

# C.I.H.S BULLETIN

Issue 37

ISSN 1485 - 8460

JULY 2000

---

---

## NEWSLETTER OF THE CANADIAN IMMIGRATION HISTORICAL SOCIETY

---

---

“The past is a growing problem, and there’s only going to be more of it.” Cullen Bryant

### CIHS WEBSITE

Thanks to the generosity of the Pier 21 Society, the Society now has its own website. While still in the formative stages, it can be accessed at <http://pier21.ns.ca/cihs>.

### FRENCH TRANSLATOR

The Society needs a volunteer to translate some of our past newsletter articles so they can be added to the website. Anyone interested should write to David Bulloch.

### JEAN DEWAN

We regret to have to report to our members the death of Jean Dewan, who died in late April at the age of seventy-seven.

Jean was best known to a generation of Immigration Officers for her role in Finance and Administration with the former Foreign Branch of Manpower and Immigration and Employment and Immigration. However, there was more to her career than that. She worked for private industry during the War years, and then as a Secretary in the House of Commons from 1946 to 1952. In that year she first went overseas, and served for fourteen years abroad in Delhi, Athens, Tel Aviv and Lisbon, the last few postings as a Visa Officer.

She returned to Canada in 1966 and spent the rest of her career in administration, personnel and finance support in the Foreign Service.

Jean had been retired for many years, and the last two years of her life were unfortunately troubled with ill-health and increasing problems of mobility. The funeral service was held in Ottawa at St Jean Baptiste and was officiated by her younger brother, Father Lawrence Dewan, who many will remember from Jean’s famous New Year’s Day “open houses”.

The Department and Society were well represented at both the visitation and the funeral ceremony itself. Jean’s many kindnesses when in Headquarters, in helping families overseas in times of stress and difficulty, were warmly remembered.

### THE LIFE OF DOUGLAS SAM

Edited by Bernard Brodie

Many of the officers involved in Canadian Immigration in the latter half of the twentieth century had served their country in two roles: as members of the Canadian Armed Forces during the Second World War, and as public servants in the years that followed. Among these distinguished men and women, few had such a fascinating double career as the late Douglas Sam (1918-1989). At the time of his death, he was the most decorated and highest ranking Chinese-Canadian officer in Canadian history. His son Trevor is currently engaged on writing a full biography, but has kindly lent the CIHS background material, from which this synopsis has been created.

Douglas Sam was born in Victoria, British Columbia, on April 6, 1918. He attended Victoria High School during his teenage years. From the time he was a small child he wanted to fly. His High School Graduation yearbook stated that "Doug has aspirations to become the Chinese Lindbergh".

Douglas tried to join the RCAF in 1941 but was thwarted by his background. At the outbreak of the Second World War, Canada still had a rule, borrowed from the RAF, that only persons of Caucasian origin could be considered for recruitment. Much disappointed, he returned to his father's whaling station in the Queen Charlotte Islands until the time that a federal Order in Council removed that racial clause. Douglas Sam enlisted in the RCAF on October 21st 1942 and after lengthy training left for England in August 1943. He was assigned to RCAF 426 "Thunderbird" squadron at Linton-on-Ouse in Yorkshire.

Douglas held the rank of sergeant and the role of a rear-gunner. He began his participation in a series of bombing raids over Europe, first in Lancasters and later in Halifaxes. He made a total of 28 sorties, including the Nuremberg Raid when 94 allied bombers were lost and a Berlin raid from which 73 bombers failed to return. He also bombed Stuttgart, Frankfurt, Essen and Schweinfurt.

Douglas Sam's luck ran out on a mission on June 28, 1944. Returning from a bombing raid on Metz, in France, his Halifax was attacked by three German Junker 88 night fighters. Douglas managed to knock down one of them but the Halifax was riddled with cannon shells and he and his crew bailed out over Rheims. Douglas was fortunate in that the first people he approached, fishermen from Boulogne, were loyal Frenchmen who were prepared to help him evade capture. He was taken under the wing of the local resistance. However, instead of being returned via an escape route, he stayed on in France at the request of the French underground and with the apparent concurrence of MI-9. One of the consequences of this was that the fiction had to be maintained that

he had been killed, a deception with which his grieving parents had to live for over a year. Douglas remained in France until the end of World War Two. He had been supplied by the underground with forged papers identifying him as an oriental student trapped in France by the German occupation. He was active in the resistance, helping other downed allied fliers, and he also was exposed to the less "noble" side of war: witnessing the ambush of German convoys and the elimination of Gestapo agents and French collaborators.

When the U.S. Third Army approached Rheims it was Douglas who supplied the U.S. Tank Commander with street plans of the city and details of the deployment of the German forces. The following day, using weapons air-dropped to the resistance by the Allies, the underground erected barricades in the streets and engaged German troops in a vicious firefight. Douglas's barricade managed to hold out until the Americans entered the city in force and the German defences collapsed. For his resistance work Douglas received from Charles de Gaulle the French Government's highest medal for valour – the Croix de Guerre with the Silver Star.

