

are's entries, it is true, of 138,000 "merchants," and 21,000 "mariners," but these seem unintelligible, as not quite consistent with what is known of Argenteen needs. "Merchant," however, is an elastic term, and America receives many who change their trade. It is plain, that the people wanted as a rule, are labourers and farmers—there being fewer openings for miners and merchants, and almost none at all for other trades and professions. The more agreeable occupations are perhaps to keenly compete for in America as elsewhere, and it is only a large and sudden emigration which can absorb a few of those who follow them. The circumstances which conduct to emigration are probably, therefore, not lasting. Rude labour and farming are daily and rapidly diminishing, in proportion to other departments of human industry, and with that diminution the attractive force of America will cease. The social problems of the Old World must be settled in the end, without any reliance on emigration.

NEW ADVERTISEMENTS.

House for Sale—H. V. Noel.
Artistic Union Grammar School.
Preserving Kettles and Jars—Esmonde.
Plumbing, Gas Fitting, &c.—Esmonde.
Customs Department—R. S. M. Bouchette.
Ottawa Church of England School for Young Ladies.
Notice to the Public.
Desirable Residence for Sale.

The Ottawa Times
Office 28, Sparks Street.

MONDAY, AUGUST 2, 1863.

For interesting Reading Matter see First Page; for Ottawa Markets see Fourth page.

SIR FRANCIS HINCKS visited the Public Buildings on Saturday. He leaves to-day for Renfrew.

We are glad to learn that preparations are in a forward state for the banquet in his honour, which will take place at the Russell House on Wednesday evening of this week; and will, we have no doubt, be a magnificent affair.

The Board of Arbitration adjourned on Saturday evening till Tuesday morning, when the further consideration of Mr. Goown's claim will again be proceeded with. The Board adjourned over Monday in order to give counsel on both sides time to prepare their cases.

SIR JOHN A. MACDONALD entertained Sir FRANCIS HINCKS and a select party of friends at dinner on Saturday at his residence.

Hon. Mr. Rose arrived in town on Saturday.

We have had our fourth annual Fenian "scare"; but this time it amounted to but a tiny ripple to disturb the ordinary calm pervading the nerves of some few of our contemporaries of the press. Nobody, save some half dozen of the editorial fraternity, suffered the slightest emotion of alarm; and they perhaps were moved by an exaggerated notion of the potency of a timely "cackle" in saving the commonwealth from the possible consequences of the stealthy approach of the enemy, rather than from any reliable information that such approach is at present contemplated.

Sons of the gunboats are ordered to take as airing on the Upper Lakes; GLOUCESTERS FRANCIS TRAIN has been spouting bad and blasphemous poetry on the British Pacific coast; WILLIAM H. SEWARD has been receiving addresses and making sweet speeches to the colonists in the same region, on his way to Alaska for a three weeks' stay among the Walruses, to enjoy the benefit of the sea air; and the Fenians in New York have had another rumpus amongst themselves over the old bone of contention—the division of the spoils. These, we believe, are the leading facts to which we owe the latest attempt to get up a new Fenian excitement. They are not very alarming.

The City Council meets this evening, and no doubt the committee to whom was referred the application on behalfs of the Canada Central Railway will be prepared with a report thereon. What course may be recommended we do not know; but the committee being composed of men of intelligence and business capacity, it may be presumed that the report will be favourable to the prayer of the application.

A correspondent calls attention to the only objection which has been raised against granting aid to the Canada Central, viz., that the money invested in the Ottawa and Prescott line has been irretrievably sunk, and that the citizens are now taxed to pay the interest and principal thereof. We accept, as being nearly true as any probability after the fact can well be, the argument of our correspondent, that without this railway Ottawa would not have been made the seat of Government; or having been selected would have been rejected by the representatives of the people of Canada. Though not doubting this ourselves, we must confess that happily for Ottawa it has passed beyond the region of a demonstrable truth; because the railway is built and Ottawa has become the seat of Government.

Without belching the weight of what might, or would, have been under a condition of affairs now impossible to realize, unless by a resort to the Vandals operation of demolishing the St. Lawrence and Ottawa Railway track, every one dispassionately estimates the benefits which that railway has conferred, and will continue, to confer upon Ottawa, irrespective of all consideration of the seat of Government, will admit that the money contributed by the Corporation towards its construction has been handsomely repaid to the city in the increased commercial facilities afforded. When there was no Great Western, no Grand Trunk, nor Brockville and Ottawa Railway, this city and the surrounding counties were on an equal footing with other parts of the country. In those days there was neither loss of prestige nor diminution of the facilities for progress, afflicting one locality as against another. But the introduction of railways entirely changed the face of

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It is not merely the trade of the Upper Ottawa alone, that should tempt the citizens of Ottawa to give a generous assistance to the promoters of the Canada Central Railway. Tapping, as it would, the Brockville and Ottawa, at Carleton Place, it would of a certainty bring to this city a large local trade which now never reaches it; it would give us two choices of route to the West; or to the East, too, for that matter; thereby, if not cheapening freight and travel, at least securing more expedition throughout for both. It would make Carleton Place a local distributing point for the neighbouring townships, and Carleton Place would undoubtedly become one of Ottawa's best customers.

We say nothing here of the further extension of the line East and West. There are the most conclusive reasons why the City of Ottawa should do all in its power—and do it with a generous confidence in its own commercial importance in the future—to secure the immediate construction of the link to connect this city with the Brockville and Ottawa at Carleton Place. That being done, the promoters of the enterprise will have substantial ground to stand upon for securing the construction of other sections of the line; and as we approach nearer to the day when the road to the North West must be built, the value and importance of the Canada Central will be all the better appreciated.

This is no time, for the City Council to dawdle over this enterprise, wasting precious time. Let those Aldermen who may have reason to dread the opposition of their constituents, meet them frankly and argue out the question. Very few, if any, in the city, are opposed to the city's progress and prosperity; but many may be mistaken as to the best means of promoting them. We hope, therefore, that our City Fathers will see that so far as the Canada Central is concerned, its immediate and very great importance is not overlooked.

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