting caricatures of the Oxford crew which appear in our shop windows, and if our people so far forget proprieties, how can we expect more from our friends over the water, who partake of the immediate excitement of the occasion and tenaciously cling to the fortunes of their own athletes. We will ters, is a desirable consequence expected to follow the Olympian contest so

THE Toledo and Wabash Railway has been consolidated with the Michigan Southern and Lake Shore lines, the entire combination now representing an aggregate capital of about ninety millions of dollars. This checkmates the Erie proposition for a broad-gauge connection from Akron to Toledo, and leaves to that company no access to Chicago, except by building a new line of practically shut out from the main western connections, the Erie seems to have transferred its strategy to the East, directing its attention to the control of the New England business.

The Lancaster Courier states that parties who are interested in a direct Southern railway connection for Eastern and Central Ohio, met, on the 6th, at Columbus. President Jewett, of the Little Miami road, "who was authorized to act for the Pennsylvania Railroad," was present. Mr. Jewett said :

"The Pennsylvania Central Railroad has had in contemplation for some time the forming of a junction with the Southern railroads at Maysville, Ky., and had determined to build a road having its southern terminus at that city, connecting at some point with the Pan Handle road As to the line upon which the road will be located, that will be determined by circumstances. The point which would desire as a terminus will be deermined in a measure by a suit pending. If that is determined in our favor we will lesire Lancaster as the terminus. If decided against us, other interests be-sides those of the Pennsylvania Road be consulted, and the preferable point will be Newark or Columbus. In the selection of a line, length, practicability, facilities of the country to furnish local traffic and pecuniary assistance will be considered. We shall expect the communities through which the line passes to give the right of way, make the road bed and build the bridges, excepting he one across the Ohio River. The building of the Road is settled upon, and as soon as the people along a contemplaed route secure subscriptions sufficient to assure the raising of the amount necessary, we will put a corps of Engineers on the line and come to a determination.

I feel authorized to assure you."

ANTHRACITE\_THE FACTS.

The press, and especially the journals of New York and other Eastern cities, have devoted much attention of late, to the discussion of the anthracite coal question, as this has been presented to this city had no other positive result than them by the strikes among the operatives an agreement for a trifling advance in the and the high prices ruling in the markets card-rates for their product, with some for this indispensable fuel. The discusspecial concessions to the Cleveland and sion has been very minute and extended, Cincinnati dealers. The eastern trade of and would have been exhaustive, no our iron masters was not touched upon- doubt, except for one important reasonthat not one of our Eastern cotemporaburgh iron is at present competing suc- ries has exhibited anything like a decent cessfully in the New York market. An knowledge of the substantial facts upon adjourned meeting will be held at an which the merits of these questions must early day, to dispose of other questions depend. This ignorance of the true case has been glaringly manifest with such journals as the N. Y. Tribune, since THE Cincinnati press is devoted of late | it has assumed to take a leading part in to personal controversies, in which plain the discussion, and, apparently, the right speaking characterizes all the parties. of pronouncing, ex cathedra, a judgment Fortunately, it is only printer's ink upon the merits, in which a general pubwhich is shed, or is likely to be, although | lic concurrence seemed to be regarded by the wordy warfare is terrible. For ex- its writers as a matter of course. Very ample, the editor of the Enquirer, having nearly in the same degree, its been denounced as "a pestiferous little neighbors, of the Post and the Times, orangeman" by his big neighbor of the have displayed the same want of ac-Commercial, retorts by denouncing the quaintance with the facts, with an equal readiness to deliver their opinions, in everybody did not know that the quarrel | condemnation of what they have all been will end where it has begun, in the news- | pleased to denounce as the reprehensible combinations of an odious monopoly, among the coal owners and carriers of of the duello, that the exact dimensions | Pennsylvania, to impose unreasonably low rates of wages upon their miners, and to maintain extortionate prices for the main fuel-supply of the seaboard States. It is fully time that these misrepresentations should be corrected, and that all the parties to the current controversy should be placed before the public in the exact positions which they really occupy, and which have been as ignorantly as odious-THE INTERNATIONAL AQUATIC CONly mis-stated by the journalists who have written-we know not whether more absurdly or recklessly -their daily columns upon columns of bosh upon this anthracite coal question. We now propose to enlighten them, and to apprise the general public of the main facts which are essen-

