

for the railway from the Marsh to Hammond River, which will avoid the long and expensive detour by Gondola Point.—*St. John New Brunswick.*

To the SUSPENSION BRIDGE.—It will be seen by a notice in another place that a Stage is in future to run regularly over to the Suspension Bridge. The first attempt was made on Friday, and we are happy to state the Stage was crowded every time with passengers.—There was upwards of one hundred vehicles of various descriptions, twice daily, taking our produce, and bringing supplies for our merchants, as well as affording safe and rapid transport for passengers, is enlivening and most encouraging to those who take any interest in the prosperity of our city and country.

*SUNDAY'S MAIL.*

ADVERTISING.—The vast improvement in business during the past two years, has given a great impetus to advertising; as many more persons now advertise as before. But besides the increase in the number of advertisers, there is also a vast increase in the number and length of the advertisements sent for insertion by many of the leading mercantile men, and for this great amount of work imposed upon the newspaper publishers, they unfortunately have little idea in too many instances of paying a proportionate price. Perhaps they had never calculated, or had no means of forming an opinion of the actual cost of their advertisements to the publisher, and believe that £3 or £4 a year pays him well: the labour and paper, &c., devoted to their use in some instances, costs him fully twice as much. We would put it in this way. The actual cost of publishing the Freeman, Monthly and Weekly, is close on £700 a year. If to this you add for profit, labours of editing, purchase of types, &c., &c., £300 a year more, it would be £1000 a year. To meet this, are the sales and subscriptions amounting to about £600 a year, and the balance or £400 should be paid by the advertisements, which occupy on an average over two-thirds of the whole paper or 18 columns. So that each column should yield about £23 a year as its fair proportion. It is evident that at the rate some persons pay and advertise, the yield would fall very far short of this.

Yet this calculation is much within bounds and should we enlarge our paper as it is probable we will, the estimate would be much higher still.

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Beyond 40 and not exceeding 50 lines One Pound extra will be charged; and so on in proportion according to increased length, whether continued for a short or long period.

Advertisers have the liberty to renew at pleasure, or to a reasonable extent.

The prices charged to advertisers up to this date, will continue without alteration excepting so far as the length is concerned. Non will an extra charge be made for advertisements already in the paper; the rule will only apply to advertisements handed in from this date—renewals or otherwise.

*UNITED STATES.*

*Baltimore, Jan. 8.*—There were twenty-two deaths by cholera at Charleston last week—nine whites and thirteen negroes.

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Heavy rains have flooded the interior. A large portion of the city of Shasta was destroyed previous to Nov. 28. Loss \$100,000.

There is but little doing at the mines in consequence of the floods.

*Dates from China are to Get. 5th. Nothing important.*

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*Bermuda.*—By the mail packet Osprey, at Halifax, from Bermuda, we have received papers to the 30th December, before mentioned.

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We are glad to learn that the fever was abating at Barbadoes, though there was still some deaths occurring.

The deaths from fever at Barbadoes amongst the Europeans and natives have been most alarming. Commissary General Neill and his family have been swept away by it.

Captain Henry J. Matson, of Her Majesty's screw steamer Highflyer, has died at Tripoli of fever. His remains were consigned to the grave with the customary honors due to his rank.

From the Bahamas we learn that the Cholera has made fearful havoc. It is estimated that in July and August last one eighth of the inhabitants perished.

Dr. Livin was at Nassau and measures had been taken to combat the disease. A riot had taken place at Eleuthera, in consequence of a magistrate having endeavoured to land there whom they imagined would introduce the disease among them.

There had been 115 deaths from cholera at Harbor Island.

A letter from St. Jago de Cuba, Dec. 18, states that since the 15th of October last that city had lost, by cholera alone, at least, one-tenth of its population. Business was dull, but little doing among the shipping and the few cargoes recently arrived from the United States scarcely met with sale at any price.

*NEW BRUNSWICK.*

*The Winter at Sea.*—The New York Courier gives a list of the bad passages and disasters to steamers this winter, observing that

"While the winter on shore has been one of the mildest ever known, at sea tremendous gales have swept the ocean, rendering the efforts of the most powerful steamships to make headway against them almost ineffectual. The steamers which left England during the month of December, suffered most severely."

*St. John New Brunswick.*

The ship was fifty-nine days out.

*CANADA.*

*Railroad Travelling.*—We understand that the trains of the Champlain and

St. Lawrence Railroad, notwithstanding the severity of the weather, have been running with the greatest regularity. On not a single occasion has there been detention to passengers, and crossing in boats and batteaux, opposite the city, hitherto considered dangerous, if not impracticable, is now a matter of accomplishment, in a few minutes.

The starting and arrival of the trains, before our eyes, from the opposite shore, three times daily, taking our produce, and bringing supplies for our merchants, as well as affording safe and rapid transport for passengers, is enlivening and most encouraging to those who take any interest in the prosperity of our city and country.

—*St. John's Morning News, Jan. 12.*

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