THE OVERLAND MAIL ROUTE.

Enthusiastic Meeting of Citizens of Santa Clara and San Francisco—The New York Herald's Correspondent Feted, &c., &c.

The citizens of Santa Clara met on the 14th of October, for the purpose of giving expression to the views entertained by the people of Santa Clara of the great benefits to be derived from the successful establishment of the overland mail route.

We have received the following communication from Mr. Wright, the Secretary of the meeting:—

SANTA CLARA, Oct. 15, 1858.

JAMES GORDON BENNETT:—

DEAR SIR—Accompanying this please find the proceedings of a mass meeting held here Wednesday evening, Oct. 14th. It is with feelings of considerable enthusiasm that the people of this State behold the successful completion of the several overland mail routes, prompted in the main by the fact that as communication is increased and facilitated our well-being and prosperity advance.

The great bane of our State has been the check given to immigration by steamship monopolies, and the natural objections to overland travel, both of which agents have been removed by the enterprise of government agents and mail contractors in the establishment of the several routes. We are confident that a very large immigration will be the result of lower fare, safer transition, and the establishment of stations for mail service.

Having soil, climate, and almost every advantage desired, we need nothing but an increase of the number of the hardy sons of the soil to develop the great vast resources of our State.

With these facts in view, we feel rejoiced in the consummation of so great a work, and look forward to the speedy realization of our long deferred hopes, (the construction of the Pacific Railroad,) when we will be able to take our position among the States as one of the greatest. In conclusion, we hope to find in you a really and devoted advocate of our necessities as well as rights, in the firm belief that you will be found doing justice to our cause.

S. H. WRIGHT, Secretary. H. D. MCCOLL, President.

THE MEETING.

Mr. H. D. McColl presided, and addressed the meeting at length. He said:—We meet this evening for the purpose of giving our cheerful hearty response to the first overland postal route through our fair valley, uniting, as it were, the mountains and plains to the sea; that we hail with unfeigned joy the first tangible connecting of the Atlantic hemisphere with the western slope of our glorious confederacy by the various routes now in harmonious union of some general and mutual arrangements. In contemplation of giving honor to the privileges which the progress of American industry is daily bestowing upon us in this far distant land, we have to remember that there is a Providence ruling our destiny; that as Californians we have but one common interest to consult; that our destiny is to bind stronger the great chain of the confederated States; that the North will outstretch her arms, and the South will meet the embrace, while the East and the West dance around the capitals of the Union; that the Pacific shores of right will be the peacemaker of the whole Union, and the postal routes and railroads, to carry kind messages to the everlasting confederated States.

The following resolutions were unanimously adopted:—

Resolved, That the people of Santa Clara view with pride the successful establishment of the overland mail routes, and hail the event as one calculated to give impulse to a speedy immigration to the Pacific shores.

Resolved, That the establishment of the various routes now in successful operation will have a tendency to encourage the speedy progress of the Pacific railroad, the consummation of which will serve to connect more closely the cherished homes of our "fatherland" with the most distant portions of our coast.

Resolved, That the people of Santa Clara Valley feel a lively interest in the success and welfare of the Southern Overland route, it being the only one strictly communicating with our private valley, and it deserves our warmest and most earnest support.

Resolved, That the Hon. A. V. Brown, Postmaster General, in his wise policy in the management of the department under his charge, and for his untiring efforts to give the people of California a speedy communication across our continent, deserves our heartfelt gratitude.

Resolved, That James Gordon Bennett, Esq., of the NEW YORK HERALD, in despatching a special correspondent for his paper by the Southern route, for the purpose of giving correct information of the practicability, and the advantages and facilities of the Southern route, enables him the pioneer of newspaper enterprise, and should receive the hearty support of all wishers in the Golden State.

Resolved, That a saddle of lamb (one corresponding with the number of stations on the route) be dressed at half past seven o'clock to-morrow morning, Oct. 15, in honor of the successful establishment of the overland mail route.