tial to a correct estimate of the merits of all the parties. I. Sources of the Coal-Supply. The anthracite region lies wholly within the mined and transported to market—and New York and New England business, because those are the leading markets in importance-by seven lines of carriage, companies, conveying the products of outside operators, while others of them own coal-lands, mining as well as transporting on their own account. Two of these avenues to market are through the Schuylkill valley, two by that of the Le- depend upon their toils as common-carhigh, and three of them by different riers, while the others rely mainly upon from the Luzerne region. We their merchandising operations.

1st. The Reading Railway, from Potts. carries the traffic of every customer who offers, finding its profits in the sole business numerous side or branch roads throughout the upper Schuylkill valley, which have only a local importance and need not be enumerated here. The Reading delivers its coal on the Delaware at Richmond, a suburb of Philadelphia, whence t is shipped by water to all other ports. | rivals. 2d. The Schuyikill Navigation Company, a water communication from the same vailey. This is wholly a carrying-company: it neither owns, mines nor deals in

coal on its own account. The Reading, all rail, is in use throughout the year; the Navigation Company suspends, from necessity, all its business during the season of frost. The two companies are entirely distinct in interest, schedules, have never combined upon common rates, and, in the nature of quite three hundred miles in length. Thus things, never will attain such an agree-

3rd. The Lehigh and Susquehanna Railway. This is the old Lehigh Navigation Company, which first owned a canal from Mauch Chunk to Easton, on the Delaware, but which has since constructed an with the Delaware division of the old State Canal to Philadelphia, having a perpetual lease thereof, and by the Morris Canal, from Philipsburg, opposite Eastor, to Newark Bay. This Company has a railway from Easton, up the right bank of the Lehigh to Mauch Chunk, and thence across the dividing ridge to Wilkesbarre, on the Susquehanna. Unown coal lands, and mine and deal in coal. But its profits come really from its transportation business, its own products being but a very small proportion of its entire carriage. At Easton, it connects with the New Jersey Central Railway,

thus finding its way to tide at Communipaw. 4th. The Lehigh Valley Railway, from Easton up the left bank of the Lehigh to Mauch Chunk and over to Wilkesbarre. It is also now pushing up the old towpath of the North Branch Canal, to the other Committees, and as much as Binghamton. This is wholly a transpor- pose to shut out foreign competition by tation company, owning, mining or deal- impost duties, and to exclude domestic com-

ing in no coal on its own account, although several of its leading managers operate largely in that way.

5th. The Delaware and Hudson Canal corporations. It owns a railway from by; they now ask ten per cent. more than Wilkesbarre, by way of Scranton and Carbondale, to Honesdale, and the canal is not a common carrier of coal; the Com-Company has an all rail-route from Hones This is a very good resson for their oppodale by Lackawaxen and the Erie to New

6th. The Delaware, Lackawanna and of this road runs from Scranton to the Cen-Western Division extends from Scranton to Great Bend, thence on the Erie to also sends no coal to market but its own. 7th. The Pennsylvania Coal Company, from Pittston (above Wilkesbarre on the Susquehanna,) a railway by way of Dunmore to Hawley, there intersecting with the Delaware and Hudson Canal. Having the right to half the lockage thence to Rondout, it makes no use of the privilege, but has built a branch road from Hawley down to the mouth of the Lackawaxen, and thence by the Erie to tide at Piermont. This company also sends no coal to market but its own.. It is this corporation which the N. Y Tribuns has absurdly lent to any basis which should be obconfounded with the Pennsylvania Central Railroad in its recent articles.

