

ANNEX

REPORT OF MINISTER OF AGRICULTURE 1882

DOMINION OF CANADA

REPORT

ALLEGED EXODUS

WESTERN UNITED STATES

PORT HURON.

By JOHN LOWE,

Secretary of the Department of Agriculture.



OTTAWA.

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1882

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DOMINION OF CANADA.

REPORT ON ALLEGED EXODUS TO WESTERN UNITED STATES AT PORT HURON.

SIR,—I have again the honour, acting under instructions from you, to make a further report on the alleged exodus from Canada, at Port Huron, as stated in returns made by the Collector of Customs at that Port, and published officially by the Treasury Department of the United States, over the signature of Mr. Joseph Nimmo, jun., the Chief of the Bureau of Statistics. According to that Report, the total number of immigrants from the Dominion of Canada, for the fiscal year ended 30th June, 1883, reached the number of 70,241. (For accuracy, however, I should say that these figures include 382 from the Province of Newfoundland). And of this total number, 45,393 are alleged to have entered at the point of Port Huron, making a remainder of only 24,848, for all other ports of the United States, from the extreme east to the extreme west of the Canadian frontier. It is further stated that 53,440 of these alleged emigrants from Canada were from the Provinces of Ontario and Quebec, which two Provinces are treated as a whole in these returns.

If we compare these figures with those of previous years, since 1880, we find the fact of a marked decline :—

Years.	All Ports.	Port Huron.
1880.....	99,706	94,375
1881.....	125,391	111,170
1882.....	98,308	71,422
1883.....	70,241	45,393

The special object of my inquiry is not into the accuracy of the comparatively small remainder of the alleged emigration from Canada to the United States at all other points, after deducting the large figures for Port Huron, but simply into that of the figures at this point; and, fortunately for the facility of my task, the facts are positive and clearly defined.

At Port Huron, as I have before stated, there are two railways which cross from Canada to the United States—one, the main Grand Trunk, which is the arterial line; the other, the Sarnia branch of the Great

Western system of the Grand Trunk. All emigrants from Canada to the United States at Port Huron of whom it is at all worth while to make mention, must cross by one or other of these lines. There are two or three little ferry boats plying between the town of Sarnia and the opposite bank of the river, but it is not even pretended that there is any emigration by them at all worth consideration. The *ins* and the *outs* by the railways, therefore, govern the question, the net difference between them representing either the gain or loss by immigration or emigration.

I am again indebted to Mr. T. B. Hawson, the Traffic Auditor of the Grand Trunk Railway Company, for a series of carefully prepared tables showing the entire passenger traffic at this point, east and west, for the corresponding twelve months of the fiscal year given in the return by Mr. Nimmo, to which I have referred. These tables, I should further acknowledge, have been compiled by Mr. Hawson, at my request, in a form which enables a comparison of two totals to settle the question without the analysis of figures which I have found it necessary to make in my previous Reports to you. The figures of Mr. Hawson's tables combine the passenger traffic of both the Great Western and old Grand Trunk system of railways.

Before, however, taking the figures at the point of Port Huron simply as they relate to Canada, it may be as well, in order to afford a clearer view, to give a summary of the whole passenger traffic, including the through European and through United States at that point, as follows:—

Total number of west-bound passengers passing through Dominion <i>en route</i> from Eastern to Western States.....	118,052
Less European passengers	39,729
	78,323
Total east-bound passengers passing through Dominion <i>en route</i> from Western to Eastern States.....	64,095
Difference or gain of Western States from Eastern	14,228

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* Note—
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Next in order comes the total number of passengers in and out of Canada, at all points on the Grand Trunk system, separated from through United States passengers :—

Total passengers from Canada to United States	
<i>via</i> Grand Trunk system	202,259
Less European passengers.....	14,324
	<hr/>
Net total passengers from Canada to United States.....	187,935
	<hr/> <hr/>
Total passengers from United States to Canada	
by Grand Trunk system.....	194,162
Less European passengers.....	1,535
	<hr/>
Net total of passengers from United States to Canada.....	192,627
	<hr/> <hr/>
Net gain to Canada in difference of passengers between ins and outs.....	4,692

Coming next to the point of Port Huron, which is Sarnia, in the Grand Trunk tables, the following facts appear :—

