

*Supply—Citizenship and Immigration*

**Mr. Pickersgill:** The hon. gentleman was probably just as surprised as I was to read that dispatch. I think whoever wrote it got a little mixed up. What we were attempting to find for the railways, in co-operation with them, were men for maintenance of way work. We were not able to find them in some of the refugee camps in Italy, but we did manage to find a group of Italians who were ready to undertake this work. However, they were not farmers.

**Mr. Nickle:** Mr. Chairman, I would like to raise the case of an individual—one that I have discussed with the minister from time to time over the past two years. It is the case of a Hollander, now resident in Canada, who might properly be called a resident on sufferance; his length of tenure is unknown, and at the present time he is without any right to citizenship. I must say that the minister has given this case his sympathetic consideration on two or three occasions, and as a result the man is still in Canada along with his wife and, more recently, his daughter and son-in-law.

Inasmuch as this case has now dragged on for roughly two years, the individual concerned, now a resident in Calgary, has during that time established himself as an excellent citizen of that community and as the conductor of a very fine music organization. He has acquired a noteworthy reputation and has in fact a sufficiently good reputation musically in Canada to have been invited by the Canadian Broadcasting Corporation to conduct a series of concerts over the C.B.C. radio. This is a series which will be in progress all this winter.

My question to the minister is this. Can he give any indication to me, inasmuch as this man is in the latter part of a second "stay of execution", of how soon the Department of Immigration might consider that this man and his family have sufficiently proved themselves desirable citizens of our country as to earn the right to acquire citizenship in the country they wish to make permanently their home?

**Mr. Pickersgill:** I presume the hon. gentleman does not really mean "citizenship" but "landing as immigrants" because you have to be landed as an immigrant for five years before you can become a citizen.

Well, of course, if I knew how soon I could say that any doubts that were entertained in this case would be resolved, then they would be resolved now. I have not had any notice of the hon. gentleman's question—I am not complaining about that; I am merely saying it to explain why I have not looked at

the file very recently. For that reason, however, I cannot say for sure how much progress has been made in the matter, but I will have a look at it right away.

**Mr. Hamilton (York West):** I wonder, Mr. Chairman, if the minister could inform us what method was used in arriving at the names of the successful bidders for transporting the new immigrants by air? Was it on the basis of a "per head" passenger fare or was it on the basis of the charter of the aircraft?

**Mr. Pickersgill:** The negotiations, as perhaps the hon. gentleman did not realize, were not conducted between the government of Canada and the airlines at all. We are members of the intergovernmental committee on European migration and after canvassing the Canadian air lines and discovering anew what we knew already, of course, that they could not begin to provide all the aircraft that would be required for an airlift of the magnitude we had in mind, we came to the conclusion that the best way would be to let this experienced organization see what it could do about arranging an airlift for us. They invited bids from all the airlines they could think of, and we stipulated that they must invite bids from every Canadian air line and every air line in the United Kingdom from which the greater part of the airlift was to come.

The bids, as I understand the position, were made on the basis of what each company thought it could do, and there were different bids. The rate we charge to the passengers is a uniform rate regardless of what the aircraft is because we are trying to provide something exclusively for immigrants; this is not a commercial venture in the ordinary sense, and if we set a rate that would cover the cost that was all the government was particularly interested in.

It so happened that we also felt it was necessary to continue the charter with the Maritime Central Air Line to Vienna because we do need that service and it is a somewhat better deal for them than they would likely have got in connection with this airlift, in any case; and we were unable at the outset to get any other Canadian company that had any aircraft and any experience that was interested in bidding. The Canadian Pacific did, and then decided that it was not really interested. Finally we did manage to reach a deal with C.P.A. to carry Hungarians, I am glad to say, because such transport is very badly needed.

**Mr. Hamilton (York West):** The minister has still not answered my question. Does