Resolved, That a copy of these resolutions be forwarded to the proprietors of the Southern Overland Mail Route.

Resolved, That the several papers of the county of Santa Clara and the NEW YORK HERALD be requested to publish these resolutions.

DR. A. B. CALDWELL next addressed the meeting. He said that the establishment of the several mail route, and its success, were no longer to be doubted by the most incredulous; that it was a fixed fact that the trial trip has been successfully made, and a distance through an unsettled country of twenty-seven hundred miles performed with stages in the short space of twenty-four days. He looked upon this mail line as a harbinger of better things coming; that the benefits that would flow from it would be not confined to transmitting mail matter, to writing to our friends in the East, or obtaining a speedy passage home by this route, but the blessings of a speedy mail from it would be innumerable, some of which might be named—first, the protection it would afford the overland immigrant to our State; that it will cause a rapid settlement of California with a hardy, energetic working class of men and women. I have predicted to-night that great road will be completed in less than ten years, and instead of being twenty-four days to St. Louis, we will be able to make it in less than four days. The overland mail route, now in its infancy, will grow, and great results must proceed from it; it is the beginning of the end, and we may hope to see the time when we may be able to get in a buggy and in a few days drive across to the older States with ease, stopping and remaining over night at a hotel on the road. We have several large States admitted into our glorious Union, out of the vast wilderness that is only inhabited by the savage and the beasts. There is between the settled and the number of States in the Union swell to one hundred. What a glorious confederacy of one hundred States! Yet this is not extravagant; it draws picture, "Manifest destiny," and such we will be. Behold what a great nation grows out of small things!

Mr. C. McKay was the next speaker. He said:—This overland mail enterprise from St. Louis to San Francisco is no dream, sir; it is a fixed, established fact, that the stages are in running order from the East to welcome our fathers to this our newly adopted garden-spot of the world. With your permission, Mr. President, I shall read an extract from Mr. Ormsby's speech, as published in yesterday's *Alta* of San Francisco.

After reading extracts from our correspondent's address, he proceeded:—

I have no hesitancy in urging our Atlantic friends to come to this flowery land of perpetual summer; my hesitancy has been founded upon the reports of a sea sickness and the extravagant charges of the steamship monopolists. My hesitancy has given way before the clear, strong light of truthful enterprise which has shed its rays on the success of our overland communications. Shall I be considered wild and reckless when I say that California, from her snowy summits, with her golden fleece (and she knows what a large heart means) sends one great, grand and universal invitation to those who wish to better their condition to come to our shores and quaff the very finest climate the sun ever shone on? We have the soil, the climate, and everything else that good, honest men want to make them comfortable and happy—and come by land, safely, quickly, cheaply, and easily. This route is the great, and will be the great highway for the nations of the earth to travel upon. Some object to this route because it lies too far south. Narrow, indeed, must be the mind that objects upon this ground. We care but little where they run, whether north or south, east or west, up rivers or across rivers, through valleys or on the back bone of mountains, so we have the roads. Give us the roads, one or a dozen—we have the fare. And after we get the roads all well stocked, and the stages crowding and jostling each other, we shall have the railroad with scores of fleet locomotives, with their countless cars, freighted to their utmost capacity. (Cheers.)

THE MEETING IN SAN FRANCISCO.

[From the San Francisco Herald, Oct. 12.]

A large and enthusiastic meeting of citizens was held last evening in Musical Hall, to give expression to the sense entertained by the people of the city of the great benefits we are to receive from the establishment of the Overland Mail Route. The hall was densely crowded.

On motion of Mr. John Middleton, the meeting elected Col. Joseph R. Crockett Chairman.

The following gentlemen were elected Vice Presidents:—

Hon. M. H. McAllister,	Hon. O. Hoffman,
B. F. Washington,	C. L. Ross,
F. Macondray,	J. Whitney, Jr.,
D. Gibb,	M. G. Upton,
W. McKibben,	J. Sime,
T. O. Larkin,	P. Donahue,
I. P. Rankin,	J. Middleton,
L. Heinsch,	G. Touchard.
J. B. Thomas.	