Outs at Port Huron.....	47,843
Less European immigrants holding through tickets.....	9,066
	<hr/>
Total Canadian passengers going out.....	38,777
Ins at same point from Western United States...	31,555
	<hr/>
Net loss or emigration from Canada going out at Port Huron.....	7,222
	<hr/> <hr/>

This remainder of 7,222, it is to be observed, is the net emigration from Canada to the United States at the point of Port Huron, as compared with the claim of Mr. Nimmo of 45,393, for the fiscal year ended June 30th 1883.*

* Note—Since this statement was placed in type it has appeared from evidence before the Immigration Committee, given by Mr. C.H. Irwin, that a large part of the French Canadians who go up to the Michigan lumber woods, after the close of navigation, to work for the winter, return in the spring by boat. I was not aware of this. But it is a fact which further lessens the value of even the comparatively small remainder as above given.

The enquiry for all purposes of practical statistics might stop here ; but as I have a charge from you further to report on the manner of taking these statistics, in view of the plain and gross exaggeration which appears upon the surface, I have to state that I went to Port Huron at the end of September last, taking my seat at the crossing in one of the second class or emigrant cars, for the purpose of observing the proceedings and taking note of any questions which might be asked. The United States Customs officers, as on previous occasions, examined the hand-baggage on the train in crossing, mine among others ; but I was asked no questions ; nor were any asked of any other passengers, in so far as my careful attention enabled me to hear or perceive, touching the particulars respecting which information is furnished in the published immigration tables of the United States Government.

After crossing the river, my checked baggage, in common with that of other passengers, was taken out of the train and placed in a large shed for the purpose of being opened and examined. The proceedings here were quite ordinary for this service. There was a fair but by no means over-inquisitive or vexatious examination, everything being conducted with apparent efficiency and despatch. But here, again, there were no questions asked touching upon the information required by the United States returns. Some five or six of the passengers had luggage for which entries were made, the forms for which were filled up with sufficient promptness ; but here again I could not discover that any questions were asked, such as were required by the immigration tables. At the end of October I again made another personal examination of the proceedings. I took the same careful note, and found precisely the same practice in every particular. There were no questions asked, and the detailed published information, to which I shall again refer, could not, by any possibility, have been obtained without. In fact, to obtain such information, the necessary proceedings must have been plain to every passenger, especially in an emigrant car, not only because he must necessarily himself have been subjected to them, but he must also have been aware of the questions put to the passengers around him.

In order to make myself still more sure as to what takes place when entries are passed in the Customs examining shed, I procured, with permission, the services of one of the Canadian Customs officers at Point Edward, to watch the proceedings for a number of consecutive nights, and I append

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his report to mine, marked "F," which entirely coincides with the observations I personally made. The passenger's or immigrant's name is taken and the value of his effects, but he is asked nothing with regard to his age, or calling, or number of his family, or his destination, and there is nothing in the printed form of entry, a copy of which I have in my possession, which calls for any further information.

I have to acknowledge that when at Sarnia, I obtained from Mr. G. N. Matheson, the Canadian Collector of Customs at that point, much intelligent and experienced assistance, which enabled me to apply some tests for my more perfect satisfaction; and I have since received from him two statements, which I append hereto, marked "G" and "H" respectively. One a statutory declaration made before Mr. John Cowan, a Commissioner in the Town of Sarnia, of Mr. C. H. Irwin, who, as he states in such declaration, was baggage master for the Grand Trunk Railway Company at Fort Gratiot for nearly ten years, and did, during the latter part of that time, at the request of the Deputy Collector in charge there, make up the emigrant report for him. Further, Mr. Irwin states he was subsequently United States Deputy Collector of Customs at Fort Gratiot, for about eight years. He declares that there was never even any pretence of asking any questions nor making any registration, nor any attempt made to count the number of emigrants or passengers. That the figures put down were simply and purely fictitious. That the information required was simply written in the schedules. That on one occasion a report was sent back to him, with instructions to put in more females and children, which he was told to "manufacture." The other declaratory statement "H," made before Mr. G. N. Matheson, the Collector, I give without the name, a request being made that this should not be published. Full permission was, however, given to me to make any use I thought best of the statement, without the name. The signature of Mr. Matheson to the declaration is sufficient guarantee of the *bonâ fide* nature of the statement, and that the person who made it was what he declared himself to be.

