

THE OVERLAND MAIL-THE START FROM THE EASTERN SIDE.

that day the first mail sent over-land from San Francisco reached St. Louis, Missouri, having ac-complished the distance in twenty-three days and four hours, or one day and twenty hours in advance of the contract time! New York and California are now in direct communication with each other, by means of a line of travel exempt from the dangers and annoyances of the sea; the time of passage has been shortened by at least a week; and, more important than all, the premier pas qui coute has been taken towards the construc-tion of that Pacific Railway which is to bring us the commerce of China, Australia, India, and all the East that lies behind our West, and to render the metropolis of the United States the commercial emporium of the world.

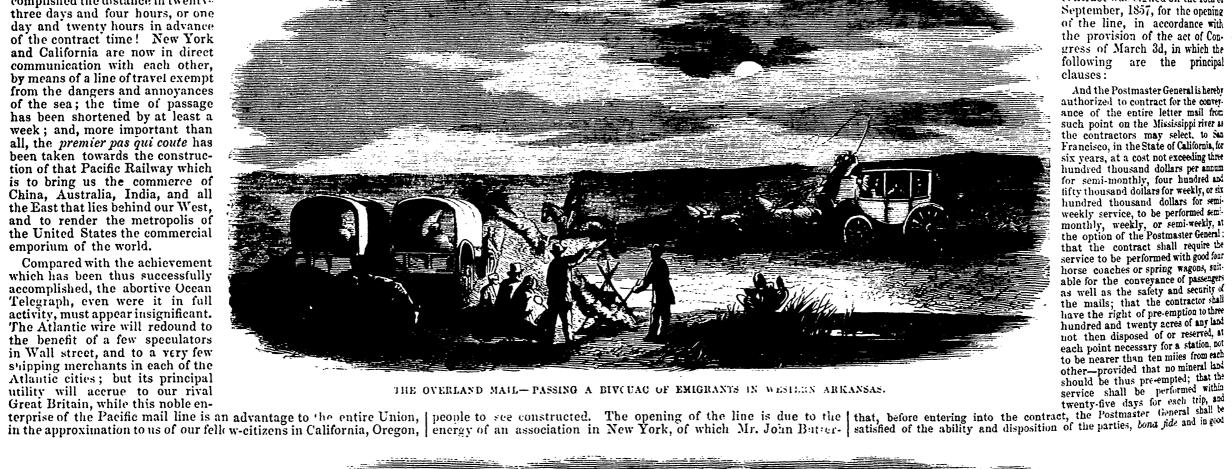
Compared with the achievement which has been thus successfully accomplished, the abortive Ocean Telegraph, even were it in full activity, must appear insignificant. The Atlantic wire will redound to the benefit of a few speculators

THE OVERLAND ROUTE TO CALIFORNIA.

ONE of the most important events since the conquest of our Pacific Empire was consummated on Saturday, the 9th of October. On that day the first mail sent over
Washington, and the remaining Pacific coast, no less than in the field, of the American Express Company, is the chief. The fact of its having accomplished the pioneering work for the great remaining members are Messrs. William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexandra Holland and Hamilton

