

possible number of those classes of settlers which Canada could absorb. This elicited favourable comment in the British press, which welcomed a resumption of Canadian immigration activities. While there are would-be immigrants into Canada who are not suited for the Dominion owing to physical, moral or industrial unfitness or because they belong to races that cannot be assimilated without social or economic loss to Canada, there are in Great Britain and Continental Europe tens of thousands of skilled workers and unskilled workers (not agriculturists) who would be an asset to Canada if steady employment could be found for them.

Recognition of the fact that there are many families in Great Britain and Ireland who would make good settlers in Canada but are hampered by the high cost of transportation, resulted in an arrangement being entered into with the British Government, under which assistance in bearing the transportation expenses of selected immigrants, by means of reduced passage in the case of adults and free passage in the case of children under 17, was provided. The agreement provided assistance to four classes of British immigrants, *viz.*:—(a) married agriculturists and their families; (b) single farm labourers; (c) houseworkers; (d) juvenile immigrants. The assistance to juvenile immigrants (class "d") was limited to those between 14 and 17 years of age. All assistance was for third class ocean and colonist rail transportation, repayable without interest. One feature of the Empire Settlement Agreement provided for nomination in Canada, so that any British subject residing in Canada may nominate a relative, friend or acquaintance who on arrival will be engaged in farming or in housework. Provision was also made for nomination by description where British help was wanted and the nominator was not acquainted with a suitable immigrant.

The first assisted passage agreement was made in April, 1923. Others followed in 1924 and 1925, continuing, however, the same principle of loan to the adult, where necessary, of the entire cost of transportation. On Jan. 1, 1926, a new passage agreement came into effect, under which the cost to the adult migrant was reduced to a point where the majority can and do pay the rate, and are, therefore, not required to refund after entering Canada. This Empire Settlement Agreement provided ocean passage, third class, from any port in the United Kingdom to Halifax, Saint John or Quebec for £3. The Empire Settlement rate to Toronto was £4:10; Winnipeg, £5:10; Regina, Moose Jaw or Saskatoon, £6; Calgary or Edmonton, £6:10, and Vancouver, £9. In the autumn of 1926 the £3 ocean rate was reduced to £2, with a corresponding reduction of £1 in the rate to the above-mentioned destinations. The balance of the fare is made up by contributions and rebates by the British Government, the Canadian Government and the steamship companies. Single farm labourers are required to pay their own transportation at the reduced rates, there being no loans for this class. Houseworkers are required to provide a minimum of £2 and may be loaned the balance where necessary. The adults of agricultural families may be given loans where necessary, while children under 17 belonging to agricultural families receive free passage.

Provision was also made by arrangement with the British Government for assisting 3,000 selected British families to locate on farms in Canada, in addition to the passage assistance already outlined. This was made possible by a loan of £300 per family advanced by the British Government, and repayable over a period of 25 years with interest at 5 p.c. per annum. The families must be personally