



C-I-H-S BULLETIN

Issue 50

ISSN 1485 - 8460

April 2007

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The Best of the *Bulletin*

2006 marked the 20th anniversary of the Canadian Immigration Historical Society. Coincidentally the number of CIHS Bulletins published since the Society's foundation has now, with this special edition, reached the magic number 50.

To mark the occasion, we asked a group of knowledgeable individuals to review ten past editions of the *Bulletin* and to select what they considered to be the best. We left it to our judges to define "best" for themselves.

Our judges included Val Knowles, author of *Strangers at our Gates*; Charlene Elgee, CIC Librarian; a team from CIC HQ of Ian Rankin, Bob Shalka and Greg Chubak; former *Bulletin* editor, Del McKay and distinguished academic and former *Bulletin* editor, John Hunter. The judges laboured over the summer of 2006 and produced an impressive string of "bests" most of which are presented in this 50th edition. A small number of nominations did not make the final cut, mainly because they were just too long. To name just two examples of the latter, we regret not reprinting Brian Coleman's valuable *History of the Canadian Immigration Service to 1949* and Rob Vineberg's article on federal-provincial relations.

Getting the judge's choices into publishable condition was a challenge for our editor, David Bullock, because of the difficulties associated with scanning aging documents in which the ink has bled into the paper making one letter look like another—at

least, to the OCR software. The experience has however strengthened our resolve to get the entire series on to our web site, a project that will gather steam over the next few months.

The articles and items presented for the second time in this *Bulletin* fall roughly into three categories: history, commentary and analysis on various policies and programs and personal reminiscences. The categories are not mutually exclusive, of course. The tone varies from serious to whimsical. What they do demonstrate however is that the *Bulletin* has become a place where aspects of Canada's immigration history that might otherwise be forgotten can be preserved for future generations. Hence the importance the current board attaches to posting the past 20 year's labours on the web.

On this occasion I would like to express the Society's thanks to our judges and to the *Bulletin* production team, David Bullock and Al Gunn. In addition our appreciation goes out to all those who have contributed to the *Bulletin* over the past two decades and to the editors who have put the words together. Bob Shalka started with #7 and thinks the first six were done by Harry Cunliffe with help from Bernard Brodie. Then in #10 Bob handed on to Carrie Hunter who continued until December 1995 (#22) when she handed over to Bob Keyserlingk. In June 1998 Bernie was interim editor due to Bob's resignation and then in 1999 Del McKay took over until #46 when the present editor took over.

Mike Molloy, President

Do you remember the mastheads of the Bulletin over the years? Here is a reminder, thanks to Roger St. Vincent and his trusty scanner.

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The Canadian Immigration Historical Society
La Société Historique De L'Immigration Canadienne
C.P. P.O. Box 9502, Terminal/Terminus Postal: Ottawa, Ontario, K1G 3V2

C.I.H.S. BULLETIN S.H.I.C.

ISSUE NO.: 6
MARCH 1990

I.S.S.N. 0843-8242



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C.I.H.S. BULLETIN S.H.I.C.

ISSN 0843-8242 ISSUE NO. 37 MARCH 1991



... TO THE PAST

BACKSPACE

C.I.H.S. BULLETIN

Number 28 June 1998

C.I.H.S. BULLETIN

Issue 37 ISSN 1485 - 8460 JULY 2000

From Bulletin #43 August 2003

Joe Bissett on the retirement of
Phyllis Turnbull, June 1978:

ODE TO PHYLLIS TURNBULL

Who taught us all to sing
The praises of personnel experience
Who showed us how to mark
The ways of public experience

She will remember:

Brown files wrapped in ribbons pink
Notes 'By Hand,' Gene Beasley's wink
The green ink used by 'GRB'
The foolishness of our 'Stage B'
Phone calls coming all the time
Appeals from Boards, the loser's whine
Travels swift across the land
Meeting friends and shaking hands
'Confidential' marked on files
Brought to her by boys with smiles
'DAR' and Butler, Mitch, Bud Curry—Mr. Lloyd
Initials invoking the ghosts of men
Who walked with her down corridors
Who talked to her across the years.

She will remember too

The rough men, the rye whiskey men
The Immigration men—'CES,' 'The Hawk'
Dunny Munroe, 'Black Jack' and Mosoop—Cy
Coutu
Voices in laughter and tales to make the head
spin
Regional conferences and hotel rooms
The bitterness of old debates
Strong convictions held by strong men fighting
Issues alas relevant now
As last year's leaves

And the new ones with bright ideas
As scary as Kim Abbott on a crusade
Insufferable in their arrogance, a galaxy of stars
Made bearable only by her patience
Out to win the world they were
On her shoulders (she often felt)

She will dream --- not wanting to remember—
Of countless reorganizations
Designed for the most part for failure
Charts as plentiful as Naldi's stories
Criss-crosses and dotted lines
Pretending to show reporting relationships,
The 'Who's Who' of a never-never land
As respectful of truth
As Gibby Gibson's need for Brylcream
'Built-in self-destruct' - guaranteed
To last until tomorrow.

She will sigh

Remembering those adjustments to be made
As each new boss laid down his
Own peculiar ways,
The Shaws, Zawiza, Rogers,
The MacDougals, Morrisons,
The Sinclairs
How plentiful they are
How often they come and go
She took the measure of them all
But retained the dignity and strength of spirit
That is her hallmark

And now she has to go

But in her going
She takes with her an accumulation of memories,
An abundance of more than just our good wishes
She takes with her some of our heart
She takes with her some of our soul.

For the **Glossary of Names**, turn to p.23

From Bulletin #49 October 2006

The Founding of the Canadian Immigration Historical Society

by Gerry Van Kessel

Twenty years ago, in February 1986, seventeen

persons met in Ottawa to found what was to become the Canadian Immigration Historical Society. This is a brief look at this event.

The seventeen came together in response to a belief, probably promoted most by Harry Cunliffe,* that there was a gap they were uniquely in position to fill in understanding the history of immigration to Canada, particularly the history of immigration after World War II. Harry and the others who came together felt they were uniquely qualified because they were the professionals who had developed and implemented Canada's immigration policies and programs. They had knowledge and awareness of what had happened in immigration that the documents and papers housed in the National Archives and the books

and articles about immigration could not capture. With the actual and pending retirement of so many who had been "inside" players in the post World War II boom in immigration to Canada an effort had to be made to capture these experiences before they were lost and the full knowledge of what had happened was diminished forever.

With these goals in mind the seventeen paid \$20 each and gave the go-ahead for the founding of a properly set up society. Over the next year they and others worked to form the Canadian Immigration Historical Society. A constitution was drafted to set out the Society's objectives and its administrative rules and charitable status was sought. Plans for what the Society wanted to do had to be worked out.

Of particular concern in the internal discussions on the Society and its constitution was the need to remain outside the fiercely ideological debates that characterized the times. The 1980s were a time of intense disagreement about immigration and refugee policies. It was the decade of the Singh decision, the Stern and Plaut reports, the recall of Parliament in response to the arrival of two boats off the east coast of Canada and the drafting of new refugee determination legislation. (It was a time that a ministerial adviser told me that when it came to a choice between Canada and an applicant for immigration, he would choose the latter). NGO and academic critics condemned in very strong terms the record of immigration as being racist, discriminatory and anti-human rights and they had the ear of the mass media.

By implication immigration staff was tarred with the same broad accusatory brush. For the original seventeen and the others who became involved with the Society this was not what they experienced and lived. They knew that this would be confirmed by the stories they had yet to tell about the policy confusion and the operational priorities and problems they lived daily. These stories could stand on their own in the face of the criticism and the effort of critics to adopt a revisionist view of what had happened. As a result there was much energy expended on ensuring that the Society would remain non-partisan and avoid entanglement in the public debate.

By November 1986 the initial preparatory work had been done: 38 people met and gave approval in principle to a draft constitution and established an interim executive of Fenton Crossman as president (Fenton was a critical early supporter of the Society), Ian Rankin as vice-president, Harry Cunliffe as treasurer and Bernie Brodie as secretary. Special guests at the November 1986 meeting included Jack Manion,

Joe Bissett, Michèle Falardeau-Ramsay and immigration historian Dr. Freda Hawkins. The membership secretary reported that the Society had 175 members.

The first issue of the Bulletin was issued in March 1987. It reported on the November meeting, the constitution, the support of the Society for the Pier 21 initiative in Halifax and the intention to be ready for the first annual general meeting in late May or early June.

The first annual meeting was held in June 1987 and by then the Society had charitable status and the constitution was accepted. The objectives of the Society, as stated in its constitution, were "... to support, encourage and promote, research into the history of Canadian immigration, and to foster the collection and dissemination of that history (and) to stimulate interest in, and further the appreciation and understanding of the influence of immigration on Canada's development and position in the world." Bud Clark, former director general of Immigration Foreign Branch, became president. committees on program and planning, research and publications, membership and finance and local chapters were set up.

The following years were marked by continuing efforts to place the Society on a sound footing and to determine the extent of its ability and capacity to meet the objectives it had set itself. Among the issues and aspects of immigration that CIHS was involved with included Pier 21, the memoirs of Maurice Mitchell, Roger St. Vincent's memoir of the 1972 Uganda Asian refugee movement, the diaries of Fenton Crossman, the review of books on immigration and refugees, a symposium on the Hungarian refugee movement of 1956, a symposium and two commemorations of the Uganda movement and the 80th anniversary of the founding of the immigration border service (1906).

As we look back at those years and examine the current state of the Society, we can only applaud the foresight and energy of those who acted on their conviction that such a society was needed.