COLONEL CROCKETT'S SPEECH.

Col. CROCKETT came forward and said—In the history of every people some great event occurs which makes an epoch in its annals, and is deemed worthy of special commemoration. This a few days have elapsed since we all united in doing homage to that achievement of modern science by which two distant continents were united by the electric telegraph; and now we are met to commemorate an event which, though more modest in its pretensions, and perhaps more circumscribed in its results, is, nevertheless, in my opinion, more important than even the laying of tiny cables across the Atlantic. In the brief career of California but two events have occurred of such paramount importance as to assume a prominent place in her history—the first was the discovery of gold in her mountains and valleys; and the second is the successful establishment of overland mails. The first of these events needs no commentary. It has written its own history in the hangings of every civilized nation on the face of the globe. It has told its own story at every fireside, and proclaimed itself in every port where commerce unfurls a sail. But while our gold has done so much for the rest of mankind, it has done but comparatively little for us. During the last ten years we have shipped from California more than five hundred millions of gold, and have retained amongst us but a very inconsiderable part of the enormous wealth we have produced. And to compensate us for this California has been cursed with a transient population, bound to her by no ties of home or kindred, feeling no interest in her welfare, nor any pride in her growth and progress. It is impossible we can have any other kind of population until we shall have increased facilities for travel across the plains. For myself, I place no reliance whatever upon the last year's rush. If we had a dozen lines of steamers, all managed in the most acceptable manner, they would not accomplish the wishes. That mode of conveyance is too expensive, too hazardous—is too uncomfortable and disagreeable ever to be adopted by that class of people whom we especially desire to have here. What we want need is a hardy, industrious sons of soil, with their wives and their children; honest farmers, with their wagons and cattle, with their sturdy sons and daughters; skilful mechanics, and laboring men of all kinds, who will bring with them their household gods, determined to live and to die in this California. In my opinion, one of the greatest blessings that could befall California, would be to discontinue, entirely and at once, all communication by steam between San Francisco and New York. This would force the trade into another channel, and private enterprise would immediately establish safe, convenient and speedy communication across the Plains. It would build up at once an almost continuous line of settlement, not only along one, but several routes, and the population would be forced, by its own necessities, to establish lines of military posts wherever they are needed. Instead of expending hundreds of thousands annually for transporting the mails by sea, they would expend it in transporting them safely and speedily by land. I congratulate you, therefore, fellow citizens, upon the auspicious results which have already attended the first effort to establish overland mails. It is no longer a doubtful experiment, but is accomplished fact. On Monday last I received advices from New York, New Orleans and St. Louis in less than twenty-four days, via El Paso. Next to the discovery of gold, this is the most important fact yet developed in the history of California. The results of these efforts are already beginning to be developed in a marvellous manner. Scarcely it is announced that we have an overland mail by way of Salt Lake, until an enterprising firm on the other side sends out a train of 150 mules, loaded with 400,000 pounds of general merchandise, to establish a line of stores from the Kansas line to Salt Lake City. Simultaneously with this enterprise a few publication and energetic men in California conceive the plan of building a line of telegraph from Placerville to Salt Lake City, and already two miles of the line is completed and in operation; and steps are already taken by another company on the other side to continue the line from Salt Lake to the Missouri. Already our eastern merchants are sending out large trains, freighted with merchandise, towards Salt Lake City, to meet the wants of the commercial and enterprising population of this place. Indeed, most clearly that's brighter day begins to dawn upon California; and if the first rushes in the spring of the twenty-eighth and fifteen years, such as we had in 1849 and 1852-3, it will shine with a pure and genial light which will illumine the Pacific with a bright and energetic emporium, whose influence will be felt in every one of its remotest borders.