Douglas returned to the RCAF in peacetime Canada where he became increasingly involved in intelligence matters. Then in 1950 he was asked to become the second-in-command of an interrogation force in the Malay States where the Malay Emergency was deeply occupying the British in a battle against communist infiltrators. He was serving there under the Sir Maurice Oldfield, the late British spymaster who has been claimed variously as the role model for Ian Fleming's "M" and for John le Carre's George Smiley.

Douglas's background in intelligence, combined with his ability to speak Japanese and Chinese, made him an important figure in the intelligence community. He was stationed at the Headquarters of The Far East Airforce in Singapore. Although Douglas went with the British troops on jungle patrols, he was mainly at headquarters, indeed, after a time he was almost a prisoner there himself as for security reasons he could not risk wandering

in the streets where he himself might be picked up and interrogated by the opposition.

After ten months in Malaya he returned to Ottawa as an Intelligence Officer for the Directorate of Intelligence at RCAF headquarters. Later assignments in his RCAF career included a three-year posting from 1959 to 1962 as an intelligence officer with the British Air Ministry in London. By the time of his retirement, the former Sergeant Sam was a Wing Commander. He continued as a member of the Primary Reserve, and only stepped down at the age of 60 in 1978, with the then rank of Lieutenant Colonel.

At the end of his RCAF career in 1967, Douglas joined the Department of Immigration. Initially, for the years 1967 to 1983, he served principally in enacting the enforcement programs under the Immigration Act, but from 1973 until his retirement from immigration in 1983, he served as the Chief Intelligence Officer in the Pacific Region. Even after all these years, it is proper that the details of much of what he accomplished remain confidential, so perhaps this article cannot give full credit to his work achievements. His principal role was the detection of illegal immigration rings, alien criminals, and terrorists. Douglas was an important player in the work of law enforcement agencies in British Columbia as regards the identification of local drug traffickers and their couriers from overseas. Through his efforts, the intelligence community in the Lower Mainland was able to identify certain individuals in Canada who were king-pins of the Far East drug trade and whose identities had been previously unknown. The identification of such persons was dangerous work, involving Douglas in the cultivation of informants. It was largely due to his work that the traffickers known colloquially as "The Bangkok Connection" were arrested and prosecuted in 1975.

In addition to such "hands on" activity, he was able to share with departmental officers his unique knowledge of Chinese criminals: those drug traffickers, triad leaders, gambling syndicates, jewel smugglers, youth gang leaders, and former corrupt Hong Kong policemen who made up those "alien criminal elements", as Douglas himself

phrased it, that made lucrative targets of the hard-working and relatively wealthy Chinese Canadian community.

It was as a result of this unique contribution that, upon his retirement from Immigration, he was the first non-RCMP member ever to receive a Certificate of Commendation from that force for his integrity, dedication, and valuable contribution to law enforcement in Canada. On the same occasion he received a congratulatory plaque from the Criminal Intelligence Service of B.C., an organisation linking various law enforcement agencies including Immigration intelligence. He died in Vancouver on July 3, 1989.

Some time after his death, Cal Best read an article about him in the Air Force veteran's magazine and was moved to write to Douglas's son Trevor. After mentioning the number of times he had met Douglas, and the benefit he had received as ADM Immigration from Douglas's many briefings on immigration intelligence matters, he stated:

"I think it is a considerable tribute to your late father's innate modesty that his brilliant war record was probably unknown to most, if not all, of the senior personnel at Immigration headquarters. Certainly I was not aware of it. I feel a strong sense of pride at having been part of the same organisation as such a genuine war hero." Douglas Sam was a patriotic Canadian who spent a lifetime in the service of his country in one form or another. He was a modest man, content to "hide his light under a bushel", but his son Trevor is determined that his father's contribution to Canada will become better recognised.

The CIHS wishes Trevor Sam every possible success in his dealings with the Canadian War Museum and his efforts to write and publish a fuller account of the life of Wing Commander Douglas Sam.

-----

## MIGRATION TO THE USA

Some historians have speculated that if it had not been for the great numbers of French-Canadians who migrated to the New England states in the late nineteenth century, there would have been a French-speaking majority in Canada.

Approximately 30 per cent of Quebec's population went to New England in this period and by the 1930s, their three million descendants made up 21 per cent of the New England population.

This movement is too often looked at in isolation. Even Roger Daniels in his **Coming to America** devotes six pages to the French Canadian movement but nothing to the the simultaneous and much larger movement of English-speakers to the United States. Approximately twice as many of the latter emigrated. If neither group had moved the proportions of English and French in Canada would have changed little. (It is interesting to note also that, prior to WWI, people could move in either direction without restrictions.

## LETTERS

The Editor:

As I look back over the Obituary Notices in the C.I.H.S. bulletins of the last few years, I am beginning to realize that my days have to be numbered, so I thought it might be appropriate if I placed a few comments on the record.

I was in charge of Staff Management and Training in the old Operations Division of the Immigration Service between 1951-60. This gave me the opportunity of getting to know just about every Officer in the Department during that time.

The Senior Officers who had the most influence on my career were G.R. Benoit, I.R. Stirling, F.C. Crosman and D.A. Reid. Each in their own way brought certain attributes to the job and they were all exceptionally gifted Public Servants.

