

The deductions therefore are :

Passengers from Europe <i>viâ</i> Quebec - - - -	14,624
Immigrants at Halifax obtaining tickets for points West of Port Huron.	491
Passengers and migrants from Eastern Canada to North-West Canada.	5,658
From Eastern United States to North-West Canada -	173
From Eastern United States to Western United States -	25,046
TOTAL - - -	45,992

Taking these deductions from the Grand Total of all passengers going West, *viâ* Port Huron, namely, 85,920, we have a total of all passengers, of all sorts, from points in Canada to points in the Western United States, of 39,928, or in other words a little more than one-third of the number of the immigrants claimed to have entered the United States at Port Huron.

These facts relate simply to the West-bound passengers. But the grotesqueness of the pretension will become still more apparent when the East-bound are taken into consideration.

Taking first the Grand Trunk Railway, there passed :—

From North-West Canada to Eastern Canada <i>viâ</i> United States.	947
From North-West Canada to United States - - -	258
From Western United States to Canada - - -	34,267
From Western United States to Eastern United States -	20,835
TOTAL, Grand Trunk Passengers going East - -	56,307

By the Sarnia Branch, Great Western Railway :—

From Western United States to Canada - - -	681
From Western United States to Eastern United States -	18
TOTAL by both Railways going East - - -	57,006

The true emigration is, of course, the difference between the East-bound and West-bound passengers. It therefore follows from the preceding figures that the Western United States made a gain by the Grand Trunk Railway of 4,211 from the Eastern United States, the West-bound passengers having been 25,046, while the East-bound were 20,835 ; and the Western United States a gain of 39 by the Sarnia Branch of the Great Western Railway, the West-bound passengers having been 57 and the East-bound 18.

The difference of numbers between passengers going from Canada to the Western United States and those coming from the Western States to Canada is 19,374, the total West-bound passengers of this class being 53,641, and the East-bound 34,267. But from this difference there must be taken the 14,624 European immigrants who obtained tickets at Quebec after landing from the steamships ; and the immigrants at Halifax who obtained tickets to points west of Port Huron, 491 ; making a net total difference of 4,259, against the Port Huron claim of 111,170.

And even this difference of 4,259, must be held to include all those immigrants who are alleged to have taken advantage of the special assisted rates of passage between the United Kingdom and Canada, and after remaining for a while went on to the Western States. Also all those immigrants from beyond the sea who have landed at Portland and Boston and entered Canada *viâ* Montreal and Ogdensburg, proceeding afterwards to the Western States ; the numbers of which, I believe, are considerable. There is not, in fact, any evidence of any Canadian emigration of any significance at the point of Port Huron to the United States.

It is noticeable that the claim of 111,170 immigrants at the point of Port Huron is largely in excess of that of the previous year, viz., 94,375, notwithstanding the fact that the self-evident impossibility of those large figures had