ENTERPRISE OF THE NEW YORK HERALD ACKNOWLEDGED.

Gen. J. P. Hayes, of Santa Clara, then rose and said: He would first propose the appointment of a committee of seven, to draft resolutions expressive of the sense of the meeting on the subject of transmitting the first overland mail from St. Louis to San Francisco. A more pleasant duty was also delegated to him, which was to introduce to the meeting the gentleman who had been the pioneer of enterprise of the NEW YORK HERALD, who had arrived in this city, the first passenger who had traversed the continent in the time named. He would make the request that the gentleman address the meeting, as the request would be heard every one present would join. Mr. Ormsby was the representative of the leading journal of the continent, the journal of the world, and it was a proper compliment equal to despatching a gentleman to obtain information concerning the route which had been traversed for the first time. It was an unparalleled feat in the annals of time. Mr. Ormsby was the pioneer passenger over the line, consisting of a wide expanse of unsettled and wild country that divided the Pacific from the Atlantic. We had now a route, practical and important—a fixed fact—which had been travelled in the short space of twenty-three days and twenty-three hours. He would be had pleasure in introducing to the meeting Mr. Ormsby.

Mr. ORMSBY was escorted to the platform, and received loud and prolonged cheering from the immense assemblage. Mr. O.'s highly interesting statement was listened to with marked attention, and he received the hearty plaudits of the meeting at the close of his speech.

The CHAIR appointed the following gentlemen a committee to draft resolutions in accordance with Gen. Hayes's motion, which was unanimously adopted, viz.: J. P. Hayes, William Blanding, Frederick McCrellish; A. Dibble, G. M. Wilson, C. F. Lott, and J. L. Brent.

On motion of Mr. JAMES AMES, J. C. Brent, of Los Angeles, was added to the committee.

On motion of Mr. HAYES, Mr. Alfred Robinson was also added to the committee.

The committee retired, and the Chairman suggested that any gentleman desirous of addressing the meeting could come forward and the meeting would call for listeners. Baker, Tracy and Denham. It was stated that Col. Baker was not present.

MR. BENHAM'S REMARKS.

In answer to the general request, Mr. CALHOUN BENHAM came forward and said—We are no longer an outpost or pioneer settlement, we are a State, and have been for years past. By this road the great benefits long wished for will be realized—benefits which we have often deliberated upon in our private dwellings, and which we have felt great rejoicing—more miners and farmers will come here; fewer non producers will be among our immigrants—San Francisco, though as it is, a great emporium of the nations of our population, will derive the advantages the commercial emporium of a country always obtains from its general prosperity and wealth. The gentleman who was the first ever was the person who had been instrumental in procuring the establishment, was entitled to the gratitude of every man. The Pacific railroad, commencing at the Aquina Way, or the construction of the road by the great Napoleon over the Alps, or the less classic monument of enterprise—the Suez Canal—all of these.

Mr. F. P. TRACY followed Mr. Benham, and made some pertinent remarks. He considered all the routes entitled to support; and he hoped that a sufficient amount of money would be finally adopted as the one for the Pacific Railroad. One of our Senators had lately left by the Placerville route, and he was sanguine that he would be found through in eighteen days, but the speaker doubted their power to do so.

RESOLUTIONS.

The Committee on Resolutions reported the following, which were read by Mr. Blanding, and unanimously adopted:—

Resolved, That the people of San Francisco, in mass meeting assembled, esteem the successful establishment of the overland mail routes as the accomplishment of the most important work hitherto attempted for the developing of the wealth and permanent prosperity of our possessions on the Pacific coast.

Resolved, That in our opinion the establishment of these routes will not only induce the speedy settlement of the immense territory lying between the eastern borders of California and Oregon and the western lines of Kansas, Missouri and Arkansas, but will afford facilities for and a security to emigration which will very soon attract to the Pacific coast a vast population, which will not only confer great benefits upon us, but will themselves reap a corresponding benefit from our fertile lands, our delightful climate and inexhaustible mines.