This declaration contains the statement: that "Charles Irwin and myself got up those returns entirely by guess work, and copying off the old returns, and before my time he helped Crawford and others of my predecessors to get them up. The idea was to make the immigration look as big as we could. I know myself of large crowds of men going to the lumber woods in the fall being taken as immigrants, although we knew perfectly well they would all go back to Canada in the spring."

And further this declaration says : That " in getting up the returns, the way we got at the occupation of the immigrants was this. We took so many thousand persons, called so many carpenters, so many blacksmiths, so many painters, &c., so many doctors, so many lawyers, so many preachers, &c., and the balance we called farmers ; in fact, the whole thing from beginning to end was nothing but guesswork."

Without stopping to attempt to qualify these extraordinary proceedings, or to ask if it is possible or credible that such things could be done, for the purpose of publishing by the Government of the United States large and circumstantial accounts of emigration from Canada into that country, it is my duty further to state, that these statutory declarations do not differ in their nature, and scarcely in their detail, from the facts which have before been published. I stated in my report of 1880, that on the afternoon of November 21st of that year, I had an interview with Mr. Stephen Avery, a United States Custom House officer, in the office of Mr. Marcus Young, a Land and Immigration Agent at Port Huron. Mr. Avery was at that time engaged in making up these immigration statistics for the Collector of Customs at that port. The interview was in the presence of Mr. Young, who is therefore an available witness of the proceedings and conversation. The statements of M. Avery, thus witnessed and written down, contain the following information :—

" That he was the officer to whom was confided the duty of making up these statistics. That there are certain forms furnished by the United States Government (a copy of the headings of one of these is given below), the whole of the details of which could not be filled up from answers given by immigrants to questions, while the train is crossing between the points above mentioned. *That the questions were not asked, because it would be an impossibility to ask them, and record the answers within the time afforded. That 20 men could not do this on some days.* That it was a fact that within two years past much greater care had been bestowed upon these statistics than previously. That previously to the two years stated, they had just been jumped at, the figures being simply written in. That when he looked into the door of a car he saw at a glance what it contained, and the numbers it contained ; and that he could tell whether the passengers were immigrants or not. That he made up his figures after he had done examining the train. * * * * *

That the great bulk of all the immigrants came by the Grand Trunk Railway, very few comparatively coming by the Great Western branch to Sarnia, or crossing by teams at the ferry. *That he could not ask the questions required by the Government, but had to arrive at the information as best he could.* That he did not think that he had taken all the immigrants by 10 per cent., but sometimes the figures he had put down seemed too large, and he had to 'scale them down.' That he had serious doubts as to the

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genuineness of many of the tickets for St. Boniface, as he had very little faith in the talk of Manitoba immigration."

This unquestioned, because unquestionable, statement, has been thrice published, once in a Report for 1880, again in 1881, and again in 1882; and when it is considered that the information which it was Mr. Avery's duty to furnish to the Port Huron Customs Collector, was required in the minute detail called for by the subjoined statement of headings, taken from the United States official tables, it is plain that that which he furnished, by the methods which he described, must have been of the exact texture and value of that referred to in the statutory declarations, annexed to this Report :—

1. "Country or island of last permanent residence or citizenship.
 2. "Country of intended residence.
 3. "Occupation.
 4. "Under fifteen years of age—male, female; total.
 5. "Fifteen and over forty years of age—male, female; total.
 6. "Forty years of age and under—male, female; total.
 7. "Total—male, female; total.
- a. "Foreign-born citizens of the United States returning from abroad are to be designated citizens of the United States, and entered only in the table headed passengers not immigrants."
- "Passengers who died on the passage are not to be included in this table."

