

A feature of this statement strikes one at the first glance. The so-called emigrants, or at least the great majority of them, do not appear to have all gone in at the point of Port Huron as in former years; but the bulk of them are divided between that port and Detroit, leaving very small possible figures for French Canadian emigration from the Province of Quebec to the New England manufacturing States. This emigration, in fact, appears to be left entirely out in the cold, and yet everybody who has the slightest acquaintance with the subject is aware that it is worth quite as much consideration as the alleged emigration on our western frontier.

The way in which the figures are alleged to have fallen off at Port Huron is, at least, a curious circumstance. They stand as follow since 1880 :

Years.	Total alleged immigra- tion.	Port Huron.
1880.....	99,706	94,375
1881.....	125,391	111,170
1882.....	98,308	71,422
1883.....	70,241	45,393
1884.....	60,460	22,601

It is perfectly well known to every one at all acquainted with the subject and our routes of travel, that there has been no change in the facts to call for any such differences in the figures; but, on the contrary, the Grand Trunk Railway, which now includes also the Great Western system, has rather concentrated its outward travel on its main line going direct to Port Huron.

This, however, I merely remark *en passant*. It is unnecessary to dwell on the obvious inference. I have again obtained from the Grand Trunk Company an authentic statement of the total movement of passengers at all points of their system, both east and west,—that is, the *ins* and the *outs* of all passengers from Canada and to Canada, as distinguished from passengers who simply went through Canada. The facts afforded constitute a conclusive test of the correctness or incorrectness of those figures in the United States official table above given, at the two points of Port Huron and Detroit. I should explain that the figures at Detroit might be in some measure affected by the movement of passengers on the Canada Southern Railway. I have been unable to obtain the figures for the purpose of this report; but Mr. Nicol Kingsmill, the Secretary of that railway company at Toronto, has obligingly promised that the accounts will be so kept during the current year as to afford the desired information. I may, however, observe that the figures afforded by the passenger movement on that railway would simply affect results to the extent of the difference between the *ins* and *outs* from the part of the country along its line, from the Niagara to the Western frontier, and not, in any degree, the movement from points east