

Arrival of the Overland Mail.

The third Overland Mail from San Francisco, California, arrived last night "on time," twenty-five days from city to city. The mail was a small one, the only papers received being from Los Angeles, of the 25th September. The mail left San Francisco on the 24th. There were five through passengers. It may be a week or two before we get our regular exchanges, but when we do we shall be able to anticipate very frequently, the news by the steamers at New York.

There is nothing in the Los Angeles Vineyard worth copying, if we except the following paragraph:—

"OVERLAND MAIL COMPANY.—We understand that the passenger business of this company on the section north of this city is such as to warrant them in increasing their trips to a daily line. No better proof could be desired of the prosperity of this city and surrounding country. Success to the Butterfield company.

"The stages of this company arrive and depart, and are constantly passing through our streets, but neither bring or carry any mail for us. Cannot the mail agent for California, Mr. Fry, who has ever been most praiseworthy in his endeavors to furnish the people of California with mail facilities, remedy the evil by having mails made up at San Francisco for this place, and also in this city, to be forwarded over this route?"

The five passengers who came in last evening by this arrival, all stopped at Barnum's Hotel. They consist of Mr. J. C. Geary, whose destination is Michigan; Virgil Oden, Missouri; Mr. Lake, Maine; Mr. Fidler, Ohio; and Louis Long, Pennsylvania.

These gentlemen, Mr. Geary informs us, left San Francisco by the second mail which took its departure on the 20th ultimo. Near Fort Yuma they met the first mail from St. Louis going West. It had met with no detention, kept contract time nearly the whole distance, and was sure of touching its Pacific terminus within the specified period of twenty-five days. The second St. Louis mail was met at a locality, the precise name of which was not remembered, but situated four or five days' journey East of Fort Yuma. It had lost some time by detention in the Llano Estacado or eighty mile desert, where the great distance between the stations which bound it and the soft sandy soil of the Llano were sufficient to throw down the mules attached to the coach. For a short distance the mail was conveyed on horseback, another coach station was attained and all went on smoothly again, the mail when met being in course of recovering all its lost time. The Company everywhere keep extra stock, and have such arrangements that delays cannot be of long duration, or troublesome or inconvenient to passengers. The mules collected along that division of the line are said to be generally small, but the Company are preparing to replace them with stronger stock.

Passing the Llano and the second Westward mail as we have described, Mr. G. and his companions continued their route, sustaining, however, an interruption by the breaking of the coach. This was overcome, and the time so lost was nearly all regained. Fort Arbuckle, near which the bloody conflict between Major Van Dorn's command and the Comanche Indians took place, lies away from the mail route, a long distance to the South. Nothing was seen, therefore, of either of the belligerent forces, and they had no knowledge of the battle, except some very partial information they acquired at Fort Belknap, or at stations East of that post. No Indian interference was offered on any portion of the immense distance traversed between San Francisco and St. Louis. None were met in fact during the journey except some friendly Pimos, in the vicinity of Fort Yuma. The Pimos are on the best of terms with the Company, and are staunch supporters of the overland route, because the Company's stables afford them a market for their grain, and the agents and employees of the mail contractors cultivate friendly intercourse and the best of relations with their red-skinned neighbors.

At Sherman, a station about two hundred miles beyond Fort Smith, the passengers of whom we write, stopped for a resting spell, thus abandoning the second mail, on which they left San Francisco on the 20th—the same which came into this city on Saturday night last. After remaining two days the present or third mail took them up, and enabled them to arrive securely at the St. Louis end of the route. A passenger or two on the third stopped at Sherman to come in on the next train due, which is the fourth. Our informant thinks it perfectly practicable to reduce the time four or five days, and is confident that the passage will be made ultimately in twenty days from end to end of the route.

Correspondence of the Missouri Republican.

Celebration of the Arrival of the First Overland Mail from California at Fort Smith, Arkansas, on the 13th and 14th Inst.

FORT SMITH, ARK., October 15, 1858.

The celebration took place or rather commenced on the morning of the 13th, and was continued until the morning of the 15th. At 9 o'clock A. M., a national salute was fired by the U. S. troops at this place, under the command of Lieut. Stein, and shortly after the procession was formed on Washington street, headed by two companies of U. S. Infantry, commanded by Lieut. Stein and Bell, gentlemen who have the escort for Lieut. Beall's Wagon Road Expedition, then came the Hook and Ladder Company in uniform; the Odd Fellows in full regalia; the mechanics—every department of which was represented—by platforms on wagons; with their tools, &c., at work, with banners spread forth to the breeze, declaring the different occupations, and each one wearing a badge of his profession; then followed the farmers, on horseback, with an appropriate banner, and then came the orator of the day, Mr. John B. Luce, Hon. John Phelps of your state, the Town Council, and the Rev. Messrs. Pearce and Van Horne, seated in an Overland Mail Coach. The procession reached around two or three squares, and was the largest, longest and most imposing one ever seen in any place in Arkansas. After marching through the principal streets of our young city, the procession proceeded to a grove, where preparations had been previously made for its reception, with platforms and seats. The procession was preceded by a band of music, composed of young men of the city.