It is to be remarked that the information under these several headings, down to the most minute details of units, is officially published by Mr. Nimmo, under the authority of the Treasury Department of the United States, in the Annual Report on Commerce and Navigation. He gives the professional occupations at three periods of life; that is, under fifteen years—between fifteen and forty—and forty and upwards; also skilled occupations at these several ages; "miscellaneous" occupations; and "without occupations." He gives the "nationalities" of the so-called immigrants in the same minute detail; and also, with the same detail of ages and sex at the same three periods of life. He professes to give in detail the "country of last residence or citizenship" of all these people; and also a statement of numbers, sex, nationalities, &c., of passengers, not immigrants, to the United States; and all this, not only without a pretence at registration by the process of recording answers to questions—a process absolutely necessary to obtain such information—but even without the pretence of counting; the numbers and all these particulars being simply set down in the official schedules, in the manner described by Mr. Avery, for the reason

that it would be an impossibility to ask the questions and record the answers in the time afforded, while the trains are crossing the ferry; that twenty men could not do so on some days; and that while this officer "did not think he had taken all the immigrants by 10 per cent., he sometimes thought the figures he had put down seemed too large, and he had to 'scale them down.'"

There is, in fact, even a ludicrousness in the details with which some of these reports of occupations and professions of the immigrants are given, having in view the method of their compilation. One finds, as having entered from Quebec and Ontario, New Brunswick, Nova Scotia and Prince Edward Island—as also shown in a previous Report—long lists of actors, clergymen, dentists, druggists, editors, lawyers, bakers, barbers, blacksmiths, labourers, milliners, tailors, servants, speculators, &c., and people "without occupations," altogether to the number of 45,393 at Port Huron—the process by which all these details are obtained and gravely published by the Treasury Department of the United States, being that described by Mr. Avery, and in the statutory declarations before referred to.

The "scaling down" process seems to have gone on for the last three years, and perhaps that is not surprising, when it was found that the so-called immigrants had been "scaled up" to much greater numbers than the total of all the passengers going west at Port Huron; perhaps, also, in view of the circumstance that these happy arrangements had been struck by the hard fact of repeated exposures.

I was informed by the Collector of Customs at Detroit, that an investigation had been ordered by an official from Washington, upon the exposures made in my first Report; but the results of the labours of that official, so far as I know, have not been permitted to see the light, and I have never been able to obtain a copy. *

* NOTE—It has appeared in evidence before the Immigration Committee, subsequent to the printing of this Report, that Gen. Hartsuff, the Collector of Customs at Port Huron, who has been appointed for about one year, in the place of Mr. J. P. Sanborn, has given information to a reporter of a Port Huron newspaper, to the effect that he has no officers to put on duty at the crossing to collect these statistics, but that he does for two weeks in each three months, place an officer on the trains with a memorandum book, and strict instructions to take an exact record of the immigrants. (But can one officer do this while the train is crossing?) The avowed object of the proceeding is to obtain a two weeks' standard to "scale" by! General Hartsuff gives it to be understood, moreover, that this care has only been taken during his administration. Before that time, then, during Mr. J. P. Sanborn's, it was the deluge.

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The newspapers stated that Mr. Nimmo had made a report, in 1883, in reply to me. I did, therefore, two or three times, apply to him by letter for a copy, but without obtaining any satisfaction. One of the newspaper references to this report of Mr. Nimmo, with a summary of its contents, I subjoin (see Exhibit I), with a few notes in answer to the allegations published on his authority. These alter nothing, but on the contrary an examination of them rather tends to confirm the criticisms upon these annually published fabrications.

I have the honour to be, Sir,

Your obedient servant,

JOHN LOWE,

Secretary of the Department of Agriculture.

The Honourable
The Minister of Agriculture,
Ottawa.

EXHIBIT A.

GRAND TRUNK RAILWAY OF CANADA.

STATEMENT of East-bound Passengers passing through the Dominion, *en route* from Western to Eastern States.

Leaving at	Entering Canada at						Total.
	Sarnia.			Windsor.			
	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.	
Sherbrooke	10	4	14	4	4	8	22
Coaticooke	1,305	779	2,084	1,177	268	1,445	3,529
Button	139	217	356	15	20	35	391
St. Johns	1,775	1,613	3,388	424	463	887	4,275
Prescott	632	352	984	363	191	554	1,538
Suspension Bridge	6,001	4,676	10,677	27,856	15,807	43,663	54,340
	9,862	7,641	17,503	29,839	16,753	46,592	64,095

STATEMENT of West-bound Passengers passing through the Dominion, *en route* from Eastern to Western States.

