

of Canadian immigration activities. While there were would-be immigrants into Canada who were not suited for the Dominion owing to physical, moral or industrial unfitness or because they belonged to races that could not be assimilated without social or economic loss to Canada, there were in Great Britain and Continental Europe tens of thousands of workers (not agriculturists) who, it was believed, would be an asset to Canada if steady employment could be found for them.

Recognition of the fact that there were many families in Great Britain and Ireland who would make good settlers in Canada but were hampered by the high cost of transportation, resulted in an arrangement 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 might nominate a relative, friend or acquaintance who on arrival would 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 migrant.

The first assisted passage agreement was made in April, 1923. Others followed in 1924 and 1925, continuing the 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 could and did pay the rate. 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 other mentioned destinations. The balance of the fare was made up of contributions and rebates by the British Government, the Canadian Government and the steamship companies. Houseworkers were required to provide a minimum of £2 and might be loaned the balance where necessary. The adults of agricultural families might be given loans where necessary, while children under 19 belonging to agricultural families received 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 were personally selected by the Canadian authorities and approved by the British authorities. Settlement was made under the direction of the Land Settlement Branch of the Department of Immigration and Colonization on farms owned by the Government. Payment of the purchase price of the farm was extended over 25 years with interest at 5 p.c. per annum.