I always had the greatest respect for our Border, Airport and Inland Officers. They were the main supply source of our overseas staff between 1946 and 1955, and their experience of handling people contributed to their becoming first class Selection Officers.

The Joe Bissett's, Terry Sheehan's and Raph Girard's and most of the other Foreign Service Officers from the mid 1950's on, added a great deal of competence and Professionalism to the Immigration Service. Just look at where some of them have gone with Foreign Affairs.

I am proud that I spent my entire career in the Public Service with the Immigration Department. I have nothing but fond memories of the People in the Department and the work we all did.

R.J. (Bud) Curry

---

*FRANK J VERWIMP*

*3523 KINGBIRD CRT, MISSISSAUGA ONT L5L 2P9  
Phone 905 -820-0586.*

Dear Alan: Thank you for your note and your good souvenirs of Den Haag and, hopefully, the rest of Holland. My wife and I received our visa in Den Haag, address forgotten, on April 2, 1951 from G. S. Chalmers, under P. C. 2856. Medical by Dr. N. Morissy MO. We were more or less sponsored by Robert Wendelin Keyserlingk, Bob's father. He was then the publisher of The Ensign, I had been their correspondent in Amsterdam where I worked for the daily paper, De Volkskrant. I started at Montreal Immigration office in Dec. 1951 and worked with Al Gunn on the Dutch Movement, which I took over when Al was sent to The Hague/Brussels. Boy did I at that time, did I wish I could have gone with him, even to carry his suitcase. I have not spoken to Al for a while but hope he is fine. I am also still in touch with Sydney E. "Bud" Payne who was my supervisor in the Placement Section; he now lives in Moose Creek. Kind regards  
Frank Verwimp

What follows are extracts from an article printed in the *illustrated London News* on **Saturday July 6th 1850**. It is a contemporary account of the procedure of Emigration from the port of Liverpool to the New World and the Colonies.

### **The Tide of Emigration to The United States And to The British Colonies.**

The great tide of Emigration flows steadily westward. The principal emigrants are Irish peasants and labourers. it is calculated that at least four out of every five persons who leave the shores of the old country to try their fortunes in the new, are Irish. Since the fatal years of the potato famine and the cholera, the annual numbers of emigrants have gone on increasing, until they have become so great as to suggest the idea, and almost justify the belief, of a gradual depopulation of Ireland. The colonies of Great Britain offer powerful attractions to the great bulk of the English and Scottish emigrants who forsake their native land to make homes in the wilderness. But the Irish emigration flows with full force upon the United States.

Though many of the Irish emigrants are, doubtless, persons of small means, who have been hoarding and saving for years, and living in rags and squalor, in order to amass sufficient money to carry themselves and families across the Atlantic, and to beg their way to the western states, where they may 'squat' or purchase cheap lands, the great bulk appear to be people of the most destitute class, who go to join their friends and relatives, previously established in America. Large sums of money reach this country annually from the United States. Through Liverpool houses alone, near upon a million pounds sterling, in small drafts, varying from 2 Pounds or 3 Pounds to 10 Pounds each, are annually forwarded from America, for poor persons in Ireland, to enable them to emigrate; and the passage-money of many thousands, in addition, is paid in New York. Before the fatal year 1847, the emigration was very considerable; but, since that time, it has very rapidly increased. The following document, issued on the authority of her Majesty's Colonial Land and Emigration Commissioners, shows the

progressive increase in the numbers of British subjects who have annually quitted our shores as Emigrants, from 1825 to January 1st 1850:

1	Years	2	3	4	5
		N.American Colonies	U.S.	Aus+N.Z.	others
1	1825	8741	5551	85	114
2	1826	12818	7063	903	116
3	1827	12648	14526	715	114
4	1828	12084	12817	1056	135
5	1829	13307	15678	2016	197
	1830	30574	24887	1242	204
	1831	58067	23418	1561	114

### **Average Annual Emigration from the United Kingdom for the last twenty five years- 91,407**

The emigration of the present year bids fair to exceed even the unprecedented large emigration of 1849. This human stream flows principally through the ports of London and Liverpool; as there is but little direct emigration from Scotland or Ireland. in the year 1849, out of the total number of 299,498 emigrants, more than one-half, or 153,902 left from the port of Liverpool. We learn from a statement in a Liverpool newspaper, that in the months of January, February, March and April of the present year, the total emigration was 50,683 persons; and as these four months include two of the least busy months of the year, it is probable that the numbers during the months of May, June, July and August, the full emigration season, will be much more considerable, and that the emigration for the year will exceed that for 1849. Her Majesty's Colonial Land and Emigration Commissioners publish in the

spring of every year a useful little pamphlet, entitled the 'Colonisation Circular', which contains the names and duties of the Emigration offices in the ports of The United Kingdom and in the colonies- the cost of passage to the various colonies-a statement of the demand for labour-the rate of wages, and the price of provisions in each colony-an explanation of the mode of disposal of Crown lands-the privileges granted to naval and military settlers-the victualling scale on board ships-an abstract of the Passengers Act, and other valuable particulars. The Government however, gives no information relative to the United States- so that its admirable little circular is of comparatively little service to at least one-half of the great crowds of emigrants. The majority of emigrants take a steerage passage, and go out at the cheapest rate. Out of the 153,902 mentioned above as having left the port of Liverpool in 1849, the number of first and second cabin passengers was only 4639.