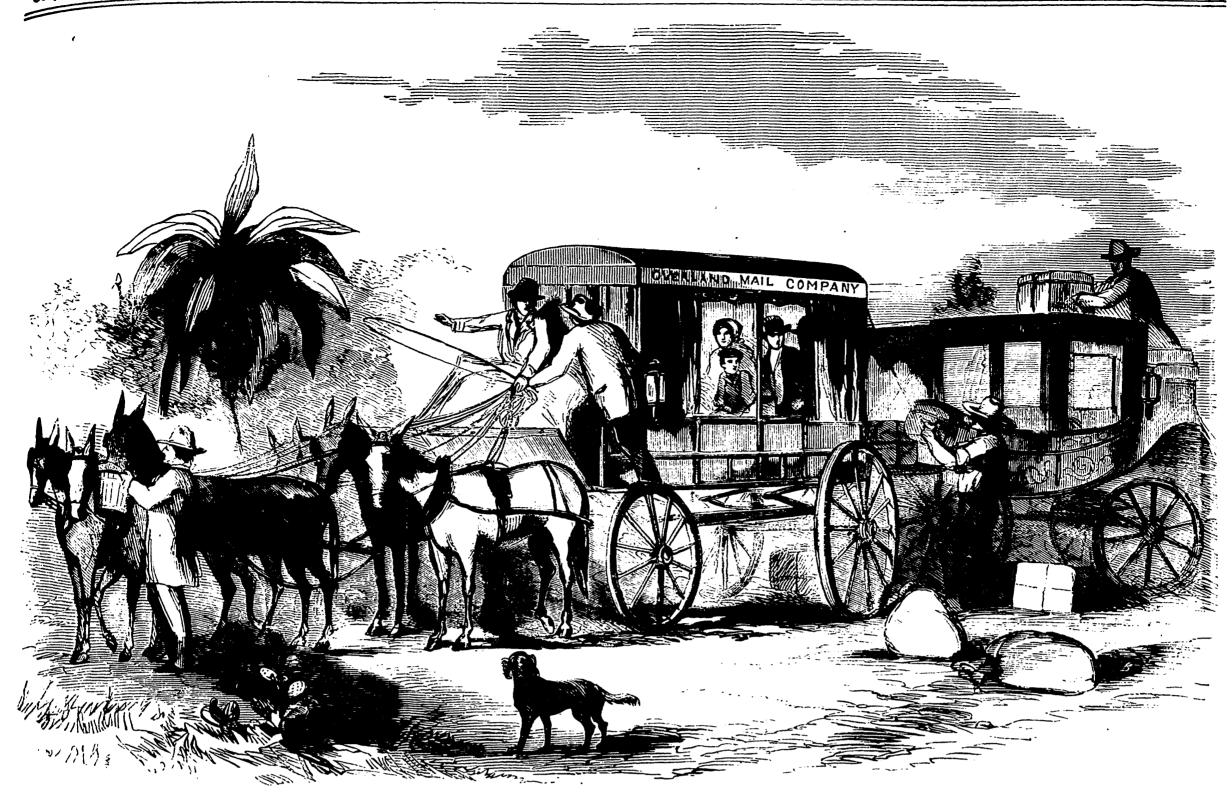
With these seven individuals a contract was signed on the l6th of September, 1857, for the opening of the line, in accordance with the provision of the act of Congress of March 3d, in which the following are the principal clauses :

And the Postmaster General is hereby authorized to contract for the conver-ance of the entire letter mail from such point on the Mississippi river u the contractors may select, to Su Francisco, in the State of California, for six years, at a cost not exceeding three hundred thousand dollars per a for semi-monthly, four hundred and iffty thousand dollars for weekly, or in hundred thousand dollars for semi-weekly service, to be performed semi-weekly service, to be performed semi-model. monthly, weekly, or semi-weekly, at the option of the Postmaster General: that the contract shall require the service to be performed with good four horse coaches or spring wagons, suitable for the conveyance of passengers as well as the safety and security of the mails; that the contractor stall have the right of pre-emption to three hundred and twenty acres of any land not then disposed of or reserved, at





THE OVERLAND MAIL-ORDS ING A STREAM AT NIGHT.



THE OVERLAND MAIL-CHANGING STAGE-COACH FOR CELERITY WAGON.

hith to perform the said contract, and shall require good and sufficient security for the performance of the same—the service to commence within twelve ments after the signing of the contract.

The contract, which was signed in the following September, was

Transporting the entire letter mail, agreeably to the provisions of the 11th, 12th and 13th sections of an act of Congress, approved 3d March, 1857 (making appropriations for the service of the Post Office Department for the fiscal year eding 30th June, 1858), from the Mississippi river to San Francisco, California, as follows, viz.: From St. Louis, Mo., and from Memphis, Tenn., converging at Little Rock, Ark., thence via Preston, Texas, or as near so as may be found advisable, to the best point of crossing the Rio Grande above El Paso, and not far from Fort Fillmore; thence along the new road, being opened and constructed under the direction of the Secretary of the Interior, or near to fort Yuma, Cal.; thence through the best passes and along the best vallevs for affect and expeditious staging, to San Francisco, Cal., and back, twice a week, in good four horse post-coaches or spring-wagons, suitable for the conveyance of passengers as well as the safety and security of the mails, at six hundred thousand dollars a year, for and during the term of six years, commencing the site and depth and security four.

