

TO BE KEPT ON TOP

File No. 670224

DATE	TO	FROM
14/11	FEB	ML
14/6	FEB	FEB
JUN 21 1939	BY-G.B.L.	
20/6	FEB	ML
25.6	FEB	FEB
438	FEB	rec
20/10	ML	285
OCT 31 1939	BY-G.B.L.	
13/12	FEB	rec
20/12	ML	FEB
DEC 21 1939	BY-C.N	
10/7	FEB	ML
3/17	ML	285
AUG 1 1941	BY-C.N	

PEQ:

Here, at last, is the background to the "St. Louis" shipload of German-Jewish refugees.

I have not read it as carefully as I will later, but pass it on for your examination immediately. A brief glance indicates that the merits of admitting them ~~were~~ decided strictly on policy, and that humanitarian ~~needs~~, *needs*, although admitted as 'distressing', could not decide the issue.

  
F. Freedman

Nov. 29/65

*J.F.*  
I have read this with surprise and shame. There was no apparent effort to determine qualifications of the persons on the St. Louis. Mr. Arnok's letters are intelligent and suggest that we missed a golden opportunity to provide refuge - but to require a group of *educated and moneyed people as American citizens* (I met to provide skilled, educated and moneyed people as American citizens)  
*PEQ*

OTTAWA, 31st July, 1941.

Dear Sir,

There has been sent on to me from the Hon. Mr. Crerar, your letter of the 13th instant on the subject of Jewish refugees.

I doubt whether your knowledge of the Jewish people of Canada or of the Jewish people who were on the SS. "St. Louis", justifies the conclusions you have reached. While it is true we have in this country many of the small Jewish trading class, we have also many of the professional class and others of outstanding business ability. You evidently believe that Canada's doors have been shut to Jewish people and that our action in the case of the "St. Louis" passengers indicates we have turned down all others. This is far from correct. Every ~~year~~ <sup>year</sup> we have admitted thousands of refugees, a large proportion of which have been of Jewish race.

You enclosed with your letter an item from the Vancouver Daily Province on refugee industries in Britain. I doubt whether this tells anything like the full story. If it does Canada's accomplishments are far in excess of it. Refugees admitted to this country between January, 1938 and December, 1940 have established a large number of industries and developed other industries that were in need of capital by investing considerably over two million pounds. Only today I had in my office the Industrial Commissioner of the City of Montreal, who told me that he had a list of at least 60 industries that had been established in that one city. We have quite a lengthy list of persons with some capital who have not yet found the opportunity they are looking for. The movement of capital is now almost completely shut off because of various Governmental exchange regulations. Your idea that Canada's door is shut is quite erroneous whether the remark applies to the present or the past.

Yours very truly,

Director.

Hugh E. Arnold, Esq.,  
Hotel Alcazar,  
Vancouver, B.C.

INDEXED

H 13077

THE ROYAL EMPIRE SOCIETY,

(WITH WHICH IS ASSOCIATED THE EMPIRE DAY MOVEMENT)

NORTHUMBERLAND AVENUE,

LONDON, W.C.2.

(England)

28 Nov. 1939

B-1-34  
670224

DEC 11 1939

RECEIVED

CABLED  
RECITAL, LONDON.  
INLAND TELEGRAMS:  
RECITAL, RAND, LONDON.  
TELEPHONE:  
WHITEHALL 6733 (15 LINES)  
PRIVATE BRANCH EXCHANGE.

The Director,  
(Immigration Branch)  
Dept of Mines & Resources,  
OTTAWA  
Canada

Dear Sir,

I am obliged to you for your letter of October 30, which dealt with the subject of my letter of August 6 to the Prime Minister, viz. the Jewish refugees on the S.S. "St Louis."

I know Canada and Canadian conditions very well - having been resident there for quite a number of years, and am interested greatly in its economic progress. Hence my letter to the Prime Minister.

Will you allow me to make a few comments on your reply. The fact that these refugees wanted first to enter the U.S., and then tried Cuba, and only as a last resort Canada, and that they hoped, if granted entry into Canada, ultimately to be able to make their way into the U.S., might at first sight quite reasonably prejudice your Department against them.

The United States is - as we all know - the 'promised land' to these people, and one can quite well understand that if they have to leave their own native country they would prefer the U.S. to any other.

If they had been permitted to enter Canada, even though practically all would have meant their stay there to be only temporary and until they could enter the U.S., they would have been obliged

*[Handwritten signature]*

to enter upon some activity. I cannot envisage a Jew loafing about for 18 months or two years, waiting until he could enter the U.S.

Some of them would have embarked upon enterprises which would have been sufficiently promising to keep them in Canada. The professional men - or some of them - would have taken steps to obtain admission into their professions and would have stayed.