Entering at	Leaving Canada at						Total.
	Sarnia.			Windsor.			
	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	
Sherbrooke	186	43	229	13	4	17	246
Coaticooke	2,129	1,992	4,121	984	190	1,174	5,295
Button	426	266	692	9	27	36	728
St. Johns	3,774	5,468	9,242	1,070	693	1,763	11,005
Prescott	1,133	1,022	2,155	999	249	1,248	3,403
Suspension Bridge	12,256	16,523	28,779	38,363	30,233	68,596	97,375
	19,904	25,314	45,218	41,438	31,296	72,834	118,052

a. Includes 38,729 European passengers.

T. B. HAWSON,
Traffic Auditor.Sherbrooke
Coaticooke
St. Johns
Prescott
Port Hope
Toronto
Suspension
Sarnia
WindsorSherbrooke
Coaticooke
St. Johns
Province I
Prescott
Port Hope
Suspension
Sarnia
Windsor

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EXHIBIT B:

GRAND TRUNK RAILWAY OF CANADA.

THROUGH PASSENGER STATISTICS.

PASSENGERS from United States to Canada.

Entering at	Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.
Sherbrooke	2,202	2,099	4,301
Coaticooke.....	8,053	6,312	14,365
St. Johns.....	31,010	18,203	49,213
Prescott	374	346	720
Port Hope	198	51	249
Toronto	1,443	609	2,052
Suspension Bridge.....	28,011½	29,267½	57,279
Sarnia	18,948	12,607	31,555
Windsor	18,629	15,799	34,428
	108,868½	85,293½	a 194,162

PASSENGERS from Canada to United States.

Leaving at	Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.
Sherbrooke	2,228	3,174	5,402
Coaticooke.....	9,715	6,140	15,855
St. Johns.....	31,576	18,563	50,139
Province Line	110	169	279
Prescott	370	408	778
Port Hope	69	13	82
Suspension Bridge.....	27,820	24,639	52,459
Sarnia	27,325	20,518	47,843
Windsor	15,756	13,666	29,422
	114,969	87,290	b 202,259

a. Includes 1,535 European passengers.

b. Includes 14,324 European passengers.

T. B. HAWSON,
Traffic Auditor.

EXHIBIT C.

GRAND TRUNK RAILWAY OF CANADA.

PASSENGERS from United States to Manitoba, all-rail, through Canada.

Entering Canada at	Leaving Canada at						Total.
	Sarnia.			Windsor.			
	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	
Coaticooke.....	10	48	58	19	8	27	85
St. Johns.....	12	215	227	62	1	63	290
Prescott.....	11	5	16	1	1	2	18
Suspension Bridge.....	37	51	88	16	26	42	130
	70	319	389	98	36	134	523

PASSENGERS from Manitoba to United States, all-rail, through Canada.

Leaving Canada at	Entering Canada at						Total.
	Sarnia.			Windsor.			
	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	Half-year ending Dec., 1882.	Half-year ending June, 1883	Total.	
Coaticooke.....	7	21	28	3	.....	3	31
St. Johns.....	20	26	46	10	7	17	63
Prescott.....	3	1	4	.....	1	1	5
Suspension Bridge.....	9	17	26	39	78	117	143
	39	65	104	52	86	138	242

T. B. HAWSON,
Traffic Auditor.

PASSENGER

Half-year ending Dec., 1882

4,13

Half-year ending Dec., 1882

1,47

STATEMENT

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Sherbrooke.
Coaticooke.
St. John's...
Sutton.....
Prescott

EXHIBIT D.

GRAND TRUNK RAILWAY OF CANADA.

PASSENGERS from Eastern Provinces of Canada to Manitoba, all-rail, *via* United States.

Leaving Canada at						Total.
Sarnia.			Windsor.			
Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.	Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.	
4,137	8,253	12,390	2,107	2,331	4,438	16,823

PASSENGERS from Manitoba to Canada, all-rail, *via* United States.

Entering Canada at						Total.
Sarnia.			Windsor.			
Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.	Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.	
1,477	1,906	3,383	1,586	2,048	3,634	7,017

STATEMENT of East-bound Tourist Passengers passing through the Dominion, *en route* from West to East.

