

[COMMUNICATED.]

**A WOMAN OF MANY HUSBANDS.**

Lady Ellenborough, the most remarkable woman of the period, died at Damascus, recently, leaving her ninth husband

**SHEIKH ABDUL,**

to survive her! Lady Ellenborough was no common woman. Her name was known all through Europe.

I met Lady Ellenborough for the first time about twenty years ago, at Munich, just after she had eloped with Prince Schwarzenburg, from the residence of her first husband, who was English Ambassador to Austria. She then went to Italy where, as she told me herself, she got married six times in succession. These unions were dissolved after a short duration.

In 1859 I met her at Athens, where she concluded an eighth marriage with the Greek Colonel, Count Theodoris—however also only for a short time. Her affections were now bestowed on an old Patrician Chief-tain for whom she built a beautiful house at Athens.

When her latest marriage was again dissolved, she went to the Levant. During a journey from Beyrout to Damascus, she got pleased with a camel driver named Sheikh Abdul, and selected him for her ninth husband. He was a gigantic looking man, with a huge and fearful aspect.

She was married to Abdul after the Arab fashion, and accompanied him for a whole year on his journey between Beyrout and Babylon, faithfully fulfilling her duties. She even milked the camels.

When she had grown tired of the normal life, she built for herself a magnificent palace at Damascus, where her last or ninth husband received hospitality whenever he came to Damascus, for ninety days at a time.

I saw her the last time in 1859 dressed as an Arab woman on the streets of Bayrout, still looking beautiful. Soon after she won lawsuit against her first husband, and with it a colossal fortune, which will probably go to her relatives in England, for she had no children as far as I know. Lady Ellenborough was a very beautiful and handsome looking woman; no man could resist the coruscation of her eyes. She had a mania on marriage, affirming, that no woman could, or ought to live with a man, longer than ninety days at a time; that then the most noble and essential part of man was absorbed.

She belonged to the same family as the celebrated Judge of the same name.

**JUNES.**

**JAY GOULD.**

The special New York correspondent of the Philadelphia Times thus describes the remarkable man who owns the Union Pacific railroad.

Jay Gould, is a conservative capitalist. He owns the only railroad between the Atlantic and Pacific oceans, except at Panama. His ambition and desire is to keep that property up to a dividend-paying figure. Everybody predicted that it would break him, but by retaining great legal counsel and having an inherently strong case, Gould won two great suits for his rights in the railroad, and meantime squelched his enemies in Pacific Mail, the only active rival to his railroad. He got a judgement against the Mail company for moneys advanced, etc, and made them pay him \$2,000,000 from an empty exchequer. This loss crippled the company and virtually threw it out of competition. Gould has inexhaustible resources, both pecuniary and legal. His wealth is supposed to be underrated. His audacity is startling. He pays for information more than the elder Bennett ever paid for news. He works night and day, and is the only man to whom the street phrase does not apply, "that early information and a large bank account will burst anybody."

We never brag, in fact are inclined to be too modest for our own good, but will be excused for copying what our discriminating-Brother Editor, of the Mesilla News, says.

The Daily and Weekly Arizona Miner is a large, neatly printed and well conducted paper of which Chas. W. Beach has now the honor of being Editor and Proprietor, and we are pleased to see it has very greatly improved under his able management. We predict for Bro. Beach editorial success and financial prosperity.

Leaves of the castor oil plant, are recommended by J. de Barth Shorb of Los Angeles as certain destruction to grasshoppers. The castor bean is also said to discourage the presence of gophers and squirrels, when planted among growing crops, or about fruit trees.

The new bridge at Yuma is said to be progressing rapidly. The pile drivers are at work on the fifth and last pier which is in mid stream.