* Harry's role in founding the society was critical. As Jack Manion wrote in *The Bulletin* after Harry's death, Harry was "the recruiter who persuaded many of us to join the Society... He was the inspiration, heart and soul of the Society and its conscience and guide (or goad, if you prefer) in its early years".

The British North America Act, Section 95, and the Immigration Act, 1869

by Harry Cunliffe

[Note by the author to introduce this document: Perhaps I should have had the background to this locked to my heart but until recently I had neither examined, nor questioned, the federal-provincial division of jurisdiction in immigration.]

The Historical Background

The Immigration Act, 1869, the first federal statute, was to commence and take effect on January 1st, 1870; it repealed the provincial legislation previously in force.

A pre-eminent Canadian historian, Donald Creighton, (*Canada's First Century 1867-1967*, Macmillan of Canada, Toronto, 1970) has given the following as the basis for the joint federal and provincial arrangements on immigration:

"The Fathers of Confederation and their successors were sure from the beginning about some features of their programme; but about others they were hesitant and divided.

"The first and most fundamental of the three national policies, large-scale immigration and western settlement, was accepted by everybody without doubt, misgiving, or disagreement. Immigrants from abroad and settlers in the West were the first essentials. The occupation and development of Rupert's Land and the North-West Territories were basic to the whole design of continental nation building.

"The west would make Canada a nation. Its settlement must be rapid, in the national interest; it should be made as easy and attractive as possible in order to compete with the United States. For all these reasons the federal government should keep control of the whole process in its own hands. By the terms of the British North America Act, lands and natural resources were left to the Provinces; but the Fathers of Confederation decided that the management of the great new western domain should remain with the nation in order that it might work out an integrated series of national policies for immigration, settlement, and transcontinental transport."

The Actual Words

The Immigration Act, 1869, gave expression to these principles in a preamble incorporated in the first paragraph of the legislation as a "Recital of arrangements between the Dominion and the Provinces" in the following terms:

"Whereas the concurrent jurisdiction given to Canada and to the Provinces by the 95th section of the British North America Act, 1867, is, according to arrangements arrived at by the governments concerned to be exercised as follows, namely,

"the Canada Government to maintain an Immigration office at London, in England, and to have other offices in the United Kingdom as it may think proper, from time to time; and to maintain one Immigration agency on the Continent of Europe, and have other similar agencies, as it may think proper, from time to time; and to maintain quarantine stations at Halifax, St. John (New Brunswick) and Grosse Isle; and to maintain Immigration offices at Quebec, Montreal, Kingston, Toronto, Hamilton., Ottawa, Halifax, St. John (New Brunswick) and wherever else it may deem necessary;

"the Provincial Governments to determine their policy concerning the settlement and colonization of uncultivated lands, as bearing on Immigration; and to appoint agents in Europe and elsewhere as they may think proper, who shall be duly accredited by the Canada government, and also agents in their own provinces; and to furnish respectively all information and documents connected with Immigration and the colonization of their unsettled lands, and transmit the same to the Department of Agriculture or to the agents of Canada in Europe;

"conferences of delegates of the Canadian and Provincial Governments to be convened, from time to time, at the office of the Minister of Agriculture, by the Governor in Council, at the request of one or more of the Provincial Governments or without such request; and Canadian Immigration agents to use as directed, any sum or sums of money handed to them by any Local Government, for the purpose of procuring either food, clothing, transport or other help to Immigrants intending to settle within the territory of the Province having furnished such sum or sums: Therefore, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:
etc., etc.,..."

Mr. Pickersgill's intervention

Only days after Mr. Trudeau's public statements on the Meech Lake agreement *The Ottawa Citizen* (Tuesday, June 16, 1987), carried a banner

headline "OLD PRO PICKERSGILL TAKES ON 'SUPERMAN' TRUDEAU", over a long commentary on the Meech Lake Accord by the Hon. J.W. Pickersgill, who was the Minister of Citizenship and Immigration 1954 - 57. [N.B. *Superman was Mr. Pickersgill's term. —Ed.*]

Applicable to Immigration, the pertinent statements by Mr. Pickersgill were as follows:

"Even more shocking was Trudeau's assertion that the accord would give Quebec "a constitutional jurisdiction the rest of Canada does not have." He reached this conclusion by deliberately leaving out the substance of the paragraph which limits Parliament and the provincial legislatures to the exercise of their respective powers. The accord gives the Quebec legislature no constitutional jurisdiction beyond that it now possesses.

"Trudeau's next objection is that the accord would give Quebec and the other provinces jurisdiction over immigration which will balkanize Canada. Trudeau had evidently forgotten that since 1867 provincial legislatures have had the power to legislate about immigration as had the Parliament of Canada, and that where the provincial legislation conflicts with the federal, the federal prevails.

"A decade ago the Trudeau government made an agreement with the government of Quebec for sharing in the selection and settlement of immigrants. The Trudeau agreement is cited in the Meech Lake Accord. So, if there is any balkanization Trudeau is the one to blame."

Other provisions

Apart from providing a federal-provincial base for land settlement, the other objectives of the Immigration Act 1869 were to replace the provincial statutes with the the federal legislation required to maintain the health requirements and controls on the cruel transportation practices of the day in the movement of immigrants to Canada.

The Act of 1869 only foreshadowed the restrictions on entry which developed into the prohibited classes, bonding arrangements and prohibition of landing of indigents and paupers. Succeeding Acts and Regulations in 1886, 1902, 1905, 1906, 1907, 1908, 1909, and 1910 extended both the protective and restrictive provisions, and remained substantially the same until replaced by the Immigration Act, 1952 [R.S.C. 1952, c. 67].

from Bulletin #5 Dec 1988

REMARKS BY MR. JACK MANION ON HIS PUBLIC SERVICE CAREER IN IMMIGRATION

Supplement 'A' to Bulletin #5 is a transcript of the remarks of our Honorary President, Jack Manion, originally made at the AGM last May. Apart from the interest this will have for both our current membership, and those we hope will renew, or can attract, Mr Manion's contribution will be of particular archival significance, not only because of its content but, as well, the ideals which he, and many others of the same era, held regarding the importance of the immigration program.

Recorded on September 21, 1988

I am delighted to be asked to reflect on my days in the immigration service. I joined Immigration some 35 years ago. At that time, we had a new

Immigration Act. The economy was strong. Canada clearly needed people, and the government was favorably disposed toward a positive immigration program.

I came to Immigration because I was fascinated by the idea of immigration after studying the history and tragedy of Irish immigrants to Canada. I liked the idea of immigration's role in nation-building. I hoped to be part of a big, generous, national immigration policy, which in fact we have had only spasmodically in the years since then.

I joined the Settlement Division in 1953. At that time, Settlement was a world within a world in the Immigration Division. It was full of very kind and helpful people who believed passionately in the mission of settling immigrants in Canada. I remember Arnold Paul, Ben Corriveau and Doris Hutchison, all of whom met tragic or untimely death soon afterward. I remember as well Du Ebens, Tommy Reeves, Ross Winter, and later, Alex Morrison.

A year or so later I ventured into the Administration Division with Les Voisey, Don Sloan, Edith O'Connor, Roy McGrath, John Dobson, Moe Benoit, the formidable Irene Fogarty, and later, Bud Muise.

From there I was persuaded to apply for the Foreign Service. I almost got to Hong Kong in 1955 before the street riots there. It resulted in the

powers that be deciding to send someone else; Moe Benoit, I believe. In the meantime, I came to know Georges Benoit, Gene Beasley, who became my friend and mentor for the rest of his life, Wally Hickman, Val Latour, and Bud Currie.

In 1955, I was assigned to work in the office of the Minister, Jack Pickersgill, for a memorable year and a half, in many ways, the most interesting and useful experience in my career. I recall very well as I was leaving for the Minister's office being called in and lectured by both Stan Smith, the Director of Immigration, and Laval Fortier, the Deputy Minister, about the importance of remembering that while I might be working for the Minister, I would be coming back to work for them later on and to be guided accordingly.

By late 1956, the Hungarian revolution brought the exciting days of one of Canada's most unselfish international acts and one of Immigration's most extraordinary accomplishments. I was asked to head up the Special Hungarian Refugee Coordinating Unit. We set off on a mad six-month roller coaster. Earl McCarthy and Alex Morrison were in the unit, with Earl in the critical post of "transportation czar" moving thousands of people, literally overnight.

There followed several years working in the immigration policy area; relatively stagnant years, as I recall, although working for one of my favourite and most supportive ministers, the Honourable Ellen Fairclough.

Then came the great reawakening under Dick Bell when he decided overnight to reopen the immigration movement. Joe Bissett and I were involved in what was probably a major policy decision of government taken ministerially. As I recall, Mr. Bell announced the resurgence of immigration in the belief that this had been approved by Cabinet, when in fact Joe and I had prepared a Cabinet document which had never gone forward.

The change of government in 1963 resulted in a bewildering series of ministers. Don Reid was Acting Director of Immigration during a long period of time. And in fact, as I recall, almost everybody in the Immigration Division was in an acting capacity at one time or another. It seems to me someone established an "actors' guild" to commemorate this period. After Don, we had Wally Baskerville as Director. He brought a long period of stability to our work.

In 1960, I began my one and only service in a region, in the Province of Quebec. At that time, believe it or not, it was possible for an anglophone who spoke virtually no French to work throughout the province without too much

difficulty. How times have changed. In those days, Bill McPhail was Regional Director; Lou Lefaive was his assistant;

Johnny St. Onge was in charge of enforcement, and Gerry Lambert ran settlement for the province.