But the province of the province of the province of the mails, at six hundred thousand eight hundred and fifty-eight, and eading with the fifteenth day of September, in the year one thousand eight hundred and sixty four.

Precisely one year after the signature the line was opened by the simultaneous despatch of mails from San Francisco eastward, and westward from St. Louis, Mo., and Memphis, Tenn. The vehicles starting from the two latter points converge at Fort Smith, on the Arkansas river, instead of at Fort Smith, as arranged at first, and thence there is but a single line to the Pacific coast.

The success of the inaugural expedition has been beyond all expectation. It was never hoped that the first mail coach would make the passage within the schedule time, and it was scarcely hoped that

it would reach Fort Smith before the 13th inst.; nevertheless the journey was accomplished in forty-four hours less than the specified time, and the mail arrived at St. Louis in the evening of Saturday, October 9th.

Immense expenditure, combined with the extreme of energy and activity, have necessarily been required for the accomplishment of this successful result. No less than three hundred thousand dollars, we believe, were laid out by Mr. Butterfield and his associates in the preparatory expenses, in fitting up the stations, procuring the rolling and live stock, &c., but we have no doubt that their outlay will be commensurately rewarded. The course adopted for the route is that known as the El Paso and Fort Yuma line, carried along the 32d parallel of latitude. From St. Louis to Fort Smith, Ark.—a distance of four hundred and eighty-six miles—and from Memphis, Tenn., to the same spot—a distance of some four hundred miles—the road is carried in converging lines; and from Fort Smith, the western terminus, the distances are as given in the following table:

| | | Miles. |
|-----|--|--------|
| 3 | From St Louis to Syracuse, Mo | 168 |
| Š | Syracuse to Springfield, Mo | 143 |
| | Springfield to Fort Smith, Ark | 175 |
|] | Fort Smith to Colbert's Ferry, Red River | 205 |
| • (| Colbert's Ferry (eighteen miles below Preston) to Fort Belknap | 1461/2 |
| 1 | Fort Belknap to Fort Chadbourne | 136 |
| Ī | Fort Chadbourne to Pecos River | 165 |
| 1 | Pecos River to Pope's Camp | 66 |
| 1 | Pope's Camp to Franklin (near El Paso) | 1723 |
| j | Franklin (through Arizona) to Fort Yuma | 610 |
| i | Fort Yuma, on the Colorado, to San Francisco | 664 |

Total distance from St. Louis, via El Paso, to San Francisco.....2,6511/2

The whole of this immense route, already partially surveyed by the United States Exploring Expeditions, has been organized into a post road. Stations have been constructed at distances of ten miles from each other, and each station, through the regions infested by Indians, is guarded by from twenty to twenty-five men. Mounted and armed parties will also convoy the stages through all the dangerous portions of the route. As seventy-five miles lie over the Llano Estacado, or Staked Plain—the wide and waterless expanse of level territory, which derives its name from the fact that long lines of stakes were formerly erected by the Mexicans, as guides to springs and water-courses on its borders—and as the Expedition sent out by Government, under Capt. Pope, for the purpose of boring artesian wells, has proved a failure, water trains have been organized by the Overland Mail Company, which convey water to the different stations in this region by means of trains of mules. The wagons used for this purpose are constructed with large tin boilers, similar in shape to the boilers of a steamboat, and capable of holding as much water as a team of six mules can draw. These trains run regularly, conveying water to the different stations, whose large reservoirs are prepared to receive and preserve it for the use of passengers and the employes and stock of the Company. This is of course a very expensive method of supplying the indispensable element, but as, thus far, all efforts to obtain it by boring or otherwise have proved futile, the Company must submit to it for the present.