### **Emigration From Liverpool**

We now proceed to detail the process of emigration, beginning with the arrival of the emigrants at Liverpool, the great port of intercourse with the United States. The first care of the emigrants, if their passage have not previously been paid for them by their kind friends in New York, is to pay their passage-money, and make the best bargain they can with the passenger-brokers. The competition in this trade is very great, and fares, accordingly, vary from day to day, and even from hour to hour, being sometimes as high as 5 Pounds per passenger in the steerage, and sometimes as low as 3 Pounds 10 Shillings. The walls of Liverpool are thoroughly placarded with the notices of the days of sailing of the various packets, for which many firms act as passenger-brokers, and set forth in large letters the excellent qualities of such well known and favourite packets as the YORKSHIRE the NEW WORLD, the ISAAC WEBB, the WEST POINT, the CONSTITUTION, the ISAAC WRIGHT, the LONDON, the STAR OF THE WEST, the QUEEN OF THE WEST, and scores of others.

The average number of steerage passengers that can be accommodated in these fine vessels (which are mostly owned in New York) is 400; but some of them, such as the ISAAC WEBB, can comfortably make room for double that number. After the emigrant has chosen the ship by which he will sail, and perhaps run the gauntlet through scores of designing and unscrupulous 'mancatchers'-a class of persons who get a commission from the passenger-brokers for each emigrant that they bring to the office-his next duty is to present himself at the-

### **Medical Inspector's Office**

By the terms of the New Passenger Act, 12 and 13 Vict- c.33, no passenger-ship is allowed to proceed until a medical practitioner appointed by the emigration office of the port shall have inspected the medicine-chest and passengers, and certified that the medicines etc are sufficient, and that the passengers are free from contagious disease. The master, owner, or charterer of the ship is bound to pay the medical inspector the sum of I Pound sterling for every 100 persons thus inspected. when the emigrant and his family have undergone this process, their passage-ticket is stamped, and they have nothing further to do, until they go on board, but to make their own private arrangements and provide themselves with outfits, or with such articles of luxury or necessity as they may desire over and above the ships allowance. All persons who may be discovered to be affected with any infectious disease, either at the original port of embarkation or at any port in the United Kingdom into which the vessel may subsequently put, are to be re-landed, with those members of their families, if any, who may be dependent upon them, or unwilling to be separated from them, together with their clothes and effects. Passengers re-landed are entitled to receive back their passage-money, which may be recovered from the party to whom it was paid, or from the owner, charterer, or master of the ship, by summary process, before two or more justices of the peace.

### **The Embarkation**

The scene in the Waterloo dock, at Liverpool, where all the American sailing packets are stationed, is at all times a very busy one; but, on the morning of the departure of a large ship, with a full complement of emigrants, it is peculiarly exciting and interesting. The passengers have undergone inspection, and many of them have taken up their quarters on board for twenty-four hours previously, as they are entitled to do by terms of the act of Parliament. Many of them bring, in addition to the boxes and trunks containing their worldly wealth, considerable quantities of provisions, although it must be confessed that the scale fixed by the Government to be supplied to them by the ship is sufficiently liberal to keep in health and comfort all among them, who, in their ordinary course of life, were not accustomed to animal food. The following is the scale, in addition to any provisions which the passengers may themselves bring:-

2 and 1/2 lb of Bread or biscuit (not inferior to navy biscuit)

1 lb Wheaten Flour

5 lb Oatmeal

2 lb Rice

2 oz Tea

1/2 lb Sugar

1/2 lb Molasses

Per week. To be issued in advance, and not less often than twice a week. Also:- 3 quarts of Water daily.

5 lb of good Potatoes may, at the option of the master, be substituted for 1 lb of oatmeal or rice; and in ships sailing from Liverpool, or from Irish or Scottish ports, oatmeal may be substituted, in equal quantities, for the whole or any part of the issues of rice. Vessels carrying as many as 100 passengers must be provided with a seafaring person to act as passenger's cook, and also with a proper cooking apparatus. A convenient place must be set apart on deck for cooking, and a proper supply of fuel shipped for the voyage. The whole to be subject to the approval of the emigration officer.

### Dancing Between Decks

The scenes that occur between decks on the day before the sailing of a packet, and during the time that a ship may be unavoidably detained in dock, are not generally of a character to impress the spectator with the idea of any great or overwhelming grief on the part of the emigrants at leaving the old country. On the contrary, all is bustle, excitement, and merriment. The scene of a party of emigrants, male and female, dancing between decks-to the music of the violin-played for their amusement, by some of their fellow-passengers, is not a rare one.