In 1963, I finally arrived in the Admissions Division, or branch, as we called it then, to replace Fenton Crossman. I met the likes of Dalt Collins, Charlie Dagg, Ken Davidson, Art LePitre, Leona O'Connor, Marjorie MacFarnale, later Marjorie Baskerville.

In the 1960s I began travelling abroad, and meeting the extraordinary people who served Canada and the immigration service overseas; people such as Morris Mitchell. Many of them, of course, came back to work in Ottawa: Joe Swales, Harry Cunliffe, Ron McDougall, Art Ewen, and others.

By the mid-60s immigration and the department were caught up in the dramatic changes of that era. The old department was swept away and immigration became part of a big and complex one of manpower, technology, and ever-growing constraints on the discretion and flexibility so necessary to a positive immigration program.

A year or two later along came collective bargaining and the beginning of the end of the old immigration family atmosphere.

As I look back beyond 1965, my memories are ones of, first of all, the people, many of whom have stayed my friends ever since; the family atmosphere I mentioned; the work ethic, unfortunately, most people working too long hours and, of course, no overtime; the many good times, maybe too many good times by today's standards; the immigration cases, crazy and funny. In fact, they get funnier as the years go by.

I remember George Christian Hanna and how much difficulty we had over his strange journeys. I recall "the case of the passionate pascha", which was a cause of hilarity in the Enforcement Division of the Admissions Branch for months. I recall the crooks trying to get into Canada, many of them succeeding, and our feeble efforts to keep them out or throw them out. Of course, I recall the worry about communism and the real and imagined "reds" such as Spencer, Sibley, Munsinger.

I recall the battles over the law and policy. In fact, Joe Bissett and I became involved in many of these. When I joined Immigration in 1953, one of my first tasks was to review the new act which had just been passed. I became involved with another new act in 1976. I again became involved (behind the scenes in this time) in the emergency immigration legislation in 1987 which took until

1988 to get passed.

I recall trying to tighten up the sponsored movement, which seemed to be a preoccupation for many years. Joe Bissett and I thought we had it fixed with Ellen Fairclough in 1960 when regulations were passed, only to be rescinded a few days later when Mr. Diefenbaker had second thoughts.

I recall the immigration "roller coaster years". We moved dramatically up into enormous numbers from 1953 through 1957, and then swung down from 1958 to 1962, then up again, and so on.

I recall the crises, the Beirut shoot up; the Chinese comic opera close up and down the border with Moe Benoit and Detroit cops in full pursuit during the 1976 Olympics.

I recall many very, very good things about Immigration: the incredible flexibility and adaptability of the old days; the refugee movements; the UK air bridge; the opening up of Immigration in 1963.

I recall some tough times too, although none seem more difficult than the last decade or so. The regret I have is that perhaps with more foresight and courage, particularly political courage, we could have built a better, more productive immigration program and avoided many of the problems we face today.

Looking ahead: I have no doubt that Canada is beginning to recognize that we need good people from abroad, and that we need a sound and healthy immigration program. I hope it will be one in which we rely on good-quality trained immigration staff who are given the authority and the resources to do an important job for Canada's benefit.



from Bulletin #13 May 1993

A TREASURE IN OUR BACKYARD

by J P Leblanc

(Ed Note: Our thanks to John for letting us reprint his article.)

"Lawlor's Island...where is it?", asked my daughter when I requested that she have a look at this manuscript. "What was it? How did you find out about it? How big is it? I never knew that it existed", she continued, before she took these papers in hand. She is in good company, because when we asked officials at the Department of

Tourism and Culture whether they had a photo of the Island, they also asked the same questions. A small island, on the Shearwater side of Halifax Harbour, Lawlor's occupies its two mile chunk of the harbour with an unassuming dignity. It lies equidistant between McNab's and the mainland - a stone's throw from either. Other than for its ruins, remarked a friend who toured the site with me, "it's now a primeval forest. Its history lies buried beneath a century's worth of vegetation."

There has been much controversy about Parks Canada's proposed plans for Grosse Île—the small island in the mouth of the St. Lawrence River where so many Irish immigrants in the mid-nineteenth century had their plans for life in the New World tragically end—and the \$16 million dollar grant to set up a National Historical Site there. Lawlor's Island's use as a Quarantine Station in Halifax is no less historical.

Early owners of Lawlor's have lived variously in Halifax, elsewhere in the province and in the United States. With Confederation, however, Lawlor's was handed over by the Government of Nova Scotia to the Dominion Government. There had been no cases of contagious disease from January to July of 1869, but on July 29, five cases of yellow fever went into isolation. HMS Eclipse was sent to Mony Island in Bedford Basin for three days. This would lead directly to the establishment of quarantine facilities on Lawlor's Island.

In 1871, after a lengthy delay in getting a clear title to Lawlor's Island, an emergency situation requiring quarantine developed. A shed was erected in less than 24 hours on Lawlor's as a temporary measure pending erection of quarantine facilities. The seams of that shed were made water tight by covering the roof with old sails whose best days were behind them. The first burial on Lawlor's after Confederation was to follow shortly thereafter, when a seaman who had died of consumption was laid to rest. The condition of the shed, however, prevented medical officials from using the site as a full Quarantine Station.

Lawlor's, however, was not alone in the battle to keep the mainland free from disease. At least three ships would play a part in the merging medical history including The Pyramus which was used as a hospital ship before Confederation. It ended its career in 1880, but had operated since the turn of the century. Associated with Pier 2, it was manned by a crew of three, twenty-four hours a day.

McNab's and other locations were also used for the same purpose. In 1847 immigrants suffering from typhus fever had gone to Melville Island to protect the Garrison and the inhabitants.

According to the Nova Scotian of 30 August 1847,

thirty-seven died on Melville. In April 1866, the SS England bound to New York from Liverpool had arrived in Halifax with cholera aboard. Government officials instantly sent the Pyramus for the sick passengers. The others, the ones who had not caught the disease, were quartered in tents on McNab's Island. Doctors, priests and the Sisters of Charity tended the sick and the dying. A painting at the Mother House depicts Sisters on McNab's among the quarantined victims. Many victims of cholera were buried in lead coffins off Thrumcap.

Doctor Wickwire, the first Quarantine Doctor in the area, after Confederation, stated that Lawlor's was the "almost only place fitted for a Quarantine Station." In 1872, construction began in earnest. The permanent facility was completed in 1878, though the need for a wharf still existed.

The reception area of the permanent buildings were described as bright and well-kept; "With every care and consideration on the part of the various officials were carried out for those who pass before them," read one account of the facility. In January 1899, two ships, the Huron and Superior arrived. One of them flew 'the' yellow flag - an indication of sickness on board. Following a medical inspection, space for 2000 Doukhobors had to be found. Fears of an epidemic were rampant. With space for only 1400 people, the Doukhobors put up additional facilities. Only after bureaucratic delays, was approval received from Ottawa.

Count Tolstoy told the *Halifax Herald* in a February 1899 interview edition about the stay on Lawlor's. "The exile was not at all to be compared with the rigors of Siberian banishment, but still three weeks spent there had been dull exceedingly."

Over the years, though the incidence of contagious diseases was becoming less frequent the matter, new visitors received close attention. In March 1938, a crew member from a ship which had entered Halifax Harbour was diagnosed as having smallpox. Fear of an epidemic again gripped the area. Despite the facilities on Lawlor's Island having fallen into a state of advanced disrepair, the patient and a quarantine nurse were taken to Lawlor's. Doctor Hugh Collins diagnosed the disease. Reginald Smith, an orderly, developed the infectious disease. Another orderly named Leggin and two nurses (Mrs. MacDonnel and Walter Wilson) were all quarantined until May 10th.

This is the last known occasion when Lawlor's was used as a quarantine station. Once again the buildings and structures were left to rot and decay until what remained of the Lawlor's Island complex was eventually burned down. In May 1963, the *Dartmouth Free Press* wrote this

colourful description of one of the characters who animated the island.

"Our nomination for the man of the week is not a professional, a politician or even a community leader. He is plain Jeremiah Blank, 85 year old resident of Lake Echo who has lived an ordinary life although at times an extremely interesting life and in our view, has much to teach the young and old Nova Scotians in the way of living. For thirteen years he was the steward and attendant at the Yellow Flag Station. He has nursed men, women and children through smallpox, yellow fever, measles and influenza. And he has had the dreadful and painful experience of digging the graves and burying those who had succumbed to communicable disease and died on the Island. The station doctor had this to say about Jeremiah: this man is immune to disease... he has been exposed to everything and he keeps not only healthy, but he is not carrier to his family."

Concerns over contagious diseases were not confined to smallpox and cholera. Nor did concerns over disease end with the last case to be treated on Lawlor's. In September 1957, Pier 21 was listed as a priority for the Asiatic Flu Vaccine. The *Halifax Chronicle-Herald* commended Doctor Sullivan for his speed in handling sixteen suspected cases of Asiatic Flu.

"While there is some difference of opinion among doctors whether the sixteen passengers taken from the liner *Vulcania* and isolated in the dockside immigration hospital actually are victims, so named because it began in the Orient early this year, there was unanimity in placing them in quarantine. This is all the more reason for exercising extreme caution in accepting new settlers and visitors to Canada. Nova Scotians are hopeful that Canadian Immigration doctors from coast to coast will be heartened by the action of the Halifax port medical staff and handle similar situations in similar ways. The threat demands cross-Canada alertness."

Dr. Bernard Charles Sullivan served as Medical Officer-in-Charge from 1952. In January 1954, Bill March (staff writer) called his practice "the biggest practice in Halifax, (even)... though his offices are on the edge - the water's edge of town." "He and his two-man staff", Mr. March continues, "last year took care of 10,300 sick mariners and checked a total of 110,561 crew members and passengers."

