

FIRST TRIP OF THE OVERLAND MAIL ACROSS OUR CONTINENT.

The first overland mail from the East arrived at San Diego, in California, at noon of the 31st of August. The San Diego Herald gives a full account of the trip, from which we extract the following:

We take great pleasure in announcing to our readers in the upper country that the overland mails which left San Antonio, Texas, on the 9th and 24th of July, under the contract entered into between the Government and James E. Burch, Esq., arrived on the 31st ultimo, at noon precisely, in charge of Mr. James E. Mason—the party of the 24th having made the trip in the unprecedentedly short time of thirty-four travelling days, the entire trip occupying thirty-eight days.

The event naturally created the greatest enthusiasm among our people.

Mr. Mason left San Antonio on the morning of the 9th of July, in company with four men. The time afforded for preparation was exceeding short, so that no relays of mules could be sent ahead, and even the animals ridden by the party had to be picked up as they could be found at an hour's notice. Of course this caused a material delay, which was unfortunately still further augmented by the sickness of the conductor. At El Paso, however, they took an ambulance, and had proceeded as far as Cienega de Sauz, when they were overtaken by the party which left San Antonio with the mail of the 24th, in the charge of Capt. JAMES SKILLMAN, who had come in an ambulance the entire distance from San Antonio without encountering any difficulty on the road. The two parties then proceeded together as far as the Pimo villages, where Mr. Mason took both mails, and with one companion pushed on with pack mules, making the trip to San Diego in the unequalled time of nine days, across the worst part of the entire route, including the great Colorado desert.

The superiority of the extreme Southern over any other route across the continent is now definitely and completely settled. All question is at an end. The entire distance has been made at the first start off, with poor animals, without relays, and under every disadvantage, in thirty-four days, and the men who accomplished this unprecedented feat express the greatest confidence that the entire trip can be made in twenty-five days. What other road is there across the continent of which the same can be said? Over what other road can a mail be carried in double the time? We believe it will be difficult to find one.

The arrival of these trains is a full vindication of the character, motives, and judgment of the Cabinet which selected the route and the Postmaster General who awarded the contract. It was selected because it was the best, and the award was made calmly and deliberately, in the face of an unequalled storm of invective and reproach from the Northern papers. The result has proved completely on which side was the right.

Mr. Mason informs us that they found an abundance of water along the entire route. On the eighty mile desert, between Tucson and the Gila, water was found in three or four places in sufficient quantities to supply hundreds of animals.

Mr. Mason's party saw no Indians after they left El Paso, and but few before that. Capt. Skillman, however, informed him that subsequent to his departure a party of Lipans and Mescaleros attacked a party of six men who were proceeding to Fort Clark with twenty-four mules for relays, between the two crossings of the San Pedro or Devil's river, in Texas, and killed one man, wounded another, and possessed themselves of the entire band of animals, one of which, however, was subsequently recovered. Had these mules reached Fort Clark safely, so that they could have been used for relays, Captain Skillman says he could have made the trip to El Paso in ten days, which would have brought the mail to San Diego in thirty days exactly.

It was also stated that the same tribes (Lipans and Mescaleros) had attacked a party of eighteen United States troops (infantry) who were stationed at Devil's river, and had succeeded in driving them off from the post. No lives are reported lost.

These tribes number but few warriors, but are exceedingly brave, and have been excited to a pitch of phrensy by the action of a party of whites, who, when the chief, Marcus Granza, visited Hall's ranch, with two of his warriors, hung the entire party. The Indians immediately declared war to the knife, and have painted all their arrows black—a sign that they will accept no reconciliation. The Camanches appear to be quiet.

The immigration across the southern route at present is reported by the mail-riders to be quite large, upwards of one hundred wagons having been passed, with considerable quantities of stock. As the mail riders, however, travelled mostly in the night, they had not much opportunity to elicit information from the immigrants. The immigrants mostly intend settling in the northern sections of our State. The feed across the route was generally very good, and, as plenty of rain had fallen, it was expected that the crops in the Garden purchase would turn out well.

The people along the line manifested the greatest satisfaction at the establishment of this mail route, as heretofore the only means of receiving or conveying information has been by the uncertain and circuitous route through Sonora, or by means of some passing immigrant.

The mail party which left San Diego on the 6th ultimo, and which it will be remembered was detained by very much the same accident which delayed the first train from San Antonio, was met on the Gila close to the Pimo villages, pushing rapidly ahead, and with every prospect of making schedule time. The out train of the 24th was met near Indian well, on the Colorado desert, in good spirits, making good time.

The Wagon Road Commission, with Mr. Leach at its head, were expected daily at San Antonio when the mail of the 24th left. Mr. Leach had one hundred and forty men engaged, with eighty wagons, and would increase his complement of men to four hundred in Texas and the territory adjoining.

Lieut. BEALE passed through Fort Fillmore thirteen days before the arrival of the mail to commence operations on the road from Albuquerque west, for the improvement of which fifty thousand dollars was appropriated by the last Congress. He had twenty-four camels with him, which were enjoying excellent health. The party were all in good spirits, and would push rapidly forward to the scene of their labors.

Capt. POSE was at Indianola when the mail left with his apparatus for boring artesian wells on the desert. It was not stated on what road he would commence operations, but it was believed he would follow Lieut. Beale.