**The Trade of Arizona.**

The business men and interests of San Francisco will need to bestir themselves if they wish to control any considerable proportion of the growing business of the region to the southeast. It is not enough to congratulate ourselves on the completion of the Southern Pacific Railroad. It is necessary that every effort should be made to induce the managers of that road to pursue a liberal policy in the matter of freights and fares. But more even than that depends upon the liberality of our merchants themselves. This city has no exclusive pre-emption right of the trade of the Territory, even with the added advantage of railroad transportation. The following, from a recent copy of the Tucson Star, establishes this. Speaking of a merchant at Camp Grant the Star says:

"Mr. Stewart has been absent from the Territory some three or four months, has visited the principal cities of the East and says that Eastern merchants are competing for the Arizona trade. The St. Louis markets have advantage over all others in this respect, and Mr. Stewart made his purchases accordingly, and further informs us that Arizona merchants, shipping goods from the East through Chick, Browne & Co., can have goods laid down cheaper than getting them from San Francisco—that is to say, cheaper than goods can be laid down at Yuma, and consequently saving seven cents per pound for wagon transportation."

There is no reason why this should be so, at least for a great many of the goods which are required in southern Arizona and Sonora. A large part of the latter State can be supplied from Tucson. That place is but 309 miles from Yuma, and by rail Yuma is only 720 from this city. The nearest point for railroad communication east of Tucson is now in the southern portion of Colorado, a distance of at least 600 miles, while St. Louis is 850 by rail therefrom. The wagon road usually traveled is from Trinidad, Colorado, 835 miles to Tucson. Yet with an advantage in our favor, by railroad and wagon road of at least 700 miles, we are being successfully shut out from a market in which we ought to have a large and growing interest. Our business men must not "despise the day of small things," nor must they regard the trade of southern and eastern Arizona as being embraced in that definition. Tucson has done a large business for over a century past, and can today be made—even more than it has been—the point of supply for a very considerable territory. This trade is worthy an effort. It will be competed for quite keenly by St. Louis interests. That city understands the value of this trade, present and prospective, and her business representatives are on hand, while San Francisco is almost without a voice. And yet the most active citizens are identified with California, and naturally lean this way. The territory now has a population of at least 35,000, and it is increasing quite rapidly. This does not embrace the Indians or the troops stationed therein. There is danger of complete alienation from this city as the commercial entrepot, and much of this feeling is the result of an illiberal spirit among business houses. That portion of the territory which by every law of geographical relation and access should be closely related to us—the northern half and western third of the territorial area—will, it is asserted, yet be able to supply itself at cheaper rates from the East, than from this city and coast. There is no genuine reason for this, for very many articles we ought to be able to furnish at lower prices than St. Louis. A considerable proportion of this dissatisfaction is due to the large difference in the rates of transportation. Certainly, it is not a wise policy on the part of merchants or freighters, to so act as to destroy the very germs of what must ere long be a great trade.—S. F. Post.

**Gov. McCORMICK AT THE HELM.**—The Treasury in good hands. Secretary Sherman left for Ohio yesterday morning, and will probably be absent the remainder of the month. Assistant Secretary French is still absent in Massachusetts. This leaves Assistant Secretary McCormick in sole control of the Treasury Department, the affairs of which are being conducted with as much expedition as if the full force of executive officers were on duty. Gov. McCormick has surprised even his most ardent admirers by the brilliant executive abilities he has displayed since his advent to his present position, and is deservedly one of the most popular public men in the United States.—Washington Republican.

New York, August 21st.—The Tribune says: There is a report that Queen Victoria, the Prince of Wales and the Duke of Argyll are all investigators of spiritualistic phenomena, and furthermore it is said that Princess Beatrice is a very fine medium.

The second Solomon—Brigham Young.

**PRESCOTT.**



**PIONEER FURNITURE STORE.**

**MONTEZUMA STREET.**  
Just north of Kelly & Stephens' Store,  
**E. STAHL**

**IMPORTS & MANUFACTURES**

All Kinds of

**FURNITURE, LOUNGES, BEDDING,**  
ETC., ETC., ETC.

**Window Shades, Mirrors, Picture Frames, Etc., on hand and Made to Order.**

**REPAIRING PROMPTLY ATTENDED TO**

**GUILFORD HATHAWAY,**

PROPRIETOR OF THE

**GRAY EAGLE**



**LIVERY, FEED AND SALE STABLES,**  
Granite St., bet. Goodwin & Carlton.

Best livery horses and elegant vehicles at all times and at reasonable rates. Horses boarded or bought and sold.