From Memphis and from St. Louis to Fort Smith regular stage coaches are used, similar in every respect to those employed in the Atlantic States; but from Fort Smith onwards the vehicles used are not unlike a Jersey wagon, they are of the description known



THE OVERLAND MAIL-VIEW OF FORT SMITH, ARKANSAS.

as Celerity wagons, being similar in build to the common Troy coach, and the body is hung upon the same kind of springs and in a similar manner. Instead, however, of the heavy wooden top, with iron railing round it, in common use, they have a light canvas covering supported by light uprights, after the manner of a Jersey wagon. The covering affords ample protection against the weather, while it greatly diminishes the weight of the vehicle as well as its liability to upset. Each one has three seats, which are arranged so that the backs let down and form one bed, capable of accommodating from four to ten persons, according to their size, and how they lie. The company have over one hundred of these coaches on the ground, and have been running them regularly and with very profitable results, for some time past, upon portions of the route.

For one hundred and sixty miles from St. Louis the mails and passengers are carried over the Pacific Railroad, and from the terminus this line the stages commence. The average rate of speed is about our and a quarter miles an hour. Some idea of the importance of punctuality and regularity in the successive stages may be formed from the fact that ten minutes lost by each driver would make a loss of nearly seventeen hours in the entire journey! Each coach is supplied with a time-table, and the drivers and conductors are required to bear in mind that the stages must be accomplished in "time," and, if possible, ahead of time. No allowance is made In the time for ferries, changing teams, &c., and the drivers are called upon to increase their speed over the average per hour in

order to gain the necessary time.

We have already alluded to the simultaneous starting of the mail coaches from San Francisco and from St. Louis on the 16th of September. The occasion was most interesting—setting out for the first ride across a Continent, which was to be prolonged for at least twenty-three or twenty-four days, and apparently even longer; without a stoppage for rest! The first coach was driven from the Pacific Railroad terminus in missouri-to save San Francisco a distance of two thousand five hundred miles-by a son of Mr. Butterfield, President of the Overland Mail Company, and that gentleman himself accompanied the coach as far as Fort Smith. Beside Mr. Butterfield, the only passengers were a correspondent of the New York Herald, and one or two individuals taken from Missouri to Fort Smith; the Herald correspondent was the only through passenger. We extract the following parcgraph from his interesting letter, descriptive of the first stages:

"Our read for the first few miles was very fair, coursing through several small prairies, where for the first time I noticed those travelling hotels so commonly seen in the western country. These are large covered wagons, in which the owner and his family, sometimes numbering as high as a dozen, emigrate from place to place, travelling in the daytime, and chaiping near wood, water and grass at night. All al ng the wilcest Western roads these hotels may be met in every direction, enlivening the way by their camp fires at night, and presenting pictures of domestic felicity which might well be emulated in certain quarters more comfortable and less homely. We rode along at a somewhat rapid pace, because John, Jr., was determined that the overland mail should go through his section on time; and though his father kept calting out, 'Be careful, John,' he assured him that it was all right,' and drove on.

"The first stopping place was at 'Shackleford's,' about seven miles distant, and we seemed hardly to have become comfortably seared in the coach pefore

our attention was attracted to the illumination of our destination-a recognition of the occasion which seemed quite cheering after the apparent previous neglect. The team wheeled up in fine style, and we found the change of horses ready harnessed and supper waiting. Mr Shackleford a sure 1 us that he would have fired a gun for us, but he could not set it to go off.