Sometimes a passenger is skilful upon the Irish Bagpipe, and his services are freely asked and freely given for the gratification of his countrymen and countrywomen-not simply while in dock, but, according to the reports of captains and others, during the whole voyage. Any person who can play the Violin-the Flute-the Pipe, or any other instrument, becomes of interest and importance to the passengers, and is kept in constant requisition for their amusement. The youngest child and the oldest man in the ship are alike interested; and grey headed men and women are frequently to be seen dancing with as much delight, if not with as much vigour, as if Seventeen, not Seventy, was the number that would most nearly express their age. But, as the hour of departure draws nigh, the music ceases. Too many fresh arrivals take place every moment, and the docks become too much encumbered with luggage to admit of the amusement. Although notice of the day and hour of departure may have been given for weeks previously, there are a large class of persons (-not confined to emigrants it may be observed 'en passant'-) who never will be punctual, and who seem to make it a point of duty and conscience to postpone everything to the last moment, and to enjoy the excitement of being within a few minutes or even moments of losing their passage. These may be seen arriving in flushed and panting detachments, driving donkey-carts laden with their worldly stores, to the gangway, at the ship's side. It often happens that the gangway has been removed before their arrival, in which case their only chance



is to wait until the ship reaches the dock-gate, when their boxes, bails, barrels and bundles are actually pitched into the ship, and men, and women, and children have to scramble up among the rigging, amid a screaming, a swearing, and a shouting perfectly alarming to listen to. Not infrequently a box or barrel falls overboard, and sometimes a man or a woman suffers the same fate, but is speedily re-saved by men in a small boat, that follows in the wake of this ship for the purpose, until she have finally cleared the dock.

### The Departure

There are usually a large number of spectators at the dock-gates to witness the final departure of the noble ship, with its large freight of human beings. It is an interesting and impressive sight; and the most callous and indifferent can scarcely fail, at such a moment, to form cordial wishes for the pleasant voyage and safe arrival of the emigrants, and for their future prosperity in their new home. As the ship is towed out, hats are raised, handkerchiefs are waved, and a loud and long-continued shout of farewell is raised from the shore, and cordially responded to from the ship. It is then, if at any time, that the eyes of the emigrants begin to moisten with regret at the thought that they are looking for the last time at the old country-that country which, although, in all probability, associated principally with the remembrance of sorrow and suffering, of semi-starvation, and a constant battle for the merest crust necessary to support existence is, nevertheless, the country of their fathers, the country of their childhood, and consecrated to their hearts by many a token. The last look, if known to be the last, is always sorrowful, and refuses, in most instances, to see the wrong and the suffering, the error and the misery, which may have impelled the one who takes it, to venture from the old into the new, from the tried to the untried path, and to recommence existence under new auspices, and with new and totally different prospects.

'Farewell, England!  
Blessings on thee-

Stem and niggard as thou art.  
Harshly, mother, thou hast used me,  
And my bread thou hast refused me:  
But 'tis agony to part:

-is doubtless the feeling uppermost in the mind of many thousands of the poorer class of English emigrants at the moment when the cheers of the spectators and of their friends on shore proclaim the instant of departure from the land of their birth. Even in the case of the Irish emigrants, a similar feeling-though possibly less intense-can scarcely fail to be excited. Little time, however, is left to them to indulge in these reflections. The ship is generally towed by a steam-tug five or ten miles down the Mersey; and during the time occupied in traversing these ten miles, two very important ceremonies have to be gone through: the first is 'the Search for Stowaways;' and the second is the 'Roll-call of the Passengers'.

### The Search for Stowaways

The practice of 'stowing away', or hiding about a vessel until after the passage tickets have been collected, in order to procure, by this fraudulent means, a free passage across the Atlantic, is stated to be very common to ships leaving London and Liverpool for the United States. The 'Stowaways' are sometimes brought onboard concealed in trunks or chests, with air-holes to prevent suffocation. Sometimes they are brought in barrels, packed up to their chins in salt, or biscuits, or other provisions, to the imminent hazard of their lives. At other times they take the chance of hiding about the ship, under the bedding, amid the confused luggage of other passengers, and in all sorts of dark nooks and corners between decks. Hence, it becoming expedient to make a thorough search of the vessel before the steam-tug has left her, in order that, if any of these unhappy intruders be discovered, they may be taken back to port and brought before the Magistrate, to be punished for the fraud which they have attempted. As many as a dozen stowaways have sometimes been discovered in one ship; and cases have occurred, though not frequently, of men, women, and young boys, having been taken dead out of the barrels or



chests in which they had concealed themselves, to avoid payment of 3 Pounds or 4 Pounds passage money. when the ship is fairly out, the search for stowaways is ordered. All the passengers are summoned upon the QuarterDeck, and there detained until the search has been completed in every part of the ship. The Captain, Mate, or other Officer, attended by the clerk of the passenger broker, and as many of the crew as may be necessary for the purpose, then proceed below, bearing masked lanterns or candles, and armed with long poles, hammers, chisels, etc, that they may break open suspicious looking chests and barrels. Occasionally, the pole is said to be tipped with a sharp nail, to aid the process of discovery in dark nooks; and sometimes the man armed with the hammer hammers the bed-clothes, in order that if there be a concealed head underneath, the owner may make the fact known, and thus avoid a repetition of the blows. If a stowaway be concealed in a barrel, it is to be presumed that he has been placed with his head uppermost, and the searchers, upon this hint, whenever they have a suspicion, deliberately proceed to turn the barrel bottom upwards, - a process which never fails, after a short time, if the suspicion be well founded, to elicit an unmistakable cry for release. Although this search is invariably made with the utmost care, it is not always effectual in discovering the delinquent; and instances have occurred in which no less than eight, ten, or even a larger number, including both men and women, have made their appearance after the vessel has been two or three days at sea. Some captains used to make it a rule to behave with great severity, if not cruelty, to these unfortunates; and instances are related of their having caused them to be tarred and feathered, or to walk the decks through the cold nights with nothing on but their shirts: but this inhumanity does not now appear to be practised. As there is a great deal of dirty work that must be done on ship-board, the stowaways are pressed into that service, and compelled to make themselves useful, if not agreeable. They are forced, in fact, to work their passage out, and the most unpleasant jobs are imposed upon them.

