

of Toronto; and, I think, not in any appreciable degree the nature of the total figures in the Customs' district of Detroit, for the reason that they would be of the same general character as those which have been obtained; while the figures of the Grand Trunk Railway are absolute as regards the facts at Port Huron—the old point of contention. Before coming to the examination of the question as it actually exists at Port Huron, I think it is better to point out the leading fact which is established by the figures representing the total movement of passengers *from* Canada and *to* Canada by the whole of the Grand Trunk system in the east and in the west.

The figures are as follows:

|   |         |
|---|---------|
| Total <i>outs</i> from Canada to United States.....                 | 210,941 |
| Less—European passengers.....                                       | 9,010   |
|   | <hr/>   |
| Total net <i>outs</i> .....   | 201,931 |
|   | <hr/>   |
| Total <i>ins</i> to Canada from the United States.....              | 206,616 |
| Less—European passengers.....                                       | 1,778   |
|   | <hr/>   |
| Total net <i>ins</i> .....  | 204,838 |
|   | <hr/>   |
| Net gain to Canada of difference between <i>ins</i> and <i>outs</i> | 2,907   |
|   | <hr/>   |

I have no doubt of the perfect truthfulness of these figures, the details of which are appended hereto (marked Exhibits A, B, C, D, E, F and G.) They were officially furnished by Mr. T. B. Hawson, the traffic auditor of the Grand Trunk Railway Company, and they are absolutely destructive of the statement that Canada can have lost the population by emigration to the United States which is represented by the figures in the United States table, copied above. I believe, also, that they are equally destructive of the theory of any appreciable emigration from Canada during the year named. I mean *net* emigration—that is, the difference between *ins* and *outs*.

If we test the figures at the two points of Sarnia and Detroit by the figures of the Grand Trunk system referred to, we have the following results:—

|  |        |
|--|--------|
| Net <i>outs</i> at Sarnia (Port Huron).....                        | 38,657 |
| do Windsor (Detroit).....  | 36,312 |
|  | <hr/>  |
| Total.....   | 74,969 |
|  | <hr/>  |
| Net <i>ins</i> at Sarnia.....                                      | 31,411 |
| do Windsor.....  | 39,338 |
|  | <hr/>  |
| Total .....  | 70,749 |
|  | <hr/>  |
| Difference, showing net loss by Canada at the two ports named..... | 4,220  |