Also in January 1954, a campaign to vaccinate for smallpox throughout the world was begun. Under a procedure known as radio pratique, every incoming ship would get the once over. They were to wire the medics about twelve hours before docking, stating health conditions and requesting privilege to land.

National Health and Welfare staff kept a careful lookout for disease carrying rodents. It wasn't long

before ships' captains got the message. "All ship masters make special efforts to free their vessels of rats because of the dangers of having their ship tied up in port."

Immigrants, technically, could only be deported on three medical grounds: epilepsy or mental ailments; those with loathsome and dangerous contagious diseases; and sufferers of body deformities, hearing and speech defects or heart trouble. During 1954 few were deported. Medical screening was taking place overseas by Canadian Doctors before the migrant could leave for Canada.

In 1971, Dr. Lloyd R. Hirtle of National Health and Welfare was responsible for closing the circle that was begun under Dr. Wickwire in 1869. The port medical and quarantine services were deemed no longer necessary and were closed later that year. What's left of the Quarantine Station? The wharf is in total disrepair. The rusty water tower sleeps where it came crushing to the ground near two cisterns. A large rusty boiler of the heating or fumigation plant remains near the former quarantine building. Several other stone and concrete foundations, as well as the roads and paths, are overgrown by vegetation.

Lawlor's Island is just another example of stories waiting to be told about life and lives in the 19th and 20th centuries. The history of suffering arrivals to a new land is of continuing interest to visitors. Grosse Île and Partridge Island near Saint John, prove that. Once those sites are interpreted, they will forever remain monuments to the peoples who made Canada vibrant.

Lawlor's, McNab's and Melville are no less deserving. Though their history is replete with sufferings, it is enriched by the contributions of those who gave themselves helping others. No other area in North America is more fertile than Halifax in its history and heritage.



from Bulletin #7 February 1991

The Impact of Immigration at External Affairs

by Bob Shalka

Immigration officers were among Canada's first representatives abroad. The Province of United Canada sent Immigration Agents to Europe in the 1850's. After Confederation in 1867, federal immigration officers were posted abroad, first to

Great Britain and later to other European countries. This activity continued in various ways until 1939. The highest level of immigration occurred in 1913 when 400,870 persons were admitted.

Nevertheless, a truly rotational immigration foreign service evolved only after 1945 with massive postwar immigration from Europe and the dispatching overseas of officers from the Department of Citizenship and Immigration and its successor, Employment and Immigration Canada. Of particular significance was the recruitment of Canadian Immigration Affairs Officers (CIAOs) in 1957. Along with officers from the domestic immigration service who had shown an inclination and interest in overseas assignments, the CIAOs were to become rotational Foreign Service Officers by the early 1970s. Their primary responsibility was, and remains, the overseas selection, control and counselling of prospective immigrants and visitors.

With foreign service consolidation in 1981, the Department of External Affairs assumed responsibility for overseas delivery of immigration programs. Foreign Service Officers were transferred from Employment and Immigration to become the Social Affairs Stream of External Affairs. Development of immigration policy remained the responsibility of Employment and Immigration Canada. Nevertheless, immigration policy is not an exclusively domestic issue. It has a foreign policy dimension to which External Affairs makes a significant and ongoing contribution.

The immigration programme has grown considerably since 1985 when only 72,810 immigrant visas were issued worldwide. This increased to 154,789 in 1988. In the first 9 months of 1989, overseas missions issued 134,987 immigrant visas and may reach 185,000 by the end of the year. These same years have also seen dramatic expansion of the visitor visa system as visa exemptions have been removed from more and more countries. Compared to approximately 309,000 visitor visas/authorizations issued or refused worldwide in 1985, over 553,000 were processed in 1988. It is projected that approximately 700,000 visas/authorizations will be issued or refused in 1989. This growth has been achieved with an increase of only 8 % in the resources committed to the immigration programme overseas.

Of External's 1,569 officers, 264 are in the Social Affairs Stream. At present, 63 overseas missions are staffed by 213 Canada-based Social Affairs officers. Of these 213 officers, 120 are dedicated to immigrant processing, 83 to visitors and 10 to enforcement liaison.

From 1967, with the introduction of 'universality' and the 'point system,' a program has evolved to determine who may be admitted to Canada and in what priority. Coincidentally, 1967 witnessed the highest level of immigration (222,876 arrivals) in the post-WWII era. The three pillars of this system are well known; family reunification, recruitment of skilled and talented economic migrants, and humanitarian programs.

Entering the 1990's, the program overseas has reached a watershed. Until now, the underlying assumption of the overseas delivery system has been that the number of immigrants the government wishes to admit within any given year would more or less match the number of persons qualified for immigration. With the advent of the 1990's, a significant change is occurring. Many more people are now qualified to immigrate to Canada than the government is prepared to admit in any one year. In effect, the system has become oversubscribed.

Faced with this situation, how can the delivery system meet the pressures of increased demand while maintaining the principle of universality? With ever growing demand, is it appropriate to attempt to maintain service to certain areas with only one officer (e.g. Peru and area, Ireland, USSR) at a time of overwhelming demand in other areas (e.g. Hong Kong) where large immigration sections are already present? The simplest solution would advocate deployment of more officers everywhere but this is hardly consistent with attempts to curb the deficit and reduce departmental establishments. In addition, the Treasury Board would have difficulty in authorizing additional officers at a time when the system already delivers appreciably more immigrants than the government has stated it plans to admit.

At the same time, the overseas delivery system is under considerable and understandable pressure to do more in Eastern Europe, Lebanon, Central America and the Gulf. It is criticized for not deploying more resources to Hong Kong, which already provides 14.696 of the total immigrant movement. New demands to do more can also be foreseen. For example, with the landing of much of the Refugee Claimant Backlog, pressures for family reunification will occur in countries where, until now, there has been only a modest Canadian immigration presence. These include China, Sri Lanka, Ghana, Somalia, El Salvador and Iran.

The Charter of Rights and related legislation is also having an important impact on the immigration programme. Court decisions stemming from legal challenges have meant that the judiciary has become a major player in immigration policy formation and operational

practice. Officers must now become ever more conversant with legislative and procedural detail. The demand to be 'fair' in all respects, however, has impacted negatively on efficiency.

Immigration issues will assume a significant share of the Department's activities in the 1990's and beyond. Mass population movements have been, and will continue, a basic global phenomenon as people leave their traditional homes, voluntarily or otherwise, to seek a better life. Without doubt, millions throughout the world would gladly come to Canada. The question and the challenge for External Affairs is to maintain a system of delivery which is equitable, fair and responsive without being rigid and bureaucratic. There is a truism in immigration programme delivery that nothing remains the same. Procedures and approaches which may have worked in 1967 or even in 1989 may not be applicable in 1990 or beyond. Those responsible for managing the programme must adapt. For example, 7 officers in Eastern Europe have sufficed for a limited programme of family reunification and official visitors. Recent events, which continue to unfold, demonstrate that this is inadequate.

The next 10 years will be challenging ones for the Social Affairs component of the Department of External Affairs.



From Bulletin #26, May 1997

Professor Freda Hawkins

by Bernard Brodie

The Society was saddened to read in the obituary column of the *OTTAWA CITIZEN* of the death last March of Professor Freda Hawkins. Freda was a Life Member of this Society and keenly interested in our activities.

Although she had a wide background in political science, migration and immigration were always of special interest to Freda. In 1972 her landmark work *Canada and Immigration: Public Policy and Public Concern* was published by McGill-Queens University Press as part of the press's Canadian Public Administration Series.

This book was the first full-length study of Canadian immigration in fifteen years. Its aim was to tell the story of Canadian Immigration during the twenty-five year period from the end of WW II to the early 1970s. A key goal was to broaden the perspective Canadians took of immigration.

The book made it clear that viewing immigration simply as a complementary contributor to and offshoot of 'manpower' policies—a phenomenon probably attributable to the re-assignment of

immigration in 1966 to the new Department of Manpower and Immigration—was a wholly insufficient conception of the true role that immigration and immigrants play in the Canadian scene.

Freda brought to this study not only a wealth of knowledge and research, but also her own personal perspective as one who had emigrated from Britain with her husband and daughter in 1955. She herself was part of the very movement studied in her book. The book has been a standard work in the field since its publication. There can scarcely be a senior official charged with immigration work, within Canada or overseas, who has not read and been influenced by it.

In 1989, although by then returned to Britain, Freda once again produced a key study of immigration issues. Her book *Critical Immigration: Canada and Australia Compared*, again published by McGill-Queens, started with the years where her earlier book had ended. She gave an overview of immigration policy and related issues in both Canada and Australia, focusing on the critical years 1972 to 1984, when both countries made major changes in immigration policy, law and programme management. She linked immigration with the overlapping issues of population, policy and multiculturalism.

This was the first comprehensive comparative study of two of the major traditional immigrant-receiving countries, which shared a good deal in common. It was also one of the few to deal with important issues of immigration management, policy and law.

Many members of our Society will remember being invited to the Ottawa launching of this book, a memorable and enjoyable occasion. On a personal note, the last time I saw Freda was when she came to Ottawa several years ago. Harry Cunliffe had detailed me to pick her up from her Albert Street bed-and-breakfast, which she always favoured when visiting Ottawa. As she came down the stairs, I noted that both her eyesight and her walking were not what they had been and I gave her my arm to the car. I remember when we drove through town how positive and youthful her outlook was. She said, more or less in these words, "You know, Bernard, I still feel as young as I ever did. If I got an offer of interesting teaching work in Australia or New Zealand, I would be off tomorrow." I remember marveling at her zest for life and new experiences when her physical capacities were clearly fading.