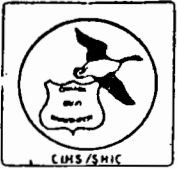
After the search for them in every corner of the ship, the next ceremony is commenced.

### Roll-Call

This is one that occupies a considerable space of time, especially in a large ship, containing seven or eight hundred emigrants. The passengers-those in the state cabin excepted-being all assembled upon the Quarter-Deck, the clerk of the passenger-broker, accompanied by the ship's surgeon, and aided in the preservation of order by the crew, proceeds to call for the tickets. The clerk, or man in authority, usually stands upon the rail, or other convenient elevation on the Quarter-Deck, so that he may be enabled to see over the heads of the whole assemblage-usually a very motley one-comprising people of all ages, from seven weeks to seventy years. A double purpose is answered by the roll-call the verification of the passenger-list, and the medical inspection of the emigrants, on behalf of the captain and owners. The previous inspection on the part of the governor was to prevent the risk of contagious disease on board. The inspection on the part of the owners is for a different object. The ship has to pay a poll-tax of one dollar and a half per passenger to the State of New York, and if any of the poor emigrants are helpless and deformed persons, the owners are fined in the sum of seventy five dollars for bringing them, and are compelled to enter in a bond to the city of New York that they will not become a burden on the public. To obviate this risk, the medical officer of the ship passes them under inspection; and if there be a pauper cripple among the number who cannot give security that he has friends in America to take charge of him of arrival, and provide for him afterwards, the captain may refuse to take him. The business of verification and inspection generally occupies from two to four hours, according to the number of emigrants on board; and, during its progress, some noteworthy incidents occasionally arise. Sometimes an Irishman, with a wife and eight or ten children, who may have only paid a deposit of his passage-money, attempts to evade the payment of the balance, by pleading that he has not a farthing left

in the world; and trusting that the ship will rather take him out to New York for the sum already paid, than incur the trouble of putting him on shore again with his family. Sometimes a woman may have included in her passage-ticket an infant at the breast, and may be seen, when her name is called, panting under the weight of a boy of eight or nine years of age, whom she is holding to her bosom as if he were really a suckling. Sometimes a youth of nineteen, strong and big as a man, has been entered as under twelve, in order to get across to America for half the fare of an adult-, and sometimes a whole family are without any tickets, and have come on board in the hope that, amid the confusion which they imagine will be attendant upon the congregation of so many hundred people on a ship, they may manage to evade notice, and slip down unperceived amid those whose documents are found 'en regle'. These cases, as they occur, are placed on one side; and those who have duly paid their passage money, and produced their tickets, are allowed to pass down and take possession of their berths. Those who have not paid, either in whole or in part, and are either unable or unwilling to satisfy the claim against them, are then transferred on board the tug, with bag and baggage, to be reconveyed to port. Those who have money, and have attempted a fraud, generally contrive, after many lamentations about their extreme poverty, to produce the necessary funds, which, in the shape of golden sovereigns are not infrequently found to be safely stitched amid the rags of petticoats, coats, and unmentionable garments. Those who have really no money, and who cannot manage to appeal to the sympathy of the crowd for a small subscription to help them to the New World, must resign themselves to their fate, and remain in the poverty from which they seek to free themselves, until they are able to raise the small sum necessary for their emancipation. The stowaways, if any, are ordered to be taken before the magistrates; and all strangers and interlopers being safely placed in the tug, the emigrant ship is left to herself. May all prosperity attend her living freight!

'Far away-oh far away-  
we seek a world o'er the ocean spray!  
We seek a land across the sea,  
Where bread is plenty and men are free,  
The sails are set, the breezes swell-  
England, our country, farewell! farewell!



The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne

C.P. / P.O. Box 9502, Station T, Ottawa, Ontario, K1G 3V2 (613) 733-1074

TREASURERS REPORT FOR THE FINANCIAL YEAR ENDING APRIL 30, 2000.

Membership;

May 1, 1999 - Corporate	1	May 1, 2000 - Corporate	1
Life	92	Life	94
Annual	59	Annual	60
Special	4	Special	5
Total	156	Total	160

FINANCE:

The year ending April 30, 1999 showed a deficit of \$1575.81.

The year ending April 30, 2000 shows a surplus of \$703.09.

Audited details on income and expenditures plus an explanation of our new banking arrangements are attached for your information.