"As the road to the next station, though only thirteen miles, was nearly all up hill, we were one hour and forty-nve minutes in reaching it, which was considered pretty good time. Our horses were four in number, that being the allotment all along the line from Tipton to San Francisco They were ready and harnessed at this point, and to change teams was the work of but a few minutes, and we were off again. This time we got a driver who was sick, and the read being somewhat bad in de our progress slow, and the sixteen miles to Burns's occasied three hours. The driver from here aid not knew the read well, and we had to 'cel our way along, as the night was dark, the reads very difficult and the class lamps seemed to be of little use in the day propolicity and the sixteen makes to Workers on the Charge given. in the dim moonlight, and the sixteen miles to Warsaw on the Osage river occupied another three hours. Yet, though this might appear to be sow travelling, it was even faster than required by the time table. As we neared the stations we blew our hoins to apprise them of our coming. At Warsaw, though we arrived about three A. M., and ahead of time, we found our horses ready harnessed, and were soon on our way to the next station, eleven miles distant. The road led through a ford of the Osage river and a dense forest full of rocky hills, and the night was now dark as piten. As we left Warsaw we had to be preceded by a man on horseback with a light to show us the way through the fird, but the river being rather low there was not much danger. I negan to fell some fear of wet feet and mail bigs when the water reached the linb, but we got over safely and pretty dry, as the water was not deeper than half the wheels. We made the eleven miles in two hours, and I must confess it was a matter of the utmost astonishment to me how the driver ever found his way in the wilderness. We went 'right along about east,' as young John said, and much to the fear of the old gentleman that we would must '?

At Fort Smith Mr. John Butterfield, senior, left the coach, which continued on its adventurous course, and he awaited there the arrival of the stage from San Francisco, in which he returned to St. Louis.

The inhabitants of this latter city were astounded on Saturday October 9, by the publication of a telegram from the Pacific Railroad Terminus, with the information that the overland mail would reach St. Louis in the evening. Mr. Butterfield, with six passengers from California, arrived at St. Louis at nine P.M., and was warmly welcomed by a large assemblage of citizens at the depôt. Eleven days' later intelligence than had been received from the Pacific were brought by this arrival. The following interchange of telegrams took place the same evening:

JEFFERSON CITY, October 9, 1858.

To the President of the United States:

Sir,—The overland mail arrived to-day at St. Louis from San Francisco in twenty-three days and four hours. The stage brought through six passengers

To this despatch Mr. Buchanan sent the following answer: Washington, October 9, 1858.

JOHN BUTTERFIELD, President Overland Mail Company, St. Louis, Mo.: SIR, Your despatch has been received. I contially congratulate you upon the result. It is a glorious triumph for civilization and the Union. Settlements will soon follow the course of the road, and the East and the West will be bound together by a chain of living Americans which can never be broken. JAMES BUCHANAN.

The President's despatch signalizes an era in our national history. Henceforward the Pacific Railway may be counted upon, and its success must be attributed to the pioneers in the task of opening a communication—to the Overland Mail Company and John Butterfield, president.

Magazine Explosion.—The explosion in Havana is probably the severest ever known out of war. The New Orleans Picayune says: On the 29th ult., at four and a half P.M., the navel magazine at Havana, situated at the head of the harbor, containing over 150,000 pounds of gunpowder, several hundred loaded shells, together with a large quantity of rockets, fireworks, &c., exploded. The short and effect, as described by the residents of the city, were truly awful. Thus far there had been found in the ruins and about the ground twenty-eight dead bodies, and one hundred and five wounded, four of which died shortly after being removed to the hospital. For some moments the air was fill-d with all descriptions of destructive missiles, and sones, shells, &c., were projected a long distance from the building and into the bay. No damage was done to the vessels at anchor. The dead bodies of three choices were clown through the air to the slope of Fort A as, nearly a quarrer of a standard of the air to the shortly are an enclosed on the new mile off. There were upwards of three hundred persons employed on the new mile off. There were upwards of three hundred persons employed on the new surar warehouses in the immediate vicinity of the disaster, mostly coolies, and among them the loss of life and limb appears to have oven the greatest. Of the military guard of the magazine, consisting of a sergeant and sixteen men, only four remained. Many bodies were no doubt yet under the ruios and in the waters of the harbor. The destruction of the fine pile of sugar warehouses, some twenty buildings, several of which were finished and the others in course of construction, was complete. Nothing now remains but a mass of stones and rubbish. The concussion was so great as to destroy the gas me'ers, rendering the gas works for the present entirely useless, and it will require at least three mouths before the city can be lighted. Every residence is more or less mouths before the city can be lighted. Every residence is more or less affected by the shock; several buildings sustained great damage. Among the number were the residence of Don Domingo Aldama, fronting the military parade ground, the house of Don Jose Maria Bonelly, and the ed-fice of the Royal Economical Society.