Among Freda's other accomplishments, she was—along with the late Pauline Jewett—one of the first women to be appointed to a professorship in political science at a Canadian university. In

this way, as in others, she was ahead of her time and functioned as a role model for younger women.

At the time of her death, Freda was an Emeritus Professor at the University of Toronto and Honorary Professor at the Centre for Research in Ethnic Relations of the University of Warwick, England.

The Society has indeed lost a good friend.



from Bulletin #14 September 1993

PUBLICITY IDEAS DO SOMETIMES GO WRONG ... AND HOW!

by Al Troy

In January 1965 the Hon. John R. Nicholson was asked to take on the Immigration portfolio. He reportedly consulted with two of his Cabinet colleagues who had held this port previously and both advised him to refuse. This Cabinet position had had eight Ministers in the past fifteen years and all had been more than happy to leave as quickly as possible. It was a job that truly lived up to the observation "you are damned if you do, and you are damned if you don't."

In those days Canada was looking for skilled immigrants and the bulk of this type of individual was concentrated in the United Kingdom and Continental Europe. Although Canada was a popular immigrant destination there were many other countries, namely Australia, New Zealand and South Africa, looking for exactly the same type of settler. Various schemes such as free passage, interest-free assisted passage loans, guaranteed accommodation and free or subsidized medical care were being offered so each could secure their share of this pool of workers. Even provinces in Canada were involved, especially in Ontario, which was the only province at that time with its own Immigration Department. It had been active in the UK since the days of George Drew's premiership and had a very good selection set-up with direct liaison with potential Ontario employers.

At this time I was Officer-in-Charge of our Belfast office and my statistics showed that approximately 85% of our Northern Ireland movement went to Ontario—or should I say Toronto. It seemed that every family in Northern Ireland had relatives or close family friends in the

Toronto area. You could spend all day counselling a migrant of the delights of settling in Winnipeg, Edmonton or Vancouver, but to no avail, as Toronto appeared to be the 'mecca' of their dreams. I noticed that British Columbia was not usually very high on the list of possible destinations, largely I presumed because the province didn't seem to make much of an effort to encourage newcomers and seemed to be following the old theory that immigrants take jobs rather than create employment.

About this time, some bright spark in the public relations field in the Minister's entourage came up with idea of filling a special flight direct from London's Heathrow Airport destined to Vancouver, carrying a fine assortment of professional and skilled tradespersons to let British Columbia see what sort of migrants could be coming to their province. The flight's arrival was to coincide with one of Mr. Nicholson's visits to his Vancouver constituency. There would be an official welcome plus a luncheon at the airport with extensive media coverage including TV, radio and print. This must have sounded like a wonderful idea, and steps were taken immediately to get things rolling. As I recall that was sometime in the fall of 1965 with the arrival planned for the spring of 1966, as a sort of smash opening of the immigrant arrival season. There was one small (but in my opinion, fatal) error. None of the UK offices were consulted nor asked if they thought the scheme would work. As far as I know, London staff were simply told what had been planned, and how they must get on with it. (Seeing that I was only a small fish in this big pond, I cannot swear to this as fact.)

A coordinator was appointed in London and either 150 or 175 seats booked. Each UK office was given a target figure in relation to their office area, mine being 7% of the total UK population, meaning I should contribute 12 persons. We were to try for single skilled persons or couples who had skills. Nothing much happened up to the end of the year, as autumn was a time for informational film shows and interviewing at travel agents, with active recruiting and counselling commencing early in the New Year.

In early January, 1966, each office was sent a reminder of the special movement and our expected goal. We were reminded also to encourage as many prospective immigrants as possible to participate. The initial response had been very poor, and we were soon instructed to report weekly, directly to the coordinator. Pressure must have built up, since we were soon reporting on a daily basis. It was evident that none of our offices were any where near meeting their target. Panic set in. Time was running out. We soon were being phoned by the coordinator to take whatever

means at our disposal to reach our goal. Although I'm sure that no one was reduced to telling outright 'fibs' to prospects, it's likely we were sailing very close to the wind on that score. People were told they had no problem with accommodation in BC, whereas Toronto did have a bad housing situation. Likewise, BC had lots of immigration officers to assist in establishment whereas Toronto officers were barely able to cope. We also lowered our original standards for this flight and instead of skilled and professional types, we were reduced to seeking live, warm bodies. Eventually, by cutting corners in every way possible, we were able to fill all the aircraft seats.

Unfortunately the press got on the tarmac in Vancouver and were interviewing people just as they got off the plan. Soon they discovered that not all of these good folks were as skilled as they had been made out to be and that many said they would be off to Toronto very shortly. This was a reporter's dream as you can well imagine. The news was on the air almost before the migrants sat down to their lunch and welcoming speeches. This fiasco led to a media circus and to some considerable embarrassment to the Minister, who had been quite innocent of what was going on, other than he was likely let down by people who should have known better. What I know for certain is, that nothing like that was ever tried again up until the time I retired in December 1984 (and probably never will).



from Bulletin #16 March 1994

A WOMAN IMMIGRATION OFFICER'S MEMOIR

by **Edna Whinney**

Ed. Note: Edna Whinney, our oldest member (an honour she says she shares with every other organization to which she belongs) now lives in Ottawa as a 93-year old great-great grandmother. Edna was one of the first post-WW II Immigration representatives, and the first woman officer in London. At the age of 87 in 1987 she wrote the following short reminiscence of her pre- and postwar experience.

In 1922 I arrived in England carrying a letter of introduction to Col. J. Obed Smith, representative in London of the Immigration Branch, Canadian Department of Mines & Resources. He was a small distinguished gentleman with a pointed beard

who welcomed me warmly at his office in Lower Regent Street. Invited to monthly tea parties for expatriate Canadians at the Smith family home in Richmond, Surrey I met the Colonel's wife and two daughters. Col. Smith found temporary employment for me with the Canadian Trade Commissioner. His eldest daughter, Doris, a graduate in Household Science, University of London, was resident Bursar of King's College for Women, Campden Hill, Kensington. She arranged accommodation for me in a large Victorian house which had been converted to a student residence, and Doris and I became fast friends and remain so to this day. Little could it be imagined that more than 20 years later I would be linked with immigration whilst serving with the Women's Royal Canadian Naval Service and later still as an officer in the Immigration Department. In the intervening years I married in England, and in 1927 emigrated to Southern Rhodesia on the wave of tobacco growing. Lacking sufficient capital and experience we failed to become established and returned to England in 1929. In 1936 I divorced my husband and rejoined my parents in Ottawa, where I had been born in 1900.

When the Women's' Royal Canadian Naval Service was formed in 1942 I joined as a Probationary Wren. Because of a need for mature recruits who could set up the basic bureaucracy, promotion. to Sub. Lieut. followed shortly, and I was posted to Toronto as a Staff Officer, Wren Recruiting. Early 1944, I was delighted with an appointment to the Canadian Naval Mission in London, England. I represented the Navy on the Passage Priority Committee which met in the office of the Director of Immigration (Guy Congdon), Sackville Street, Piccadilly. There was one other woman member, Helen Davidson, MBE who, I believe was the only woman officer in the Immigration Service. Representatives of the Navy, Army and Air Force were allotted the limited berths available in merchant ships plying the Atlantic in wartime, for the use of dependents of their servicemen.

When the European war ended, I was RCN Rehabilitation Officer, for the United Kingdom. The Civil Service Commission set up a London Office to recruit ex-service men and women who had priority. Lists of vacancies were circulated to ships and shore bases and those interested were interviewed and informed of benefits through the Department of Veterans Affairs.

In February 1946 I returned to Canada for demobilization as a Lieut. Commander, having been awarded an MBE for my service as Staff Recruiting Officer. I joined the Department of Veterans Affairs as an Occupational Counsellor for women. When saying farewell to my friends at

the Immigration office, I mentioned to the Director that I would be interested in working with his department.

In May, 1946, Guy Congdon telephoned me in Ottawa to tell me about an opportunity to join a group of six women who would tour the European Displaced Persons' camps to select domestic workers for placement in Canada. If I would be prepared to remain in London so that Helen Davidson could take charge of this group, this might lead to permanent employment. We sailed for England two weeks later.

Life in London was even more restrictive than in wartime. Food, clothing and gasoline continued to be scarce and accommodation was in very short supply. Building restrictions were enforced rigidly; no brick could be laid, nor door painted without a permit. Construction was concentrated on rebuilding bombed out areas and repairing damaged homes.

The Sackville Street office was a drab background for the swarms of war-weary Britons who were looking to Canada as the promised land; flaky walls, shabby furniture, stacks of files roughly held together with brassy spikes on limp cardboard. Dingy halls lead to rabbit-warren offices, manned by the recently augmented staff. Blackout curtains remained hanging in the windows.

As a Woman Officer I dealt only with women and children, the department having adopted a high moral tone in dealing with problems left behind by the Canadian armed forces. For example, a First World War widow presented her three year old, explaining "I made a silly of meself with them Canadians." Cases of women going to Canada with children had to be referred to officers in the area to which they would be destined, to check and report on the arrangements for their settlement. In cases of separation or divorce, applicants were required to produce evidence that there was no legal impediment to the children leaving the country.

I believe it was two or three years before the office was moved to the renovated and more spacious quarters in Welbeck Street, Marylebone, a building which had housed doctors' offices during the war. Someone in Ottawa was inspired to supplement our food rations with a pre-Christmas shipment of a turkey and a ham for each employee. We staggered home (sometimes literally) from the Yuletide party, carrying these trophies. We paid for them but I believe they were shipped at government expense. Considering that a tin of Canadian salmon was cause for celebration, we were more than welcome guests at the homes of friends and relations.