ACTIVITIES;

A book launch and reception was held at the Lobby Lounge in the Jean Edmonds Building to introduce a revised printing of Bernard Brodie's book "When Do I Get My Visa". This book sold for basic printing costs plus postage (\$25.00). A few copies are still available for anyone with an elderly retired immigration official who is "one of those who are hard to buy a present for". In fact it is a novel gift for almost anyone who would be interested in the work immigration officers both in Canada and abroad face in their daily lives. Our annual dinner meeting took place in late June at The Place Next Door with approx 25 attending. Raphael Girard was our guest speaker and gave us a most entertaining insight of his posting as Ambassador to Yugoslavia and his personal contact with refugees in Kosovo and Macedonia. Raph has recently been appointed Canadian Ambassador to Roumania and Bulgaria and takes up his new duties with our very best wishes.

We held our Annual General Meeting at the Lobby Lounge on November 9th when David Bullock graciously accepted the post as President of the Society replacing Susan Burrows who had been posted to Port-of-Spain, Trinidad on very short notice. Many thanks to Susan for her fine work for the Society and many more thanks to David for stepping forward and doing a great job on such short notice. We must also thank Caroline Guimond for offering to act as our liaison with the Department regarding providing a venue for our Executive meetings and communicating with employees of the Immigration Service..

Our President has actively pursued the possibility of our having access to the Pier 21 Society in Halifax web page. Initial response has been favorable and negotiations continue. We published four editions of our newsletter THE BULLETIN. The Editor of the BULLETIN is constantly looking for items of general interest especially on immigration matters and asks the membership not to be bashful in sending written material for possible publication.

Finally I would mention we held Executive meetings on May 13, June 9, Oct 14, Nov 25, Jan 13, Feb 10, Mar 9 and April 13.



The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne

C.P. / P.O. Box 9502, Station T, Ottawa, Ontario, K1G 3V2 (613) 733-1074

12

REPORT OF THE AUDIT COMMITTEE.

C.I.H.S. Financial year May 1, 1999 - April 30, 2000

In our opinion the accompanying balance sheet and the related statement of income and expenses present fairly the financial position of the Canadian Immigration Historical Society as of April 30, 2000 and the results of its operation for the year, in conformity with generally accepted accounting procedures applied on a basis consistent with that of the preceding year but subject to any necessary modification of detail.

Our examination of these statements are made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such accounting procedures as we considered necessary in the circumstances. It was impracticable for us to extend our examination of the subscriptions received from the members beyond accounting for the amounts so recorded, although we note that each subscription is journalized against the relevant official receipt serial number and cancellations recorded.

The Audit Committee commends the Society for the care and detail with which the accounts have been maintained..

*B. Brodie*

B. Brodie

*July 13, 2000*

Date

*L. B. Dowsnell*

L. B. Dowsnell

*July 14, 2000*

Date



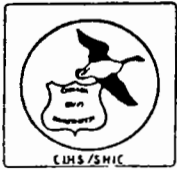
The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne

C.P. / P.O. Box 9502, Station T, Ottawa, Ontario, K1G 3V2 (613) 733-1074

13

STATEMENT OF INCOME AND EXPENSES FOR YEAR ENDING APRIL 30, 2000.

<u>INCOME ;</u>	April 30, 1999	April 30, 2000
Capital (non tax credit attributable)		
Bank interest	\$53.19	\$17.50
Non charity gifts	<u>NIL</u>	<u>Nil</u>
	\$53.19	\$17.50
Membership fees and gifts.		
Corporate	NIL	\$1000.00
Life	\$200.00	\$ 500.00
Annual	\$505.00	\$ 785.00
Cash donations/gifts	NIL	\$ 150.00
Refund of bank charges	NIL	\$ 56.86
"When Do I Get My Visa (Recovery printing costs	NIL	\$ 859.90
	<u>-----</u>	<u>-----</u>
	\$705.00	\$3351.76
Total Income From All Sources.	\$758.19	\$3369.25
<u>EXPENSES :</u>		
General.		
Bank charges	\$ 76.92	\$ 66.88
Office supplies	\$ 154.96	\$ 74.52
Organization costs	\$1135.62	\$587.63
Postage	\$ 47.46	\$ 58.61
Phone	NIL	\$ 8.61
Photo copying	<u>\$ 4.55</u>	<u>\$ 1.57</u>
Total general expenses	\$1419.51	\$797.82
Publications.		
Bulletin news sheet (4 editions)	\$428.92	\$336.46
Distributions costs	\$485.57	\$339.49
Printing costs (When do I get my visa)	<u>NIL</u>	<u>\$1192.39</u>
	<u>-----</u>	<u>-----</u>
	\$914.49	\$1868.34
TOTAL EXPENSES	\$2334.00	\$2666.16
TOTAL SURPLUS/DEFICIT	- \$1575.81	+ \$703.09



The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne

C.P. / P.O. Box 9502, Station T, Ottawa, Ontario, K1G 3V2 (613) 733-1074

14

BALANCE SHEET AS OF APRIL 30, 2000.

<u>ASSETS;</u>	<u>1999</u>	<u>2000</u>
Bank current account #1006-720	\$ 402.82	
Bank investment account #8025-860	\$4040.09	
Petty cash	\$ 79.31	
Bank community account #8110-117		\$1080.71
Bank investment account #012419787 (First Canadian Fund Bank of Montreal)		\$5000.00
Petty cash		\$ 22.75
Total assets -	----- \$5322.22	----- \$6103.46

New banking arrangements as from March 23, 2000.

