

through the district of Port Huron was 92,973. Mr. Lowe ascertained, as he supposed, the entire number of passengers who travelled by railroad to the United States through that district, and the number who went to settle in that country was, he concluded, only 4,255. Consul-General Merritt drew the attention of his Government to the statement made by Sir A. T. Galt. Mr. Nimmo, of the United States Bureau of Statistics (1) has published a reply in which he argues that there is no reason to doubt the truthfulness and intelligence of the officers at Port Huron, as they can have no motive for misrepresentation. (2) It is their duty to question every emigrant as to the country in which he last resided, and it is to be presumed that the officers discharge their duty. He questions, also, the sufficiency of the means taken by Mr. Lowe to ascertain the numbers. A telegraphic summary of Mr. Nimmo's report, says:—

“He (Mr. Lowe) bases his challenge of our statistical reports on the number of west-bound passenger tickets said to have been sold over the Grand Trunk road. (3) Mr. Nimmo replies that children under five years are carried free, and between five and fourteen years are carried on half-fare tickets, but of course in the statistical tables they each count one. (4) Mr. Nimmo has not the car figures for 1881—the year Mr. Galt refers to—but a charge like Mr. Galt's was made previously by Mr. Lowe, Canadian Secretary of Agriculture, regarding the year 1880. (5) The number of Grand Trunk railroad passenger coaches which passed the St. Clair River at Port Huron that year was 5,224. Mr. Lowe said that 53,627 passengers were carried west that year, but this would allow only 10·26 persons to the car. Mr. Nimmo is satisfied that 40 persons to the car is not an exaggerated estimate, and on this basis there were carried west 208,900 passengers.

“Attention is called to the fact that neither Mr. Galt nor Mr. Lowe has presented any (6) statement from an officer or agent of the Grand Trunk, over his own name, to the effect that the number of tickets sold indicated the number of emigrants. (7) Furthermore, the increased number of citizens of the United States of Canadian birth, which the Census of 1880 shows, as compared with the Census of 1870, corroborated the report of the Statistical Bureau. Additional corroboration is afforded by the number of entries of household effects and tools of trade made by immigrants. Mr. Lowe said that the total net immigration at Port Huron, in 1881-82, was only 2,422. (8) Collector Hartsuff says that the records of his office show that during that year there were 4,861 entries of household effects and tools of trade made by immigrants, and, as these in nearly all cases represent families of an average of five persons, these entries show an immigration from Canada of 24,305 persons. But the fact is that comparatively few emigrants make any entry of this character. (9) Neither Galt nor Lowe has ever presented the result of an actual count made by the Canadian officials at Port Huron, with which the count made by the American officers can be compared.”

*(Notes on Mr. Nimmo's Statements, as above given.)*

1. Nobody ever spoke of the “motives” of the Port Huron officers to misrepresent. The question is simply of facts.

2. It may be their “duty” to question every immigrant, but the proof is indubitable that nothing of this kind is done.

3. Adding children would increase the figures, but not very materially affect the differences or remainders, as shown. In a regular emigrant ship arriving at Quebec or New York, it is found that one-third has to be added to the adults to account for the total numbers, including children, and on a purely immigrant train, the same rule would prevail. But not by any means on the ordinary passenger trains. This exception of Mr. Nimmo's very slightly affects the main argument.

4. The car figures were published in the Report of 1880, and only not given in that of 1881 because the argument based upon them was considered to be mere surplusage. Emigrants do not generally travel in Pullman or first-class cars. A careful examination of the car service establishes the probabilities against the Port Huron