Hay and Grain always on hand.

Prescott, Aug 2, 1877.

**BLACKSMITH SHOP**

Granite Street,  
CORNER



Of Goodwin Street,  
Prescott, Arizona.

**FRANK SCHUNEMAN, Proprietor.**

All kinds of work done on short notice, and satisfaction guaranteed. Having followed the

**'BLACKSMITHING**

business for many years, and studied the art and theories of all its branches, I flatter myself that I can give satisfaction. Also

**WAGON MAKING,**

Repairing, Shoeing and Plow-Making.

I have employed Mr. M. Newell, late of San Francisco, who is acknowledged to be master of his profession as a

• Carriage, Huggy and Wood Worker.

Any and all kinds of work entrusted to me, whether in iron, wood or what not, will be executed in a style second to none in the Territory. I believe in the old motto, "Live and Let Live," therefore I have reduced prices to the lowest living rates. Shoeing and plow repairing a specialty. Come and see.  
Prescott, Arizona, April 6, 1877.

**W. J. HOWARD,**

**PRACTICAL**

**WATCHMAKER**



**AND JEWELER.**

**PRESCOTT, ARIZONA.**

First-class Watchwork, Fine Watches and Fine Jewelry, Etc.

**Ehrenberg to Prescott.**  
**FAST FREIGHT.**

The first team of our Fast Freight Line will leave Prescott for Ehrenberg on Saturday, August 16th, and run regularly thereafter. The time table will be published in due time.  
S. C. MILLER & BRO

**PRESCOTT.**

**SAW MILLS.**

W. E. WILSON.

**WILSON & HARRIS**

**Sash, Door & Blind**

Having now completed, and in

**NEW MACHIN**

We are prepared to furnish, cheaply

**Doors, Sash, Blinds,**

ETC., ETC.,

**Turning, Scroll-Sawing,**

**Planing and Mach**

**Furnishing Material**

**A SPECIALTY**

All Orders Promptly Attended

OFFICE and FACTORY—On the new  
Anthony Streets, Prescott, Arizona.

**A T T E N T I**

**THE CLIPPER**

Have established a

**LUMBER-Y**

On the West side of the

**Corner McCormick &**

**IN PRESCOTT**

Where the proprietor will always have

of building lumber.

Having just added Planing and the

now prepared to furnish

**Dressed Lumber, Shing**

**AT THE LOWEST RATES.**

The Mills are situated eight miles

from the finest body of timber in Yuma

**SEASONED LUMBER**

Always on Hand

Particular attention given to

**LUMBER, and bills will be**

Prescott, Nov. 18, 1875.

**NEW SAW**

Two and one-half miles from

Having now Completed, and in

Saw-Mill, with the latest improv-

sing of **SAWS, SHINGLES,**

**PLAINERS, I am prepared,**

on notice, to fill all orders for all

kinds of Lumber, shing-

or at my Lumber Yard

cut, (nearly)

**MERCHANTS**

**CLEAR, SURF**

**AND RUSTIC LUMBER**

**MATCHED FLAME**

**Casings, Mouldings,**

**AND SHINGLES**

**OF THE FINEST**

In short, Everything

**FOR THE CONSTRUCTION**

— OF —

**FIRST-CLASS BUILDING**

Terms—Cash on Del

All orders sent by mail, or through

Prescott, will receive prompt attention

Prescott, May 28, 1875

**THE POST TRADE**

— AT —

**FORT WHIPPLE**

KEEPS FOR SALE

**Groceries, Provisions,**

**CAN FRUITS,**

**BOOTS AND SHOES,**

**STATIONERY, FANCY**

**TORACCO, CIGARETTES**

Prices Reasonable.  
PETER H. BROWN

**Blacksmith Shop**

In consequence of ill health, I

sell my blacksmith shop, complete

tools connected therewith. ALSO

A five year lease of lot at a reasonable

price. Particulars apply to my agent

Prescott, July 20, 1877.