Resolved, That the connection so satisfactorily established between the Pacific and Atlantic by lines of communication maintained by authority of the Government, is rendered the practicability of the St. Louis and Memphis Overland Mail route for the transportation of the mails and passengers within a schedule time; and that it is eminently favorable for emigrant trains from the great valley of the West destined for California, Sonora, and the Pacific Ocean.

Resolved, That, in the judgment of this meeting, enough has already been done to demonstrate beyond cavil or doubt the practicability of maintaining constant and regular overland mail communication between our Atlantic and Pacific seaboards, at a moderate expense to the government, and we trust that the time is near at hand when we shall have a regular daily mail from the Atlantic shores.

Resolved, as the sense of this meeting, That it would be inexpedient for the general government, at present, to grant new contracts for the transportation by sea of the mails between New York and San Francisco, and we earnestly recommend that the money which would otherwise be thus expended, be appropriated towards increasing the facilities for the overland communication.

Resolved, That the successful establishment of the overland mail routes is but the forerunner of a continuous line of telegraph, at an early day, from San Francisco to St. Louis, and we trust to see the great work also speedily completed.

Resolved, That while grateful for the increased advantages of intercourse with the East conferred upon the State of California by the various overland mail routes that have been opened, her citizens will only regard existing means of communication as subsidiary to the direction of a road, whose lies are the only ties which will defy sectionalism and disruption, and enable the new currently of our hopes, fears to hasten to the defence and succor of any other portion that may be menaced by foreign foes—and that our Senators and Representatives be urged with unremitting zeal by press and Congress the importance of immediately commencing the construction of the Pacific Railroad.

THE NEW YORK HERALD.

Gen. HAYES offered the following resolution, which was unanimously adopted, after some discussion:—

Resolved, That we recognise as a compliment to the citizens of the Pacific coast, the liberal and enterprising action of the proprietor of the NEW YORK HERALD in despatching an intelligent correspondent to accompany the pioneer trip of the Overland Mail Company, for the purpose of disseminating to the public a correct knowledge of the facilities of travel offered to those who desire to emigrate to the extreme West, and that the thanks of this meeting be tendered to Mr. W. L. Ormsby for the very interesting account of the line of travel from St. Louis to San Francisco.

Mr. WASHBURN offered a resolution to the effect that the proceedings of this meeting be transmitted, by the next overland mail, to the NEW YORK HERALD for publication.

This proposition was supported by Gen. Hayes, Mr. Washburn and Mr. Jewett.

Mr. PRICE thought it would be invidious to other journals to adopt the resolution.

Mr. WASHBURN withdrew his motion, and in explanation said his object was to compliment the journal and the young gentleman who represented it who was present, which had shown such interest in the opening of the mail route from St. Louis. He regretted that it should have caused any disagreement.

The meeting then adjourned.

THE OVERLAND ROUTE TO CALIFORNIA, AS VIEWED IN ENGLAND.

[From the London Post, Oct. 27.]

By the enterprise of the people of the United States an overland route has at length been opened from the Mississippi to California. In the beginning of last year an act of Congress was passed which authorized annually an appropriation of $300,000 for a semi-monthly, or $600,000 for a weekly, postal communication between any point of the Mississippi and any point in the State of California. This permission having been obtained, a company of eight persons was at once formed, and in the short space of little more than a year and a half arrangements had been made by which the mail can be carried in twenty-eight days from St. Louis, Missouri, to San Francisco—a distance of two thousand six hundred and fifty-one miles. The vehicles employed are "good four horse post coaches or spring wagons," and as the region traversed is, for the most part, an uninhabited desert, posting stations have been established, at which travellers can obtain refreshment. Each vehicle accommodates eight passengers, and on the first journey six adventurous persons were found willing to pay two hundred dollars each for this rough ride across more than half the North American continent. We mention the opening of this route not to move the jealousy of our fourteen hundred and fifty-mile railway, which, in spite of the rapidly decaying race of English stage coachmen, whose occupation the railways have destroyed. As America is celebrated for fast trotting horses and for a locomotion of every kind, the cultivation of the art of driving along the prairies, ravines, caverns and valleys of this long journey may be the means of introducing into democratic countries a taste which, whether aristocratic or not, still survives in the old country, and is gratified whenever an opportunity presents itself.