With continued expansion we moved again in the

early fifties, to 61 Green Street, Mayfair. This was the former town house of the Duke of Sutherland. There was a foyer with marble floors and pillars, a ballroom with floor-to-ceiling windows and an ornate plaster ceiling which was decorated lavishly with gold leaf. A former garden at the back was converted to a parking lot.

In 1952, I returned to Canada, became a permanent Civil Servant and lead a women-only group (3) on a training tour which had become mandatory for immigration officers serving abroad, and for the influx of young university graduates who were designated Foreign Service Officers. The training tour and home leave kept me at home for six months.

There were important changes. Women had now attained equal status with men and dealt with applicants of both sexes. We all received living and rent allowances and paid Canadian income taxes, and were granted 'diplomatic privileges' such as duty-free liquor and cigarettes. Newly appointed Foreign Service Officers joined the London staff. The normal tour of duty abroad was two or three years, but eventually I remained in London 15 years, probably because I was known at headquarters and because I was approaching retirement.

We found ourselves taking on a public relations program. A flood of material from Ottawa kept us aware of current employment needs in Canada. Touring southern England in my Morris Minor was pleasant because there were few cars on the roads, and the country was returning to normal. Starting from the office in the morning, having picked up films, forms and pamphlets, a drive of anywhere from 100 to 250 miles lead to checking in at a hotel and at a local travel agency whose manager would have advertised the film show and lecture for 7:30 p.m. The locale could be anything from a school room, church hall or cinema.

It was difficult to find time to eat because hotel meal hours were rigid -e.g. dinner 7 to 9 p.m. It was necessary to be at the film show locale at least half an hour prior to opening and to remain after the meeting to talk to the participants. At 9 am. the next day we were expected to start interviewing prospective immigrants in the travel agent's office. Often we conducted interviews through to early afternoon and drove back to London the same day. I learned to carry a paper bag lunch and a thermos. Driving along a 'dual carriageway' I could turn in at an attractive 'lay-by' for a snack and to enjoy the scenery. We were also expected to undertake speaking engagements at the request of service organizations such as women's clubs, etc.

Immigration Officers were eligible to compete for transfer to Foreign Service status, but I failed the

brief 'intelligence test' for lack, I assumed, of academic qualifications and my age. I remembered the wartime syndrome - "there'll be no promotion this side of the ocean."

The workload in the London office was eased by a hardworking locally-engaged staff, some of whom had spent their entire working lives in the service of Canada. They helped also the constantly rotating Canadian staff to adapt to English ways. Living conditions in London improved and life in England provided many pleasures. Nearness to the continent gave access to other countries and driving a car was blissful compared to present crowded thoroughfares.

Canadian staff were invited to Royal Garden Parties and, having been awarded an MBE whilst in London during the war, I had the honour of receiving my medal from the hands of His Majesty, George VI at an investiture. (An Ottawa newspaper reported, wrongly, that I was the first woman to be decorated by the King!) The Palace had been stripped of precious pictures and ornaments, leaving conspicuous blank spaces. The Palace chapel had been bombed and the garden showed signs of neglect. At a garden party a few years later it was obvious that elegance had been restored and, on the site of the former Chapel, the Queen's Art Gallery had been built. Late in the 1950's it was great news to hear that Canadian Government Departments which were scattered about London's west end, would be housed together in the former US Embassy in Grosvenor Square—an edifice erected specifically as an office building. Included in the building were reception rooms, a small cinema for the National Film Board, etc.

In 1962 I returned to Ottawa, working at Headquarters until retirement in 1964.



From Bulletin #37 July 2000

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.

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 WW2. 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 US Third Army approached Rheims it was Douglas who supplied the its 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 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 Carré'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 1973 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 hardworking 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 BC, 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.

from *Bulletin #4 March 1988*

THE INCEPTION OF THE IMMIGRATION BORDER SERVICE — APRIL, 1908

By Bernard Brodie with Harry Cunliffe

GENERAL

The enabling Order In Council, P.C. 442, approved by the Governor General on 2nd March 1908, was submitted from the Privy Council as follows:

Ref. 779,820 on 350,171: Certified Copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on 2nd March, 1908.

P.C. No. 442

"On a Memorandum dated 26th February, 1908, from the Minister of the Interior (the Hon. Frank Oliver) stating that it has become necessary to provide for a more efficient inspection of immigrants coming into Canada from and by way of the United States, at various points along the international boundary, and that the Immigration Act, Chapter 93, Revised Statutes of Canada, 1906, provides by Section 5, that the Governor in Council may appoint such officers as may be determined, and by Section 6, that the Minister of the Interior may appoint or employ either permanently or temporarily, any subordinate officers including inspectors and charge them with such powers and duties as he considers requisite or expedient.

The Minister recommends that he be authorized to employ as Immigration Inspectors such landing Waiters of Customs at whatever ports on the International boundary line as it may be found necessary to provide for the inspection of Immigrants and to pay such officers the sum of \$100 annually in addition to the salaries which they are receiving in

connection with their regular employment under the Department of Customs, such officers to act under the orders of the Superintendent of Immigration and their extra remuneration to be charged to the appropriation for Immigration general expenses.

The Committee submit the same for approval.”

(Signed) Rodolphe Boudreau
Clerk of the Privy Council

250 copies of the one legal page of printed instructions, *Private—MEMORANDUM FOR THE GUIDANCE OF IMMIGRATION INSPECTORS*, were issued to the Customs Collectors for those who were to perform immigration examinations. The statement of intent, in the first paragraph, reads as follows: “Inspectors appointed to enforce the provisions of the Immigration Act and the regulations made thereunder in respect to immigrants arriving in Canada by railway, or other means, are expected to use fair discretion in carrying out their duties, bearing in mind that the policy of the Department is not one of exclusion of immigrants, excepting in cases where their admission is directly provided against in the Act, or regulations, or is likely to be an injury to the community.”

The paragraphs following, unnumbered, detailed the ‘undesirable’ classes, the money and onward transportation requirements in winter, as well as the continuous journey regulation and the discretion available to the Immigration Inspector for its use when prevailing labour conditions in Canada so indicated. Obviously, neither the immigrants nor the Immigration Inspectors could have been faint of heart in those days.

Other than the quantum leap in immigration at the time we have no information on the reasons for what might appear to have been rather precipitate action to establish boundary examination facilities. Neither office accommodation nor detention facilities of any kind had been provided for the full-time Immigration Inspectors at the border who were appointed by the Minister.

Much of their work was done on railway platforms, on ferry docks, and in general waiting rooms at the various depots under conditions which made the work doubly hard, excepting in one or two ports where the Customs officials permitted the sharing of insufficient accommodation—often to their own inconvenience.”

Their circumstances did not greatly improve until 1911-12. The 1910 Immigration Act imposed a requirement on the transportation companies to supply, maintain and equip the Border Service

offices and detention quarters. In most cases these were specially built to conform with plans prescribed by the department.”

THE BEGINNING

In April 1908, then, the Immigration Service of the Canadian Department of the Interior instituted a border station examination system along the American frontier, over which many undesirables had been entering. With the language and bias of the day, Border Inspector H.G. Herbert, of the Central Border District documented the need as follows in the Department of the Interior Annual Report dated 1 June 1910:

“It must be remembered that the neighbouring republic has enormously increased and is increasing its population by the immigration of people whose racial customs and habits of thought are entirely unsuited to the conditions and requirements of Canada. These enter the United States with comparative freedom and attracted in considerable numbers towards our country by its superior advantages, attempt to enter Canada at the ‘back door,’ so to speak.”

THE ORGANIZATION

The Central Border District was the first segment of the Border Service to be established (1908). It stretched from Toronto to Sprague, Manitoba, and conducted inspections at 37 points of entry. The most important were Niagara Falls, Bridgeburg, Windsor, Sarnia, Sault Ste Marie, Fort William, Port Arthur and Fort Frances.

Even at the ‘official’ border crossing points, the sheer volume of the traffic must have been a heavy burden for a small service operating on a tight budget. In 1909 the Central Border District had to inspect an average of 96 regular passenger and excursion trains every day, and an even larger number of freight trains. In the Central Canada area alone there were 22 separate international ferry services, some operating up to 100 trips a day. Although the automobile was still in its infancy, some 4,000,000 people crossed and re-crossed at Windsor. Freight steamers then thronged the Great Lakes, often with foreign crews eager to desert and settle in Canada.

The difficulties of patrolling the border beyond accepted crossing area were enormous, while the ingenuity and determination of those trying to enter the country illegally were as great then as ever. In addition to the highways and other official entry points to Canada there was also a considerable movement of motor boats and row boats chartered by individuals or groups. Perhaps the most difficult regions of this district to patrol were the long stretches of navigable rivers opposite such large cities as Buffalo and Detroit. For a fee of from \$25 to \$50 per person

unscrupulous rivermen regularly smuggled aliens into Canada. While the Service made numerous apprehensions of illegally smuggled aliens, the officer assigned to patrol was unable to check the movement totally.

To discharge this formidable workload the Central Border Region had in 1910 a grand total of 25 full-time Immigration Inspectors and the assistance of 53 Customs and Immigration Inspectors.

In 1909, a second district of the Border Service was established to cover the area eastward from Toronto to Halifax. In 1910 it had 20 full-time Immigration Inspectors. The principal stations of the district were located at Prescott, Malone, Rouse's Point, St. Alban's, Highwater and Beebe Junction.