To complete this list of coal-carriers from the anthracite region, we should add that the Pennsylvania Central Railroad has a coal-tonnage of about 500,000 per goes to Philadelphia. The same Company carries also about 1,500,000 tons of Philadelphia and Pittsburgh. Of course its only coal-interest is in the freights.

II. No Corporate Combinations Possible. Four of these great companies are whollimits of Pennsylvania. Its product is ly in the railway interest, one of them depends solely on water carriage, and two here we shall direct our statements to the of them own both canal and rail-lines. Three of them own no coal property whatever, and one of them has but a limited interest therein, while the other some of which are merely transportation | three look for their profits mainly to their operations in that article. It is plain that a permanent combination among all these corporations is quite out of the question,

1st. The transporting-lines have to

common carriers, their customers, the ville to Philadelphia. This is exclusively | private-operators, are too numerous and a transportation company; it owns no of special interests too diverse; to admit of coal-land, buys no coal, mines none, but any satisfactory general arrrangement. 3d. The corporations having the advantage of water-carriage, are able of transportation. This road is tapped by to cut under the all-rail lines for two-thirds of the year, and cannot in reason be ex-

pected to make any combinations. 4th. The Luzerne and Lehigh Companies, having shorter and cheaper lines to New York, than those via Philadelphia, are always able to undersell their

5th. The heavy Luzerne companies, owning their own coal, have habitually made large monthly sales at auction in New York, persisting in thus forcing the market against the remonstrances of all the operators in the Schuylkill region. This practice is for the moment suspended, but will be resumed as soon as the miners resume work.

6th. The corporations which do an exarrange their freight-tariffs independent clusively carrying business notoriously of each other, with entirely diverse recognize a sliding-scale of charges, which sometimes runs even below actual cost. This scale is arranged according to the a mutual satisfaction, in their dealings current prices of coal in the markets, with the mining class; that it is rising or falling therewith. Its operation is to depress low prices still lower, and refusing to be governed by the conto enhance still more a rising market. Its | tingencies of the current trade, object is to keep the business moving, the that the existing high rates for coal are corporations usually succeeding in not due to any mismanagement, or to any making, on the upward turns, enough to mischievous designs of the companies inaverage their earnings fairly. This con. imical to the interests of their consumers; both avenues. At Easton, it connects sideration alone is enough to forbid the that as between the corporations and the idea of a combination with the coal-dealing corporations.

So much for the mistaken notion of the public, that the high prices are due to a may take, in the effort to apply some remconspiracy of the great corporate mon-

opolies. As a matter of fact, there has never been any understanding, or combination, or opening for one for the enhancement of der its old charter, it had the right to prices between the merchandizing corporations and the private operators on the purely carrying lines. III. The Relations of the Corporations

to their Operatives -The public journals have a good deal to say about the "basis." Very few of them know what they are to have this fact understood among all talking of. The miners propose certain conditions as the basis of an agreement with their employers. The New York Tribune seems to regard this basis as siguifying that the miners demand a proportion of the profits of the business until it reaches second hands at tide-water. If seeking an outlet to Central and Western
New York. The new line has reached
Tunkhannock, beyond which its route is
not yet settled, whether up the North
Branch to Towanda and Wayerley on
Branch to Towanda and Wayerley on
the Erie road, or across the chord of the
Erie road, or across the chord of the
Tunkhannock by way of Montrose to

Tunkhannock by way of Montrose to Tunkhannock by way of Montrose to aging to the public. In effect, they pro-

Here is the only place where monopoly Pike, and which was published in comes in, -with the miners and not with the these columns a few days ago, shows that companies. Often, the miners demand a three of the worst smash ups on the Erie, Company heads the list of the Luzerne basis which they are unwilling to stand including the appalling one at Car's

"the basis" calls for. · Again, the interests of the transportathence to the Hudson at Rondout. This tion companies, as common carners, lies in having not high but remunerative pany either mines or purchases all its prices, with a demand steadily increasing coal freight. We may mention that this with the natural progress of the country. sition to any such basis.