Entering Canada at Toronto and Leaving at	Half-year ending Dec., 1882.	Half-year ending June, 1883.	Total.
Sherbrooke.....	80	.....	80
Coaticook.....	289	29	318
St. John's.....	1,457	357	1,814
Sturton.....	1	5	6
Prescott.....	32	.....	32
	1,859	391	2,250

T. B. HAWSON,
Traffic Auditor.

(Copy.)

EXHIBIT E.

LETTER OF EXPLANATION.

GRAND TRUNK RAILWAY OF CANADA.
OFFICE OF TRAFFIC AUDITOR,
MONTREAL, 25th February, 1884.

DEAR SIR,—Replying to your favor of 22nd inst., of the 14,324 European passengers arriving at Quebec and Halifax, 9,066 left Canada at Sarnia, the remainder leaving at other frontier ports. The greater number (1,146) of the 1,535 passengers from Europe, *via* the United States to Canada, entered at Suspension Bridge.

Yours truly,

T. B. HAWSON.
Traffic Auditor.

J. LOWE, Esq.,
Department of Agriculture,
Ottawa.

(Copy.)

EXHIBIT F.

REPORT OF A CUSTOM'S OFFICER.

CUSTOMS HOUSE,
POINT EDWARD, 23rd November, 1883.

DEAR SIR,—With respect to yours of the 2nd, I beg to report that I have given the matter very careful attention. I have been in the baggage room during the time the United States officers were examining baggage, for ten nights, and am quite certain that I was able to note every instance where there was an entry.

I find that there were forty-seven entries for the ten nights. The quantity of baggage was from fifty pieces some nights, to 100 pieces other times.

The mode of procedure was for the officer to take a memo. of the value of the goods and name of the party, and charge 70 cents. No other questions of any kind are asked. So that in the case of a settler's entry, they have no statistics to show that there were more than one in a family. There has been, until the last four days, a morning train crossing from here, and I have ascertained from one of the American officers that there are not as many settlers by that train as by the evening one.

You will readily understand that United States Customs have no means whatever of ascertaining the numbers in family, destination or occupation, as the *only two questions* asked are names and valuation of goods. I noticed that they took entries from passengers who had two or three old blankets and a quilt or two, when in similar cases we paid no attention to such small lots of household goods.

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Report

No doubt when you quoted 90 cents in your report as the fee charged, you were correct, as this charge is regulated by the Treasury Department, and has varied from 60 cents to \$1.20.

I am, dear Sir,
Very truly yours,

J. C. COLLIER,
Officer of Customs.

JOHN LOWE, Esq.,
Secretary, Department of Agriculture,
Ottawa.

(Copy.)

EXHIBIT G.

STATUTORY DECLARATION OF C. H. IRWIN.

I, Charles Harrison Irwin, of the City of Port Huron, in the County of Huron, in the State of Michigan, gentleman, do solemnly declare that:—

1. The statement of facts set forth and contained in the hereunto annexed paper writing marked "A" and signed by me, is true and correct.

2. The statement of facts set forth in the paper writing hereunto prefixed, marked "B," and signed by me, is also true and correct.

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of an Act passed in the thirty-seventh year of Her Majesty's reign, intituled, "An Act for the suppression of voluntary and extra-judicial oaths."

Declared before me, at the Town of }
Sarnia, in the County of Lambton, }
this seventh day of November, }
A.D., 1883.

C. H. IRWIN.

JOHN COWAN,
A Commissioner.

(Copy.)

" B "

PORT HURON, 5th November, 1883.

DEAR SIR,—As you request me to give you a full account of the manner in which I used to make up the Emigrant Reports for the port of Port Huron, I will try and explain, as well as I can, how it was done.

I was baggage-master for the Grand Trunk Railway, at Fort Gratiot, for nearly ten years, and during the latter part of that time I, at the request of the Deputy Collector in charge at Fort Gratiot, made up the Emigrant Report for him.

I was then appointed Deputy Collector of Customs at Fort Gratiot, which position I held for eight years, and during the whole of that period I made up all and every report of emigrants arriving by the Grand Trunk Railway.

You ask what method I used and what data I had to go upon, in making up the emigrant Report.

I answer, none; it was simply arrived at by taking the four quarters of the year and allowing more for the summer, spring and fall quarters, than for the winter, as the ocean steamers could not land at Quebec or Montreal during the winter.