Right or Wrong .- It is sometimes the custom of grandees to ask famous singers, musicians and jugglers to their entertainments, not as guests, but as shows. Now these things are considered by many artists as impositions with-

shows. Now these things are considered by many artists as impositions without the host and the guest are on very good terms. An anecdote illustrating this phase of society is told of Vivier, the friend of Rossiai:

"Count de Farrido, a rich grandee, requested the artist to play at a private safrée given by the count, and accompanied his request by a rich and valuable present. The next day, Vivier inserted the following notice in one of the journals: 'M. Vivier never accepts presents, however blantful they may be; his price for playing at a private party is 1,000 francs.' On the day following, in the same journal, appeared this note: 'Count be Farrabo has sent a check for 1,000 francs to M. Vivier, the horn player, and would now request the latter to transfer the present to his servant.' It is said that M. Vivier's laugh changed to the other side of his embouchure."

WALLACK'S THEATRE.—J. W. WALLACK, LESSEE.—with a company unsurpassed for excellence, comprising nearly all the old favorites of this establishment: JAMES W. WALLACK,

establishing Wallack,
J. Lester Wallack,
JOHN BROUGHAM,
MRS. HOEY,

MRS. VERNON. PRICES OF ADMISSION-Boxes and Parquette, 50 cents; Family Circle, 25 cents Orchestra chairs, \$1.

AURA KEENE'S THEATRE, 624 BROADWAY, NEAR HOUSTON STREET.

Doors open at 714; the performance to commence at 8 precially.

Dress Circle and Parquette, 50 cents; Bilcony Sears, 75 cents; Family Circle
cents; Orchestra Stalls, \$1 each; Private Boxes, \$5 and \$7.

BARNUM'S AMERICAN MUSEUM.—Something entirely New!

THIODON'S THEATRE OF ART!

First time in the New World. Unlike anything ever seen here before.

Every Afternoon and Eyening at 3 and at 73% o'clock during the week.

Also, the GRAND AUDARLA, or Ocean and River Gardens; Living Serpents,

appy Family, &c. &c.

Admittance, 25 cents; Children under ten, 18 cents.

To Conkession Desta.—If driving and amateurs living in distant parts of the Union or in Central or South America, and Canadas, will favor us with drawings of remarkable accidents or incidents, with written description, they will be thankfully reexived, and if transferred to our columns, a fair price, when demanded, will be paid as a consideration. If our officers of the army and navy, engaged upon nurfrontiers, or attached to stations in distant parts of the world, will favor us with their assistance, the obligation will be cordially acknowledged, and every thing will be done to render such contributions in our columns in the most artistic

FRANK LESLIE'S ILLUSTRATED NEWSPAPER.

NEW YORK, OCTOBER 23, 1858.

The Overland Route to California.

WE present to our readers in this number an illustrated record of one of the greatest and most important achievements of the age. We have made great public, nay almost national rejoicings over the successful laying of the Atlantic cable, and yet of how little importance is the consummation of that enterprise to us, as Americans, when compared with the vast results, beneficial in every aspect, which must accrue to us as a nation from the opening of an overland route direct to the Pacific. It would be a waste of time to speculate upon what these results may be, for they must be patent to every one who thinks upon the subject; but the one great result that must spring from the brilliant and daring enterprise of Butterfield & Co., but so recently successfully achieved, will be the directing of the public mind to the absolute necessity of a railroad to take the place of a wagon road, which has been proved to be perfectly practicable.

That a railroad will be ultimately built is of course a foregone conclusion, but in the ordinary course of events, under the control of our Congress the undertaking might be delayed for years. Now, however, with the fact staring the world in the face that a wagon joute created by private enterprise has pioneered the overland route to California, the public will demand a more rapid and more certain means of transit to our great sister State on the Pacific, and the action of Congress will be accelerated at least five years. Thus it is ever that all the great enterprises which bring wealth and honor to our country are originated by individuals, and the Government lags on behind, affording a tardy and, in most cases, a niggardly assistance.