Anthracite coal deteriorates five per cent. in marketable value, every time it Western Railway. The Eastern Division is handled,—the loss being in screenings. the imputations cast upon them, but in-Hence the coal-owning corporations make tral New Jersey road below Easton. The | their contracts early in the year with their customers, to run through the season, intending that these shall absorb the cur-Binghamton, where it strikes the Syra- rent deliveries at tide, without stocking cuse road, holding this under lease, and the coal and the loss in re-handling. Early to Owego where it connects with Ithaca in '68, they bargained, in mid-winter, and the Cayuga Lake. This company | coal being low, for their total deliveries up to December. In June of that year came a strike, wages went up, the price other cases, it is probable that many of of coal also, and the corporations lost the unexplained railway disasters harheavily. Last winter, coal was again pened through no fault of the respective low; new contracts were again made to companies, but through the criminal inrun through the year, followed by the present strike, and the companies are plunder. Hereafter, this cause must be again forced to buy at higher rates to fill their engagements. Of the three Luzerne companies, only

one, the Pennsylvania Coal Company, is now sending coal to tide-water. When this strike began, that corporation agreed with its miners to go on, at wages equiva. tained by the Lehigh and Schuylkill Miners' Associations. A fortnight since, their men became restive; they had been paid \$1,00 per ton on account, waiting for the end of the strike elsewhere to settle what the addition should be. But year, reaching it over its tributaries at they had begun to despair of any ad-Harrisburg and below, most of which dition. Whereupon, the Company agreed to give, beside the \$1,00, ten cents additional for all July coal, twenty bituminous coal over its line towards cents more for all August coal, and thirty cents more for the September product, conditioned that there shall be no more strikes. At is to be seen whether this arrangement or "basis" will hold the monopolists of the pick and shovel.

We are quite sure that the three Luzerne corporations will never accede to the "basis" which their operators are now claiming. They are prepared, rather, for a permanent stoppage of work for years. But they do advise their customers not to buy at present rates, and they further offer to contract with them at \$7,50 per ton for January next. This indicates their faith in an early solution of existing difficulties, upon some friendly and satisfactory footing, and their desire to meet the public needs at the earliest moment which is compatible with - neoficiale continuance in busi-

In this connection, it is proper to re. mind that portion of the public which accredits these corporations with large and steady profits upon their operations, that none of them, prior to '61, were, in fact, maintaining a first-rate financial position. During, and for a year or two after the war, they made more money. But taking the whole period of their corporate existence, from the first up to this time, we are justified in observ. ing that their average profits have not equalled ordinary bank dividends, or the remuneration usually expected in other large employments of capital. Persons familiar with the history of these companies will have no difficulty in as senting to this statement.

From this review of the whole field, it

is clear that there are, and can be, no combinations among the employing and transporting corporations; that no monop oly exists, or can exist, for their control or restriction of the coal-supply of the country; that the interests of all the companies demand harmony, permanence, and this class alone which persists in directly in sustaining the former; and that, whatever direction Federal legislation edy to existing difficulties in the coal trade, that legislation will have the effect to go, straight through all intervening interests, down until it reaches, and that, too, decisively, the operative class whose monopolizing combinations are alone responsible for the present condition of the market. Raise or lower the tariff. take it off if you will, and the intelligent public can readily see whose pockets are to be affected thereby. It will do no harm concerned.

RAILWAY DISASTERS. For a considerable period the Erie Railway has sustained the bad pre-eminence of frequent and terrible disasters to trains. In popular estimation these catastrophes that is what the miners ask for, they ought have been attributed either to the bad that the coaches were unsurpassed, it not fering from billiousness, in an of the special property and the powerful attentive during the heated term and cannot proteinly postpone its sie for a single day. A word to the wise is sumcient. comfort. The confession recently made de

petition by combining among themselves. by a man in custody in the jail of Rock, were caused by that individual out of spite, and tends greatly to relieve the management of the road from censure.

