

a ship might carry as one adult per 12 feet of clear superficial deck available for passenger use (later changed to 15 feet) and not occupied by stores or other goods, or one person per two tons of capacity. An adult was defined as a person over 14 years of age, or two persons over one year but under 14 years. These provisions have remained standard to the present day.

No passenger was to debark until a passenger list supplied by the master of the vessel had been checked and the ship inspected by quarantine officers. The passenger list was to include the names of heads of families and the number of persons accompanying them, occupation, country of origin and destination; also the names and similar details for all single persons.

The Act also provided for payment of a head tax of \$1.00 or \$1.50 according to whether the person had left with or without the approval of the authorities at the port of embarkation. The Act provided that immigration officers might spend sums of money for food, clothing, transportation and for other assistance to intending settlers. Immigrants were permitted to remain on board ship with their baggage for 48 hours after arrival (later changed to 24 hours) until they could continue their journey or find accommodation, and their baggage was to be unloaded free of charge and at a reasonable hour of the day. Masters of vessels were required to give a detailed report of any immigrant dying *en route* to Canada and to account for the personal effects of the deceased. For the further protection of immigrants, penalties were set out for the master and crew of vessels who in their dealings with immigrants violated the laws of the country in which their home port was situated or were otherwise found guilty of a breach of the contract with their passengers. Only specially licensed persons were permitted to solicit the business of immigrants and inns and boarding houses which received immigrants were obliged to post a list of prices to be charged. A lien was not permitted on the effects of an immigrant for a debt for board and lodgings for any sum exceeding five dollars.

The measures of 1869 aiming at protection of immigrants were elaborated from time to time and new ones added, among them provisions for the protection of women immigrants aboard ship and for the control of the sale of intoxicating liquors to incoming steerage passengers.

#### OBLIGATIONS OF TRANSPORTATION COMPANIES

Traditionally, shipowners, shipping companies and railway companies have been among those most interested in the promotion of immigration and the recruitment of immigrants. Earlier, when the activities of the agents of such companies were uncontrolled they were not always conducive to the welfare of the immigrants or of the receiving country. Having regard for the fact that for a long time there were few effective restrictions on the movement of people and also that in more recent times, before and immediately after World War I, some companies engaged in promotion and recruitment under official arrangements, it is evident that rigid conditions and obligations should have been imposed to assure that the immigrants brought to Canada be found acceptable and in conformity with the laws, regulations and requirements. Failing this, responsibility for their return was made to devolve almost entirely upon the transportation companies who brought them.

It was only with the assumption of major responsibility for the promotion of immigration, of recruitment, selection and processing of immigrants by the Government of Canada that the liabilities of the transportation companies have been reduced.

#### RESTRICTIONS ON ENTRY

The Act of 1869 foreshadowed those restrictions on entry which have developed into the prohibited classes of today. It was required that the passenger list show whether the ship carried any person who was insane, idiot, deaf-mute, blind or infirm and whether accompanied by parents or relatives able to support him. If any such person were likely