In reply to your query as to whether any attempt or pretence was made of counting the number of emigrants or passengers, I would say that I never, during my term of office, saw or heard of anything of the kind being done.

C. H. IRWIN.

G. N. MATHESON, Esq.,
Collector.

(Copy.)

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"A"
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I was told to estimate what I thought was the number of emigrants that arrived from all trains, &c., for the quarters ending 31st March, 30th June, 30th October, and 31st December, as each ensuing quarter came round, and was given to understand that an increase in each quarter corresponding with the quarter of the preceding year was required to be shown.

On one occasion, my Report was sent back to me with instructions to put in more females and children. I asked jokingly where I was to get them, and I was told to manufacture them. In fact, the whole matter was treated as a joke. Some one would say to me: "Where do you get your facts in the case," and I would reply that. "Figures were facts and couldn't lie."

I attach a copy of the report, such as I used to send to the Custom House at Port Huron, where it was compiled with the reports from the other ports in the District. Of course, you will understand that the figures in the copy are fictitious as an example.

The foregoing is a perfectly true statement, and comprises the whole and the only method by which the emigrant statistics were collected at this port.

If I have omitted any information you may require, let me know, and I will be glad to oblige you by giving it, if it lays in my power.

Yours truly,

C. H. IRWIN.



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Report of Emigrants entered at the port of Port Huron for three months ending 30th June, 1883.

FROM.			
Germany.....	2,672	Russia.....	510
Norway.....	2,716	Italy.....	180
Sweden.....	1,940	France.....	390
England.....	1,627	Spain.....	150
Ireland.....	1,027	Portugal.....	108
Scotland.....	439	Ontario.....	2,950
Denmark.....	960	Quebec.....	4,089
Nova Scotia.....		1,725	

GOING TO			
Michigan.....	2,512	Wisconsin.....	2,245
Iowa.....	2,830	Kansas.....	2,440
Illinois.....	3,575	California.....	1,710
Nebraska.....	1,890	Dakota.....	1,230
Indiana.....	715	Colorada.....	1,785
Ohio.....	660	Minnesota.....	896
Males.....	12,760		
Females.....	9,728		
Total.....	22,488		

MEMO.—The above is a rough specimen of how emigration reports were sent in by me to the Custom House, Port Huron, and I may add that the above figures, made by guess, are just as reliable as those sent in the above mentioned reports.

C. H. IRWIN.

(Copy.)

EXHIBIT H.

DECLARATION BEFORE COLLECTOR OF CUSTOMS, SARNIA.

I _____ of the City of Port Huron, in the State of Michigan, one of the United States of America, do make the following statement, solemnly declaring the same to be absolutely true in every particular.

I occupied the position of Deputy Collector in the United States Customs for a period of about six years, during which time I was stationed at the Grand Trunk Ferry at Fort Gratiot; among my duties was that of preparing the quarterly statement of immigrants entering the country at Fort Gratiot *via* the Grand Trunk Railway. The method in which the statement was compiled was as follows, viz.: As regards foreign immigration, the agent or interpreter accompanying the people from Quebec or Montreal gave us simply the number of souls by his train, distinguishing their nationality, so many Swedes, so many Norwegians, so many Germans,

&c., &c. I took his statement and formed an estimate of their ages, sex, trades or professions, and filled those items in the return to the head office at Port Huron. With regard to the immigrants from Canada, the statement was got up from a guess at the probable number of passagers on the different trains; we would average six cars to a train, and 60 people to a car, and call half of the whole lot immigrants. At certain seasons of the year, when travel was light, the average would of course not be put so high, but the whole thing all through was nothing but guess work. We never pretended to make a count of passengers, to know whether they were immigrants or not. In fact it was impossible, as we had neither time nor men enough to do such a thing. Charles Irwin and myself got up those returns entirely by guess work, and copying off the old returns, and before my time he helped Crawford and others of my predecessors to get them up. The idea was to make the immigration to look as big as we could. I know myself of large crowds of men going to the lumber woods in the fall who were taken as immigrants, although we knew perfectly well they would all go back to Canada in the spring. In getting up the returns, the way we got at the occupations of the immigrants was this: We took so many thousand persons—we called so many of them carpenters, so many blacksmiths, so many painters, &c., so many doctors, so many lawyers, so many preachers, &c., and the balance we called farmers. In fact, the whole thing from beginning to end was nothing but guess work.