Immediately following the Car's Rock tragedy the public journals heaped unmeasured vituperation on the Erie and its officers. The track was said to be worn out, and the servants of the Company grossly ignorant and careless. The revelation now before the public not only exonerates the managers of the Erie from culcates a lesson of caution in dealing with railway calamities generally.

What was done by a bad man, at Car's Rock, according to his own confession, may have been done by other bad meron the same road, or on other roads. Indeed, from what has transpired, not only in the particular instance to which reference has been made, but in various terposition of men intent upon revenge cr taken into account in determining the origin of railway slaughters.

Pendleton and Vailandigham. The acceptance of the Democratic nomination for Governor was a matter of life or death to George H. Pendleton. He would have been as dead as a salt mackerel if he had not accepted. He could not afford to regard his broken ankle or his personal comfort, if he proposed to be, in the politician's sense, a live man. There is another man who has a solemn hour at refer to Mr. Vallandigham. If he remains in the wigwam during this campaign, he will be, on the second Tuesday of October, no matter how the votes may count out, a scalped savage. He has for a long time been accused by the staunchest Democrats of the State of cursedness and selfishness. He announced some time ago that he would not speak during this campaign, but he must reconsider that conclusion and reach another determination now. If he attends to his private business he will be called a sorehead If he refuses to speak for Pendleton, he will be denounced as having a mean, per sonal spite towards Ohio's favorite son. He must become reconciled with Pendle ton. He would, we are sure, receive Val. with courtesy and kindness, and creature comfort. Though all this might be as noney in the mouth of Val., it would be better in the belly, no doubt; but he must take his medicine like a man. The pill may be coated with elaborate sugar, but it must go down, or there will be no health in the patient .- Cincinnati Commercial, August 14.

-The Massachusetts Republican Con-

DR. KEYSER'S BOWEL CURE

DR. KEYSER'S BOWEL CURE Cures Dysentery DR. KEYSER'S BOWEL CURE

Cures Bloody Flux. DR. KEYSER'S BOWEL CURE Cures Chronic Diarrhe

DR. KEYSER'S BOWEL CURE Cures Bilious Colic.

DR. KEYSER'S BOWEL CU Cures Cholera Infantum DR. KEYSER'S BOWEL CURE

Cures the worst case of Bowel Disease. DR. KEYSER'S BOWEL CURE Cures Cholers Morbu

DR. KEYSER'S BOWEL CURE

Will cure in one or two doses. DR. KEYSER'S BOWEL CURE

Ought to be in every family. DR KEYSER'S BOWEL CURE

Is a sure cure for Griping. DR. KEYSER'S BOWEL CURE.

Will not fail in one case DR. KEYSER'S BOWEL CURE Cures Ulceration

DR. KEYSER'S BOWEL CURE Cures Summer Complaint DR. KEYSER'S BOWEL CURE

Will cure Watery Dsicharges

DR. KEYSER'S BOWEL CURE DR. KEYSER'S BOWEL CURE

Is a valuable medicine.

Dr. KEYSER'S BOWEL CURB Is a protection against Cholers. DR. KEYSER'S BOWEL CURE Will save hundreds of valuable lives

If early resort is had to it. DR. KEYSER'S BOWEL CUEE is one of the nost valuable remedies ever discovered for all liseases incident to this season of the year. Hundreds of sufferers could be relieved in less han a day by a speedy resort to this most valuable medicine, particularly valuable, when the system is apt to become disordered by the two free use of unripe and crude vegetables. Price 50 Cents. Sold at DR. KEYSER'S GREAT MEDICINE STORE, 167 Liberty St. and by all druggists.

LET US DISCUSS THE GREAT

QUESTION. What is the most important of all earthly blessings, in the estimation of every intelligent hu-

man being?

Clearly, it is HEALTH; for soundness of body and mind is essential to the enjoyment of all the other cood gifts of Providence.

The cood gifts of Providence, the cooling cooling