In the meantime along this great Pacific route will spring up stations and villages, and one or two locations will rise up to an importance which is at present but little dreamed of, except by a few shrewd speculators who are already in the field. Capital Pure is "under the weather." will be directed to these spots, and we even now hear of individuals who are preparing to locate upon the route, willing to take the chances despite of the fearful privations which "roughing it" in the wilderness is sure to ent ill, for the enormous profit which the future of only a few years is certain to produce. The indomitable perseverance and wonderful sagacity of our people are justly subjects of national pride. No undertaking is so difficult, no project so hopeless, but men are found ready to rush in and prove to the world that nothing is impossible to the strong will and irrepressible energy of a free man. The Pacific wagon road will build the railroad, and secure to us the whole commerce of the Ea t.

The Republic Abroad.

It is an old saying that "a man is known by the company he keeps." In like manner the character of a nation is elevated or disgraced by the officials sent to represent it abroad, for into their hands the national honor is delivered. The greatest care should therefore be exercised in their choice. In despite of these truisms, the appointment of our ministers and consuls has been dictated by political and selfish considerations, altogether at war with the true principle of sending the right man to the right place. Indeed, had this rule been strictly carried out many of our itinerant diplomatists would have been stationed in Sing Sing instead of European cities. Like Dogberry, we have selected our most 'senseless and desartless' men to be our constables abroad.

Some have been chosen because they were troublesome at home, and the Executive was glad to get them out of the way. Others, to conciliate a certain party, or to reward a particular man.

The result has been just what might have been expected. Men don't gather figs from thistles, and hence the acts of rowdies, political hacks and broken down politicians, who have been sent abroad as our ministers, have not redounded to our credit. We have not only been deprived of the legitimate influence due to us as one of the first powers in the world, but we have positively lowered the republican form of government in the eyes of foreign nations. The evil of this indifference to the personal character of our public servants abroad is increased by the acknowledged inadequacy of the salaries attached to their offices. It is notorious that several who have been officially charged to uphold our national credit have been obliged to fly from the scenes of their labors in debt to foreign tradesmen. This, however, is an evil that will cure itself, since, if the old system is continued, no tradesman will in future trust our officials the value of a cent. We rely upon the good sense of Congress remedying this defect by a thorough revision of all our diplomatic salaries. We have called attention to this subject in consequence of the recent attacks lately made upon Mr. Buchanan for what is called his sins of suls. Some blame him for retaining Mr. Dallas in London, and No. 437 First avenue, near Twenty-sixth street, for a statuente of omission and commission, in the choice of our ministers and con-

Mr. Mason in Paris, on the principle of rotation in office, a doc. trine that may apply to scavengers or the graduates of an English treadmill, but totally subversive of all true statesmanship and

We are glad to find in a recent conversation our President had with a deputation a short time since, that he emphatically told them he did not consider it conducive to the national welfare to appoint needy men to such responsible stations as consuls and ministers. A mind distracted with pecuniary cares is no fit match for the diplomats of Europe, and although we would have our policy so plain that no finessing is needed, yet, in every transaction, from buying a pin to negotiating a Chinese treaty, the unembarrassed brain has great advantages. The same applies with still greater force to rowdies, tavern politicians and shoulder. hitters. However glad we may be to get rid of them from our midst, it is paying too high a price to send them abroad to disgrace the American name. Shakespeare was right when he made Hamlet say, "If a man must play the fool, let him do it in no place but his own house!" The evil behavior of a person in the dwelling of a stranger discredits the family more than similar misconduct in the family homestead; one trumpets it abroad the other throws a veil over the offence.