The Eastern Border District had to meet the difficult problem of "undesirables" from Boston, New York, Philadelphia and some of the large American factory towns. The Department of the Interior, in its 1908 instructions, had authorized the practice of inspecting railway trains en route from the appropriate boarding point in the United States. These officers regularly inspected the Boston and Maine, the Maine Central, the Orford Mountain and the Washington County, in addition to the Canadian Pacific, the Grand Trunk, and the New York Central (including the Rutland and the Ottawa and New York).

The Inspector in the Eastern District, in addition to his responsibility as Supervisor of border entry ports, processed immigrants who landed at Portland, Maine. In fiscal year 1909-10, Inspector H.G. Herbert made five separate visits to Halifax in order to meet, accompany to Portland, and inspect at sea, the immigrants which the Dominion-White Star Line conveyed to Portland. Herbert noted that the twenty four hours occupied during the passage from Halifax to Portland gave ample time for a more thorough inspection with less inconvenience to the immigrants than is possible upon the railway train, crowded with immigrants who are tired and often asleep after their 200-mile journey between Portland and the Canadian border port. The landing cards completed by us and delivered to those immigrants before arrival at Portland, made easy the inspection by the United States immigration offices at that port and obviated any further inspection on behalf of Canada."

The work of a Border Inspector could be dangerous. Inspector Herbert was shot to death on a Windsor-Detroit ferry by an individual who had been refused entry into Canada. After his death, the Central Border District was divided into two, one section being between Port Burwell and Montreal, the second between Port Burwell

and the Manitoba border.

The role of the Immigration Service in Western Canada, through the Immigration Agencies, was primarily to distribute, accommodate, and settle the immigrants including Canadian-born easterners. In 1910-11, Emerson, Bannerman and Gretna in Manitoba, North Portal in Saskatchewan and Coutts in Alberta were the only border ports on the prairies, Kingsgate, Vancouver, Victoria, Huntington and White Rock were the main entry points in British Columbia. Three full time Immigration Inspectors were appointed in 1908.

ENFORCEMENT AND CONTROL

The 1869 Act, and the increasing stringency of the examination requirements reflected by the amending Acts of 1872, 1886, 1902, 1905, 1906, 1907, 1908 which culminated in the consolidated 1910 Act; the public attitudes of those times; the fact that the years from 1908, the start of the Border Service in the years of tremendous growth in immigration: all of this contributed to the difficulties and stresses experienced by the new and growing Service.

The 1910 Act and Regulations provided authority to the Immigration Inspectors to enforce their decisions and prosecute the deliberate offenders—in those days the Inspectors also acted as the prosecutors. The most common offences were: assisting prohibited persons to land, resisting an officer, using another person's naturalization papers, returning to Canada after deportation, evading and eluding examination, giving false information, impersonation and misrepresentation, escaping custody, and wrongfully claiming previous residence.

The Border Service succeeded in the face of very real difficulties in discharging the task set and in so doing, established both a reputation for effectiveness and a model of hard work and loyalty for later generations to follow.

CANADA CUSTOMS

We would be remiss in a document which is intended to commemorate the 80th Anniversary of the Immigration Border Service, if acknowledgment were not made of the role Canada Customs has played.

Their reporter-historian, Dave McIntosh, *The Collectors: A History of Canadian Customs and Excise*, (New Canada Publications, Toronto, in association with Revenue Canada and the Canadian Government Publishing Centre, Supply and Services, 1984) has captured the essential element of description.

In one section, he recounts that in 1893 the customs officer had to have a working knowledge

"The Customs department not only listed the acts but quoted all their relevant parts for handy use by its officers. It might seem from this recitation of directives, laws and regulations that life in Customs would become more and more stunted

and frustrating by even more meticulous direction and prohibition. But this was not necessarily the case by any means. ... a vision of public service prevailed that drew the best from customs men."

From Bulletin #35 May 1997

The Czechoslovak Refugees of 1968/69

by Bernard Brodie

In the period 1947-52 Canada accepted over 186,000 refugees. This movement was followed in 1957/57 by 38,000 Hungarians and in 1968/69 by 12,000 Czechoslovaks.

As was the case for the Hungarians, there existed in Canada a great deal of sympathy for Czechoslovakia, which had become a victim of invasion by Soviet and other East European forces.

In September 1968 Minister of Manpower and Immigration Allan MacEachen announced that Canada was prepared to consider applications from Czechoslovak refugees under relaxed admission criteria. Many of the refugees were medical doctors, technicians, designers and experienced tradesmen.

Canada sent a team to Vienna as the Austrians had once again offered temporary asylum to the majority of the refugees. The Canadian team included officials from the national Research Council, Canada Council and the Canadian Association of Universities and colleges.

The Canadian government developed special programmes for the arriving refugees in the form of grants for transportation, language courses in English and French, employment training courses and accommodation, if not otherwise available.

Immigration officials made all the transport arrangements. By the end of 1968 about 10,000 Czechoslovakians had arrived in Canada. The total cost of the movement has been estimated at \$11 million, part of which was repaid by the refugees themselves. Unlike with the Hungarian movement, advances for airfare to Canada had to be repaid.

As was the case for the Hungarians, the composition of the Czechoslovaks was suitable for the Canadian labour market. Nearly 70% of the heads of household destined for the labour force were under the age of 40 and 19% had more than 12 years of education. Of the latter, one third fell into the professional or highly skilled categories.

The majority of these people were quickly absorbed into the Canadian labour force. A longitudinal study of 2,000 of them undertaken by the Department of Manpower and Immigration showed that only 10% remained unemployed three years after arrival.

The study provided a good insight into their adaptation in Canada. When the refugees had arrived in Canada, the country was undergoing a slowdown in the economy. As a result, the refugees experienced a higher rate of unemployment in the initial period after arrival than other regular immigrants and a Canadian control group.

However, Czechoslovaks in the age group 25/44, the better educated and those in technical and professional occupations had a lower rate of joblessness. Average duration of unemployment shrank from seven weeks in the first year to four weeks in the third year.

Czechoslovak refugees proved to be particularly stable in the jobs they obtained.

Vince and Trauda Stvan Remember

The following are the memories of Vince and Trauda Stvan, who arrived in Canada from Prague in October 1968. They left Czechoslovakia with 2 suitcases and their 3 year old daughter, Martina. Another daughter was born in Montreal a few years later. Retired now, they still live in Windsor where the Canadian government originally sent them. Martina is a foreign service officer with CIC. She still has the teddy bear.

The Prague Spring that started with Alexander Dubcek being named the First Secretary of the Central Committee of the Communist Party brought Czechoslovakia a certain hope for the future. We hoped for at least some political and economic freedoms that would improve our lives. Obviously, only naive people believed that 'Socialism with a Human Face' was a workable philosophy. Communism has never had a human face and would not be able to invent it in the future. But, we had a vague expectation that if Dubcek's regime succeeded to stay in power, citizens would push it towards more democratic reforms and perhaps, slowly and with the help of 'world opinion', into free democratic elections.

The majority of the Czechoslovak population did not admit to a possibility of Soviet military intervention. We believed that the opinion of the free world would not allow the Soviet military clique to use force and so would "defend" Czechoslovakia. The events of 1968 showed that the Soviet Union did not care about world opinion and more importantly were not afraid of any counteractions by western countries. Czechoslovakia was in the Soviet sphere of influence and NATO would not dare to intervene. The Soviet invasion increased resentment and even hatred towards Russians by the majority of the Czechoslovak population but also brought distrust of the Soviet leadership by many members of the Czechoslovak Communist party. Soviet tanks along with the armies of East Germany, Poland and Hungary rolled across the border of Czechoslovakia on August 21st 1968 and occupied the country in a day or two. The Czechoslovak army was not allowed to leave its barracks. In a few months over 50,000 Czechs and Slovaks left the country and went for a 'short

vacation'—as the majority of them claimed—to Austria and West Germany.

Our family was one of them. We crossed the border at the end of October by a midnight express train from Prague to Vienna. Obviously, we could not take any valuable things or take too many possessions so that we would not attract the attention of the military guards and custom officers at the border. We carried two suitcases, one for each of us. The most precious possession was, of course, our three year old daughter—Martina and her teddy bear.

We had visited Vienna the year before. Friends who lived in an apartment across the hall had gone for a trip to the Austrian Alps and 'forgot' to come back. They applied for immigration to Canada from Vienna. We wanted to travel to Vienna and meet with them before they left, but we needed an invitation from an Austrian citizen. They arranged it for us and we received an invitation from Mr. J, a restaurant owner in Vienna. On that basis we could apply for passports and an exit visa to Austria. But the authorities did not enter our daughter's name into our passports, which was customary procedure to ensure that the parents would come back. In the summer of 1967 we travelled, for the first time in our lives, to a capitalist western country.

Then came the Prague Spring of 1968 and my trip to the University of Reading in England to attend an international conference. The invasion on 21st of August 1968 convinced us that there was no place for us in a country occupied again.

The question of exit visas was problematic. We already had passports from our trip the previous year, but we needed new exit visas and our child entered into the passport. In order to present our application to the passport office, we also needed a new invitation from abroad. To type it and sign somebody's name and address was the easy part, but to produce an envelope with a foreign stamp and a recent date was a problem. I had kept the envelope from the invitation by Mr. J; what I had to do was only to alter the date on the stamp with the help of my typewriter. Had I known what the clerk at the passport office knew – that Austria had increased its postage for international mail – perhaps I would never had done it and, who knows, having had no legitimate invitation we would never have crossed the border and never immigrated to Canada. But the clerk gave the envelope a prolonged look, looked at me and back at the envelope, and perhaps for reasons known only to him, accepted the application. In a week we received a letter that our passports were ready. Our unforgettable vacation started very strangely right in the cab that was driving us to the train

station. The cab driver was silent on the whole way to the station. He knew that he was driving us to the "Vienna midnight train" (we were perhaps not the only passengers he was taking to the station that night) and he probably guessed the reason for our travel to Austria. The train station started filling with parents and their small children. Strangely, all the small children clutched their dolls or teddy bears and obediently stood by their parents and waited. The train station, which by law of its purpose and existence is always a noisy place, was unnaturally quiet that night. Nobody talked; short words were exchanged in whisper.

