

This brings the cost to the migrant down to a very low rate. The transportation companies give a rebate of £4 on the ocean fare. The Canadian government makes a cash contribution of £3.10 on the ocean fare. The British government contributes in cash the equivalent of these two, or £7.10. All the above go to the reduction of the ocean fare.

The British government makes a further contribution towards passage, both ocean and rail. This is on a sliding scale dependent on where the immigrant settles in Canada. Against this additional contribution by the British government we undertake aftercare to the same amount. The average cost of aftercare is estimated at from £5 to £6.

The children belonging to agricultural families get free passage if under seventeen years of age. The cost is shared on a fifty-fifty basis by the Canadian and British governments. There is a special ocean rate of about £11 given to these children.

The adult migrant is supposed to pay his own way though loans are still made for heads of families and to a limited extent to domestics. The migrant now pays just £2 for ocean passage and a very low inland rate. The migrant's rate from any British port to Toronto is £3.10 and to Winnipeg £4.10.

Juveniles such as those coming under the Salvation Army, Barnardo's, Vimy Ridge and the British Immigration Association's schemes, are given free passage. A fixed grant of \$80.00 per boy or girl, between 14 and 17, is given to the emigrating agency. One-half of this is paid by the British government and the other half by ourselves. If the children come to points east of Manitoba (where nearly all the children have for years been placed) the grant more than covers the cost of passage.

Juveniles are of two classes, (a) those coming through the ordinary established agencies like Barnardo's, etc., such children being wards of the society both in the British Isles and in Canada. The other class is the boys from private homes and these boys are being brought by the Ontario government, the British Immigration Association of Montreal and others, in co-operation with ourselves. All juveniles given the passage grant of \$80.00 must be between 14 and 17 years of age. Our contribution to Vimy Ridge and the British Immigration and Colonization Association of Montreal and others as they come into the scheme, is on the basis of \$10.00 per boy. We say, for example, to a province, that if they will undertake to handle 500 boys per annum and make a contribution of \$5,000 towards the work, we will contribute \$5,000 and secure \$10,000 (the equivalent of the two Canadian contributions). All these contributions go to the upkeep of the reception and training farm. The \$10,000 is from the British government. For all boys going west of Winnipeg or points west the allowance is now \$100.

If I had known hon. members had so little information about this matter I would have prepared a statement outlining the whole immigration policy and placed it before the House, because I feel certain that if the members of the House understood all the activities of the department and generally knew what we were doing, they would realize that we were

[Mr. Forke.]

making an honest attempt to carry through a sound immigration policy. I may say as a practical immigrant who has lived here forty-five years that there are not many phases of immigration and settlement of which I have not had practical experience, and I am only too anxious to do all I can, not only to assist immigrants but to see that they are properly settled and placed in positions where they can do well for themselves. I realize that the colonization end of the Immigration department is really the important end of the whole business.

In reference to getting British immigrants, I often hear the question, "Why do you not go to the same trouble in getting British immigrants that you go to in obtaining immigrants from the continent?" That is altogether wrong. We spend a great deal of money in endeavouring to get British immigrants. We spend no money on the continent. We give assisted passages to the British immigrants. I think if the transportation companies, instead of giving assisted passages, could see their way to reduce the fares very considerably and require everyone to pay his own fare, it might be better. No one who is British-born has any difficulty in getting to Canada; if he is healthy and physically fit the door stands open to him no matter what part of the empire he lives in. With the European countries the situation is different. It is beside the mark to say that we are not using every endeavour to get British immigrants, because the door is wide open.

Mr. WHITE (London): There is no discrimination in the case of British immigrants?

Mr. FORKE: No.

Mr. DICKIE: Has the government in view any action, in concurrence with the British government or otherwise, in regard to placing these British immigrants in British Columbia?

Mr. FORKE: The conditions are open to all parts of the Dominion; we are willing to enter into an arrangement with any of the provinces.

Mr. DICKIE: Has anything been done with regard to British Columbia?

Mr. FORKE: We have placed many immigrants in British Columbia.

Mr. DICKIE: I would like to place on Hansard a memorandum with regard to these immigrant boys. This is taken from Lord Clarendon's official report, following his personal inspection last year of British family settlement, during which he motored over