Mr. Buchanan, who has so worthily represented us in some of the first courts in Europe, is well aware how much depends upon the character of our representatives abroad, on whose integrity, calmness and personal dignity the issues of peace and war so often hang. He can, therefore, well afford to despise the insane abuse of corrupt men, who would wish him to send Paddr O'Flanagan to the Court of London, or Colonel Filibuster Jones to the Escurial. If General This or Minister That demands par for work done to the party, let him be paid as other hirelings are-in dollars and cents-and a regular receipt taken for the same; but do not let us hand over to the tender mercies of a ballot-box stuffer, a shoulder-hitter or a tavern brawler, the sacred task of sustaining the dignity of the first Republic in the world. We hail, therefore, Mr. Buchanan's adoption of the practice of Washington as a return to true Democracy, and conclude by quoting that great man's reply to those who, when urged to send Burr to England on a mission, exclaimed, with great emphasis, "I never will trust abroad one I will not trust at home, or send to represent my country a man I do not myself respect and honor!"

Honesty the Best Policy.

We have had occasion heretofore to speak with commendation of that young and rising Democrat, John Clancy. His manifold and manifest superiority over the majority of his colleagues led them to elect him as their President, although by far the youngest and least wealthy of them all. Indeed, he was a man they seemed delighted to honor. Associated with Judge Welch in a weekly paper, he had in his own hands an organ to express his opinion and defend his conduct. Although a representative of and a dweller in the Sixth Ward, his demeanor and conversation had the repose of the Fifth avenue. Courteous and kind, with an amiable address, a composure truly patrician, and gifted with much discretion, he had justly earned the distinction of being the model Alderman, or perhaps we ought to say of being an exception to the rule of that very notorious gang of Ali Babaites, whose "open sesame" Judge Lynch will one day, no doubt, pronounce in a very commanding tone of voice.

So much for the antecedents of Alderman Clancy, President of the Board of Aldermen, and Acting Mayor when the real Simon

But, as Moore, a half countryman of John's says, "Love must be fed, and cannot live on roses," so neither can ambition live on honor and glory. Alderman Clancy, therefore, panted for some thing more substantial than the empty thrones of the Mayoralty and Alderman. He angled for the County Clerkship, a most lucrative sppointment, and well calculated to convert the elegant Alderman of the Sixth into the more substantial form of the author of "Struggles for Gold," or our fat acquaintance, the author of the "Pierce Pungent Platitudes." This nomination he received last Wednesday night, after an ineffectual attempt on the part of the friends of some equally hungry Democrats to obtain it for their protegés.

Now had Mr. Clancy acted always with his usual sagacity, he would, no doubt, have been elected, and Judge Waterbury and that pale-faced Tammanyite, Billy Macintyre, might have returned to his crockery and bonded warehouses; but, unhappily, Mr. Clancy is not sound on the goose question, and hence Captain Toone will take next month the music out of him. Some few weeks ago Alderman Tucker, like a Know-Nothing Pontius Pilate, wished to wash his hands of innocent blocd, and moved that, since the Majority Report had endersed the superior merits of swill milk over grass fed, the deluded public should have the opportunity of knowing when they were buying that inestimable poison, which knowledge could only be obtained by the magical words, "This is the Genuine Swill Milk" painted on the milk wagons. On a division there were six for and six against. At this most emphatic moment Alderman John Cancy came to the rescue of the distillery interest, and voted against Alderman Tucker's ordinance.

Now, it is idle to suppose that a gentleman of Mr. Clanar's intelligence can really think swill milk superior to pure milk, any more than a compound of camphene and water is equal to pure Cog ac. We can therefore only consider this vote as given to conciliate some of those active politicians who are the friends of the distillery interest. Alderman Clancy will find that this vote of his will be instrumental in his defeat.

An Alderman should bear in mind that he is not placed, even in that unhappy position, to study only his own interests, or that of the public plunderers, but to act now and then—that is to say semi-occasionally—like an honest man. It seems, however, to be too much to ask one of these Aldermen to give even one honest vote in their official life. Let our citizens remember that in voting for John Clancy they vote for the continuance o. that filthy poison, swill milk. Cancy and stump-tailed cows are candidates for County Clerk!

Editorial Gossip.

OUR acknowledgments are due to Mr. Charles Muller, sculptor, of