But our object on the present occasion is to show that this postal route must, in course of time, be followed by an extension of settlements along its conditions. On this point our New York correspondent, whose valuable communications we published yesterday, observes:—

I have said that the importance of this inauguration can scarcely be rated too highly. Setting aside the immense value of rapid mail communication, line of stages, dotted with post stations, must inevitably create a chain of settlements along the route, and in all probability, prove the first step in Pacific railway which is to give the nation possessing it so many advantages. A telegraph line will undoubtedly follow, in a few months, the stage line, and the necessary offices will be used to secure the passage of a Congressional act authorizing the construction of a railway over any number of the stages which have been projected.

What Congress may take, we are very much inclined to believe, with Mr. Asa Whitney, that there are sectional differences in the way of an interoceanic line which no federal legislation can satisfactorily adjust. Each State through which the proposed line would pass, would by jealousy or by some supposed interest, might not concur in the arrangements for grants of lands, &c., which its immediate neighbor might deem to be expedient. But there would be another difficulty. It is impossible to conceive that the slave and free States would unite in one general and uniform system, so that the latter would sanction a line of this national importance, which would cut asunder, through the territories, the slave States, and to the extension of that "domestic institution" which the people of the North view with abhorrence and dismay. The report of the United States Secretary of War, made in December, 1857, states:—

The surveys of the different routes for a railroad to the Pacific have been completed and the results published. All competent judges agree that the route from El Paso to the Colorado, and thence to the Southern Pacific, possesses great advantages over others, in several important particulars.

The stage projected authorities in America, notwithstanding the report of the Secretary of War, have expressed a decided opinion that the British North American Territories afford infinitely greater facilities for the construction of an interoceanic line than any portion of the United States; whether the line should start from Michigan, by which there is a railway communication from the Atlantic, or start from the extreme South. In this country we have lately read many statements on the subject of a Pacific railway. We have heard that the royal engineers who are now marking the line of boundary between British North America and the United States are also to survey the country with the view to a railway from Fort William, on Lake Superior, to the shores of the Pacific. We know; moreover, that the Legislature of Canada, by the incorporation of the Northwest Transportation Company, has taken a very important step towards opening the territory which stretches from Canada to the Valley of the Saskatchewan, and that the postal communication which that company has established with the Red River settlement is intended to be followed by the construction of a railway. At the present moment there are members of the Canadian Administration—Mr. Cartier; Mr. Galt and Mr. Foss—are in personal communication with Sir Bulwer Lytton on the subject of the British North American railways. The provinces of Nova Scotia and New Brunswick have deputed certain gentlemen to represent their interests with the Colonial Secretary, and intimated that they are prepared to proceed to Canada to ascertain on the spot the wishes of the colonists, not only with respect to a uniform postal system, but with respect to other matters, and to state the amount of support which they are willing to give to such an undertaking. The formation of the colony of British Columbia has already provided a territory on the Pacific; the abolition of the Hudson's Bay authority in the licensed Territories will in a few months remove the great obstacle which has hitherto impeded the progress of Canada to the West, and the completion of the line from Halifax to Quebec will provide a terminus on the Atlantic, open throughout the year, and communicating with those Canadian railroads which reach to the inland seas of the south and west of the province. The prize which has to be won by the construction of this interoceanic line is not only the progressive extension of British industry and British institutions across the continent of North America, but the wealth of India, of China, of Japan, of the Eastern Archipelago, of the thousand islands of the Pacific—in a word, the most rich and valuable commerce of the most productive regions of the earth.