The multitude being seated, the band played a very animated tune, and then the blessings of God was invoked in an appropriate manner by the Rev. Mr. Van Horne, of Fayetteville, after which the orator of the day, Mr. Luce, was introduced by our worthy Mayor, Mr. Walton, who acted throughout the day as master of ceremonies. Mr. L. made an able speech, giving a detailed history of the progress of matters in Arkansas, the history and description of the various routes proposed for the Pacific Railroad &c. After Mr. L. concluded, the Hon. Mr. Phelps was loudly and repeatedly called for, to address the assembly. He arose and gave a very animated and eloquent speech of an hour in length. After Mr. P. concluded, dinner was served by Mr. S. M. Ellis, in the form of a barbecue.

I said before, all passed off in good order, and the only drawback to the whole affair was the lack of the presence of the Old Land Admiral, John Butterfield, who had gone to your city with the first mail from San Francisco, and who was expected every moment, and all eyes were turned up the road, looking anxiously for him to make his appearance. A sight of the multitude and the procession in its movements would have made his heart leap for joy, for the old man—he will excuse me, I know, when I apply that appellation, as his head is now white, but his ardor and energy unabated—is one that can fully appreciate such a manifestation of the feelings of the people of this state upon the accomplishment of such a magnificent and stupendous enterprise—unequaled in any stage of the world—as the successful carrying of the overland mail 2,700 miles in twenty-four days, from San Francisco to St. Louis, through his instrumentality. However, he (B.) did not arrive until eight o'clock in the evening; and along with him came John Butterfield, Jr., a true scion of the old tree, full of energy and go-aheadiveness, having witnessed it fully in the first trip of the overland mail, which started from your city on the 16th ultimo. He did not leave the seat of the driver from Tipton till the stage reached Springfield.

On the morning of the 14th, the stage from San Francisco arrived, with Mr. Bates, Superintendent on the route from Red River to Fort Chadburn, having been detained a little on its time by rains and heavy roads. These obstacles, though trifling, will soon be overcome. All the machinery is new, and it will take some time to make all the joints work with ease. In the twinkling of an eye, almost, the stages for Memphis and St. Louis were whizzing away with the second overland mail from San Francisco. Just think of it! Two mails a week from California! It is like a dream.

I omitted to mention above that although Mr. Butterfield was not present on the 13th, yet the next man to him was here—Mr. Hugh Crooker, Superintendent of the O. & M. Company. He witnessed with great pleasure and satisfaction the procession, and listened attentively to the speeches, and was much gratified. He is a man of few words, but in his business he is in the proper place, and is capable of doing all that can possibly be required of him.

The supper was a grand affair, prepared by Mr. J. K. McKenzie, of the City Hotel. When the doors were thrown open the crowd was amazed at its appearance, so fine and so brilliant. At the head, and above the table, was a painting, executed by Mr. Syndall, of the Wagon Road Expedition, representing the Mountains of the Desert, and California in the distance, with a faithful picture of the Overland Mail Stage, horses and driver, at full speed.

This was a sight that none of the company were prepared to see, and it was as pleasing as it was beautiful and unexpected. A large cake in the precise shape of the mail bags, endorsed Overland Mail, San Francisco, in gilt letters, was on the table, which when cut open had in its centre a letter, post marked San Francisco, stamped in exact imitation, was taken out, directed to Mr. John Butterfield, President Overland Mail Company, Fort Smith.

LETTER FROM THE POST MASTER GENERAL.

Post Office Department,
WASHINGTON, Oct. 20, 1858.

SIR:—On my return from Tennessee, I received your despatch announcing the arrival at St. Louis of the first great overland mail from San Francisco. Since then the public journals have announced the safe arrival of several other mails of that line.

I rejoice in your success. It may develop not only, but several Californias on this side the shores of the Pacific. The country cannot award too high credit to the lamented Rusk, and other members of Congress, who authorized this line to be established, or to the President, who devoted his great abilities to carrying the law into execution.

Respectfully, your obedient servant,

AARON V. BROWN.

John Butterfield, Esq., President of the Overland Mail Company, St. Louis, Mo.