(Signed) _____

Declared before me at Sarnia, this)
18th day of December, 1883.)

GEORGE N. MATHESON,
Collector of Customs.

EXHIBIT I.

EXODUS FIGURES.

(From the *Toronto Globe*, 26th July, 1883.)

“ The dispute as to the number of persons who have left Canada to settle in the United States has been revived. In March last, Sir A. T. Galt made, in London, a statement on this subject, based upon that prepared by Mr. Lowe, for the Department of Agriculture. The United States officials reported that in the year ending June 2nd, 1881, the number of persons who entered the United States as settlers 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 misrepresent-

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tation. (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 their 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 con-

sidered 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 Collector's pretensions, as shown in the Report of 1880. But it seems almost idle to argue on probabilities when an exact and authentic record of the numbers of passengers can be given, decisively settling the question.

5. The answer to the statement under this number is practically given in the preceding note. The car service of the Grand Trunk was fully stated in the Report for the year to which Mr. Nimmo refers, and the figures of the passengers were given in a letter from Mr. Hickson, the General Manager of the Grand Trunk Railroad Company, the original of which was submitted to the Immigration Committee.

6. The figures furnished every year in these Reports were given under the signature of the General Manager, or the Traffic Auditor of the Grand Trunk Company. The original statements and papers and signatures were uniformly submitted to the Committee; and certainly no statement "to the effect that the number of tickets sold indicated the number of immigrants," could ever have been made by anybody. The greater number of all the tickets sold are to ordinary passengers, not to "immigrants."

7. The exact number of Canadian "nativities," given State by State, as they appeared in the United States Census of 1880, are given in Mr. Lowe's Report for 1882, which Mr. Nimmo had in his hands when he authorized the statement here referred to, and however large may be the total fact of the Canadian emigration, as shown by that Census, the impossibility is also shown, by that method, of the claim set up for the emigration at Port Huron.

8. There is nothing to show that the entries of settlers effects, as stated by Mr. Nimmo, have special reference to emigrants from Canada. There is nothing to show that they do not refer to the immigrants who entered at Quebec or Halifax, and passed up on the ordinary Grand Trunk trains. The actual form of entry used establishes nothing as to where the settler came from. If these entries referred to simply emigrant trains, such as those mentioned in a preceding note, the average of a family might fairly be taken to be five, as stated by Mr. Nimmo. But it is known that single men, such as those who go to the lumber woods of Michigan, to return, are very frequently called upon to make entries of their effects. Nothing, therefore, is proved by this statement; and the net immigration into the United States at any given point cannot be greater than the ascertained difference between the ins and the outs.

9. The statement under this figure is an error, as in the Report for 1881, the result of an actual count by a competent officer sent by the Minister of Agriculture, Mr. G. R. Kingsmill, and for a sufficient length of time to test and establish the accuracy of the criticism upon the Port Huron Collector of Custom's claims, and also to establish the impossibility of these, was published, and a copy sent to Mr. Nimmo.

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(An Associated Press despatch published generally by the newspapers in the United States and Canada.)

“ WASHINGTON, 29th February, 1884.

“ The Chief of the Bureau of Statistics pronounces Mr. Lowe's testimony before the Canadian Parliament Committee, that the emigration statistics from Canada to the States are manufactured, as (1) false and scandalous. He says Mr. Lowe has put forth similar outrageous statements every year for the last four years, and the Collectors of Customs along the frontier have, time and again, proved them to be (2) malicious falsehoods.”

(Notes on the above statement authorized by Mr. Nimmo.)

1. The statement in this telegram is simply given as exhibiting the method of reply to specific criticisms. One cannot, of course, meet a method of this kind with any argument. It may be gratifying to the feelings to exhibit one's critic in all the newspapers of the United States and Canada as a fabricator of slander and falsehood ; but an attempt, at least, to meet the specific facts alleged, would have been something having far more claims to one's respect.

2. If the Collectors of Customs along the frontier “ have time and again proved ” these reports to be “ malicious falsehoods,” it would have been more to the purpose to have let one see the proofs than to publish broadcast in the press of two countries simple and gross abuse.

J. L.