

HOUSE OF COMMONS,

TUESDAY, May 15, 1928.

The Select Standing Committee on Agriculture and Colonization met at 11 o'clock a.m., the Chairman, Mr. W. F. Kay, presiding.

M. J. COLDWELL called and sworn.

The CHAIRMAN: Mr. Coldwell, what have you to say to the Committee?

The WITNESS: Mr. Chairman, I would first of all like to know exactly what you wish me to do. Do you wish me to give a statement or how do you wish me to proceed? This is the first time I have appeared before a committee of this nature and I would like to be informed as to the proper procedure.

The CHAIRMAN: What is the wish of the Committee?

Discussion followed and the Clerk as directed read an article from The Leader, Regina, November 24, 1927, as follows:

TRAFFIC IN IMMIGRATION PERMITS BY MEMBERS OF FEDERAL HOUSE ALLEGED

HE NEVER OBTAINED PROOF OF THIS WHILE AT OTTAWA, SAYS MILTON
CAMPBELL, M.P., IN REPLYING TO COLDWELL'S CHARGES

The allegation was made by Alderman M. J. Coldwell, at a meeting last night under the auspices of the Sons of England to discuss immigration, that at a time when the officials had put up the bars on immigration prior to the agreement with the railways of March 16, 1927, "a regular traffic was carried on at Ottawa of the sale of permits to admit men who were not ordinarily eligible for entry into Canada. "These permits," he declared, "were sold by members of parliament in Canada for the sum of \$100 each. That went on for several years. I am not stating what I does not know to be an absolute fact. It is not hearsay, it is not guesswork. I got that possibly from the highest source in Canada on immigration affairs. These permits were sold, and the bars were let down and people were allowed to flow in who were not ordinarily eligible for our immigration."

SURRENDER TO RAIL FIRMS

Proceeding, the alderman said, "this should be said for the present minister of immigration that, aware of this particular fact, it was thought advisable to have a straight agreement with the railways rather than get around this immigration policy in this particular way, so on March 16, 1927, this new agreement was signed which gave the railways a free hand to bring in all the agricultural workers they could obtain from the southern European parts." A railway dumping policy, he asserted, seemed to be the policy of the department at present. Before this agreement, he said, the officials were a little too careful for the railways, but this new agreement represented a surrender on the part of the Department of Immigration to the railway companies. Moreover, in his opinion, it represented a let-down for those officials who had been working to keep the bars where they should have been.

[Mr. M. J. Coldwell.]