LIABILITIES AND EQUITY:

Liabilities	NIL	NIL
Equity	\$5322.22	\$6103.46



The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne

C.P. / P.O. Box 9502, Station T, Ottawa, Ontario, K1G 3V2 (613) 733-1074

EXPENDITURES GENERAL :

Bank Charges

#1006-720	#8025-860
May 99 -\$6.27	July/Dec @
Jun 99 -\$6.27	\$2.00 per
Jul 99 -\$6.27	month-\$12.00
Aug 99 -\$7.04	\$12.00
Sep 99 -\$7.04	\$54.88
Oct 99 -\$6.27	-----
Nov 99 -\$6.27	Total-\$66.88
Dec 99 -\$9.45	
	\$54.88

Postage

\$58.61 (1)

Photo Copy

\$1.57 (2)

Office Supply

\$74.52 (3)

Phone

\$6.82 (4)

Payments From Petty Cash.

- (1) Postage \$58.61
- (2) Photo copy \$1.57
- (3) Office supplies \$74.52
- (4) Phone \$6.82
- Total, cash payments \$141.52

Organization Costs.

\$18.88	Secretarial expenses
\$237.50	May Exec book launch
\$30.00	Registrar Industry Cda
\$25.00	Dinner guest speaker
\$109.25	AGM refreshment, Lobby Lounge
\$ 5.00	Dues refund Keyserlingk
\$84.96	Replenish petty cash
\$77.04	P.O.Box rental
-----	
587.63	Total

CHEQUES ISSUED.

- #124 - Zippy Print Newsletter #33.
- #125 - Shoppers Drug P.O.postage #33
- #126 - Zippy Print (Brodie book).
- #127 - Sect. expenses.
- #128 - Lobby Lounge (book launch).
- #129 - Registrar Ind. Canada.
- #130 - Pres reimbursement for guest speaker meal.
- #131 - Zippy Print #34.
- #132 - Shoppers Drug PO postage #34.
- #133 - Lobby Lounge, refreshments A.G.M.
- #134 - Keyserlingk refund.
- #135 - Cancelled & destroyed.
- #136 - Replenish petty cash.
- #137 - Zippy Print #35.
- #138 - Shoppers Drug PO Postage #35.
- #139 - P.O.Box 9502 rental.
- #140 - Zippy Print #36.
- #141 - Shoppers Drug PO postage #36.

PUBLICATIONS :

<u>Bulletin Printing</u>	<u>Distribution Costs</u>
#33 \$50.01	\$82.53
#34 \$105.93	\$90.63
#35 \$85.02	\$83.14
#36 \$95.50	\$83.19
Brodie book "When Do I Get My Visa"	
\$1192.39 Invoice #31202	
-----	
\$1528.85	\$339.49 TOTALS.

On March 24, 2000 accounts #8025-086 and #1006-720 were combined into a new Community account #8110-117 which is specifically for non profit organizations such as our Society and which does not charge any bank charges at all. We were also given a refund of \$56.86 on charges we had paid during the past year. We also purchased a Bank of Montreal Money Fund certificate amounting to \$5000.00 which pays interest at a changing rate running from 3.8% to 4.10%. Payment is made into our new account every four months and will certainly bring in considerable more interest than the \$17.50 our accounts earned last year. Therefore our assets as of May 1, 2000 are : First Canadian Money Market Fund #012419787 Investment for \$5000.00 and a cash account #8110-117 amounting to \$1080.71

Bank Interest

May 99 - \$1.86	Nov 99- \$1.75
June 99 - \$1.14	Dec 99- \$1.81
July 99 - \$1.17	Jan 00- \$1.81
Aug 99 - \$1.17	Feb 00- \$1.35
Sept 99 - \$1.75	Mar 00- \$1.69
	TOTAL \$17.50



CANADIAN IMMIGRATION HISTORICAL SOCIETY

**Form for Initial Membership, Membership  
Renewal, & Change of Address.**

Please note that the Membership Year runs from May 1 to April 30.

1) Please enter / renew my membership in the C. I. H. S.

Fee Attached \$ \_ \_ [ Life Member (\$100) , Annual Member (\$10) ]

Name:

2) Please fill out address etc. *only* if joining for the first time or if you wish to inform us of a change of address etc.

Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

The new membership year began May 1st and we would appreciate your cheque for \$10.00 as soon as convenient..A check of our records show several members have forgotte to pay their 99/2000 dues. Please check your membership card or last receipt and if it shows a (9) you are in this group. Dur dues are our sole source of income and we would ask that you forward your 99/2000 dues as well as your 2000/2001 , a total of \$20.00 as soon as you find it convenient. I would also remind each member that our BULLETIN Editor is always looking for material re personal migration for consideration in forthcoming issues. How about digging in your memory treasury and see what you can put into interesting print.

Best regards  
 Alan Troy, Treasurer

3) Please send this form with your cheque to:

The Treasurer  
 The Canadian Immigration Historical Society  
 P.O. Box 9502, Station T  
 Ottawa, Ontario, K1G 3V2