Finally, the train arrived. People slowly boarded the train and...the same atmosphere continued inside the train. As the train started moving, the passengers covered their faces with their coats and pretended to go to sleep. In about five hours we arrived at the border. We 'woke up' as the border military guards and custom officers boarded the train to check travel documents and search luggage. Soldiers armed with machine guns were guarding the train in order to prevent anybody from leaving it. We were ordered to open one piece of luggage; it was found OK, as well as our passports. Finally, in about 45 minutes the soldiers and the custom officers left the train and we moved toward the Austrian border which we crossed in about 15 minutes. Suddenly, as if a magician had waved a magic wand, everybody threw their coats from their faces, went into the corridor or started talking to their neighbours. Everybody showed excitement about the trip to Austria. People did not talk about their emigration plans but it was obvious that nobody planned to return.

We were lucky; we did not have to go to the refugee camp. Mr. J. whom we had met a year before had promised us that in case we ever needed to stay in Vienna he would quarter us. He kept his promise and we stayed on his restaurant premises.

Our friends from across the hall were already living and working in Toronto, so our first steps went logically to the Canadian Immigration Office. The waiting area of the Immigration Office was packed with people. That day we just succeeded to get 'a number' with an interview date. The number was high and the date was far in the future. Actually, it was so far that we would not be able to survive on the small amount of Austrian shillings we had in our pockets. We would have to go to a refugee camp somewhere, where we would receive free meals. Many stories were circulating in Vienna about the bad conditions in these camps (mainly for families) and people tried to avoid them if they could.

In the corridors of the Canadian Immigration

Office a 'good Samaritan' advised us not to wait until the given date of the interview, but instead to stay in the waiting room until the end of the day. We heeded this advice, did as we were told and...found that the Canadian officers were the **best people on Earth**. When they saw a family with such an obedient young child waiting patiently the entire day, they took mercy on us, stretched their work day even further, took us for an interview and in half an hour we were leaving the office with a date in our hands. Not a date of our future interview but the date of an Air Canada flight to Canada (with a presumption that we would pass our medicals that they arranged for the next day). We recalculated our budget, planned our portions of pasta and bread for each day and in approximately 20 days our family boarded the plane – still with \$18.30 in our pocket.

I remember that the interviewer was a younger gentleman (perhaps my age) and there was an interpreter present in the office, a young Slovak lady (I gather that she was probably Jana Gregor.) I did not need her. The officer, when he realized that I could speak some English, waved away her help and was patient with my English and me. I remember talking with him about my trip to Reading in May 1968, where I had applied for a scholarship for post-graduate study. He told me that it would be easy to enroll at any Canadian University.

The Vienna office sent us to Windsor, Ontario. Firstly, because Toronto was 'full' of new immigrants at that time and secondly, perhaps because there was a University there and my last occupation was teaching at a university. We did not regret that they did not send us to Toronto, where our friends were. We were happy to immigrate to Canada and perhaps we asked only to be sent to Ontario.

We arrived in Toronto in the evening darkness, on October 21st 1968. The bird's eye view of the huge city full of lights was impressive. After clearing customs at the Toronto airport the new immigrants were taken by bus to Hotel Ford. Our friends had been waiting for us at the airport and asked the Manpower representative for permission to drive us to the hotel in their car. We had dinner with them the next day and the funny wooden houses were a strange experience for us. In Europe wood is a construction material for cottages only. Wooden, wartime houses with open wooden porches in front and wooden electrical poles along the street were a shock. But, of course, inside the homes it was nice, warm and cozy.

The Toronto Manpower Office scheduled an appointment for us the next morning. We arrived on time and—again—were sitting and waiting

with our daughter in the waiting room of the office until the end of the working day. Nobody called us. When I inquired about our appointment, they answered that we had to wait our turn. We did not dare to leave the waiting room, so my wife bought a few rolls and bologna and a few cans of Coca Cola from the nearest corner store. We lunched in the waiting room. We were waiting until there was nobody else in the room. The clerks were surprised and perhaps a little annoyed seeing us there. Our files had been misplaced. At last they called us into the office, handed us two train tickets, welfare allowance for two days, taxi fare to the train station and told us to catch the morning train to Windsor—"somebody will be waiting for you at the Windsor train station".

The next day we boarded the train and enjoyed the ride to our new hometown, that we had never heard of before. At the Windsor train station we were met by Mr. Widlock, the representative of the Manpower office in Windsor. It must have been quite easy for him to recognize us in the crowd. Two differently dressed foreigners with a little girl. He brought us to the Prince Edward Hotel (demolished a few years later). In the hotel we lived and ate free of charge. There were a few Czech and Slovak families with children in the hotel and also several single men and women. The food in the hotel restaurant was served buffet style and our meal bill was sent daily to the Manpower Office. Obviously, as it was free of charge, we all picked the best food possible available and in cruise-ship portions. Predictably, the response from the accounting department of the Manpower Office came in swiftly. After two or three days of a 'free ride', the immigrants in the hotel were allowed to pick only certain meals. But there was nothing to complain about. We were well fed, regardless of these restrictions.

Our family spent probably five days at the hotel. It was difficult to find rental accommodation in Windsor, particularly for a family with children, we were told. At last the Office did find us a room in the home of Mr. and Mrs. Childerhouse, who answered a classified advertisement in the paper. We lived with them for approximately three weeks, waiting for the beginning of English classes. Very soon I, as the family breadwinner, was enrolled in

a 20-week English course and in the middle of November I started my Canadian education.

The learning of English was a novelty for all of us. The teachers talked to us and explained the meaning either in 'plain English' or they used an 'international language', i.e. their hands or drawings on the blackboard. The majority of the students in our class were university educated, so many of us could deduce the meaning of a word from its similarity with a Latin expression. Also, many of us had already studied English in our old countries. For good measure, at the end of our English course, two more weeks of professional and technical English classes were added. We were delighted.

While living with the Childerhouse family, we met their friend who was a student at the University of Windsor. He advised me to apply at the university library for a part-time job as a shelver. I did and started working in the afternoons after my English class. In a few months, with this additional income, we became rich enough to start looking for a car. I found one in the classified section of the Windsor Star and bought a 1959 Chevrolet Biscayne for \$290.

Through the grapevine we learned that the Manpower Office was responsible for us until the end of our English courses/start of our jobs and was paying our weekly welfare allowance and would even provide basic furniture for a rented apartment. We found a two-bedroom apartment and asked for furniture. In a day or two a furniture truck stopped in front of our door and in came two beds and a kitchen table with four chairs. The spring box did not match the bed but it did not decrease its usefulness, so we did not mind a bit. In a short time I started working for Chrysler Corp. as a labourer on the line.

Our last task was to convince the Manpower Office in Windsor that women are as useful in a modern society as men are and that it was important that they acquire education and/or professional skills. The most important was language. My wife started English courses in the spring, then part-time work as a shelver at the University of Windsor library. We were on our way to becoming Canadians!

Glossary of Names for the *Ode to Phyllis Turnbull*

Gene Beasley: Chief, Admissions for many years (50s and 60s) and later Acting Director of Immigration.

GRB: Geoges Benoit, the formidable Chief of Operations in the 50s and later Director of Information.

DAR: Don Reid, succeeded GRB as Chief of Operations and later OIC London.

Boulter: Elmer Boulter, Asst Chief Operations in the 50s and 60s.

Mitch: Maurice Mitchell, served extensively overseas as OIC and later returned to Ottawa as Director, Operations of the Overseas Service.

Bud Curry: worked primarily on the operational side of immigration. Well known and respected by the men in the field and always helpful to new officers joining the service.

CES: Stan Smith, Director of Immigration in the 50s and 60s.

'The Hawk': Lyle Hawkins, for many years Director of the Pacific Region, later OIC, Hong Kong.

Dunny Munroe: Superintendent of Immigration in the Praire Region in the early 50s.

'Black Jack': Jack Mcfarlane, Superintendent of the Ontario Region in the 50s.

Mossop: District Inspector of the Praire Region in the 50s.

Cy Coutu: a veteran overseas officer who served in many posts abroad in the 50s and 60s.

Kim Abbott: Chief of Personnel and later Chief of Inspection Services in the 50s and 60s.

Naldi: Naldi Colletto, still active and still telling great stories.

Gibby Gibson: former Spitfire pilot and OIC of many overseas posts. Gibby was as bald as the proverbial cue ball.

**Shaw*: Cliff Shaw was OIC of posts abroad in the 70s and 80s.

**Zawisza*: Big John served as oic in many posts abroad. (Sometimes referred to as the Polish cavalry officer because of his Polish origin.)

**Rogers*: Charles Rogers, OIC of many posts abroad.

**MacDougal*: Ron MacDougal served in Immigration for many years in both the Domestic and Foreign Services.

**Sinclair*: Bill Sinclair, living in Halifax, was Chief of Personnel of the Overseas Service and later OIC London.

* All former Chiefs of Personnel and Phyllis's bosses.



Editor's Note

The reprinting of highlights from forty-nine issues demonstrates the diversity of the contributions to the Society's journal. I appeal to the readers to plan their own contribution, whether memoir, historical policy analysis, book review or other article, in order to help the committee maintain interest in your Society.

DGB