By 1945 perhaps 10 to 15 or 20% would still be found in Canada, and the rest in the U.S. If that were the result I should say that Canada would have come very well out of the deal.

These people, as I said in my letter to the Prime Minister, were not the usual type of poor and rather ill-educated Jewish immigrant with which we are familiar - the kind that starts in the new world with a little tailoring or second-hand goods shop. They were all the best class of professional man, doctors, architects, manufacturers, and business men. A large proportion, I should say, were university men.

They undoubtedly had money, and had they been admitted into Canada it would be no surprise to me to learn - ten years hence - that some important industry owed its foundation to one of these refugees.

Canadian conditions run parallel with those of the U.S., but only up to a point. She cannot compete with her southern neighbour in favourable economic conditions for enterprising young business men or professional people, for instance, and the severity of her winter climate is also a drawback.

Canada therefore cannot afford to pick and choose as the United States can.

In the final paragraph of your letter

you refer to the 170,000 Jewish residents of Canada, large numbers of whom have filed applications for the admission of relatives and friends, which you have been obliged to reject.

These Jewish residents, and their friends and relatives outside Canada, are of a different type and class from the "St Louis" refugees. They are the usual immigrant class, coming from the poorest parts of continental cities, where "ghetto" conditions prevail, and they bring neither money, education, large executive ability, or even good manners to their new home.

I cannot see that the Jewish resident of Canada has any special right to have his relatives and friends admitted into Canada in priority to those whom your Department may consider more suitable and desirable as immigrants.

The highest interests of Canada, I venture to say, will be better served by admitting the highly educated Jew who is accustomed to large affairs, rather than those who come with just enough money - if that - with which to open a small tailoring or second-hand goods shop.

I would not have taken any particular interest in this matter had I not had the opportunity of seeing the "St Louis" refugees at close quarters at Boulogne - or those of them who had received permission to enter France, and it is only by reason of his accidental encounter that I have ventured to write to Mr Mackenzie King and to you in regard to them.

Again thanking you for your letter, I am,

Yours very truly,

*Hugh E. Arnold*

Hugh E. Arnold

# Refugee Industries In Britain

[From the London Times.]

MANY new industries have been started in Britain by refugees from German persecution, and some of these are now contributing to the output of war materials. A number of the refugees secured sites on government trading estates, the best known of which are the Treforest Estate in South Wales and the Team Valley Estate on Tyneside. Most of the capital has been provided by the refugees themselves out of funds already in this country or bought from Germany in the early days of the Nazi regime, though the interest of an influential city group played an important part.

Nearly 100 refugee-controlled undertakings, capitalized at not less than

£500,000, are now established on the trading estates, and some 75 others are only awaiting an opportunity to make a start. Among the articles they are manufacturing—some of them new to this country—are plastic goods, Gablonez jewelry, zip fasteners, buttons, Viennese leather goods, knitted wear, silk printing, Turkish towelling, and electric batteries. Some of the undertakings are now contributing to the output of war materials.

Many of these transplanted industries are only in the initial stages, but in the aggregate they employ at least 20,000 British workers. Some estimates put the figure as high as 30,000, and it is believed that in course of time, when the capital market reopens, the number of British employes may be increased to 100,000.

Vancouver Daily Province - July 11-1941

Hotel Alcazar,  
Vancouver B.C.

The Hon.  
The Minister of Immigration,  
Ottawa

MINES & RESOURCES  
IMMIGRATION  
13 July 1941 18 1941

RECEIVED

670224

Dear Sir,

About two year ago I ventured to address a letter to you - from London, where I was then staying - in regard to the matter of the Jewish refugees on the S.S. "St Louis." You may recall that there were some hundreds of refugees from Germany on board that vessel, which had been specially chartered to convey them to the United States in May or June of 1939.

They were refused entry into the United States, as also into Cuba. On application to the Canadian Government for permission to land in this country Canada decided to follow the lead of the United States and Cuba, and likewise refused them entry.

In my letter of June, July or August of 1939 I expressed regret that some portion at least of these Jewish refugees had not been allowed to find sanctuary in Canada. I stated that I had met the 150 or 200 that had been allowed entry into France (others were admitted into Holland and some into Gt Britain) at the port of Boulogne, when I happened to be staying there for a few days on my way from Paris to London. I found that these people were all of the better class - monied people - professional and university men - and people who had been in business in a biggish way. They were not the type of Jewish immigrant familiar on this side - the kind that opens a small tailoring shop and deals in second-hand clothing.

I submitted that the fact that the U.S. and Cuba had refused them admittance should in no way have influenced the Canadian Government. There are plenty of the better class Jews in that country. <sup>fact</sup> Cuba is not an industrial country.

Canada, however, does require people of that class. It needs those who have the experience and knowledge that creates new industries. I suggested therefore in my letter that the Government made a serious mistake in refusing entry to at any rate a portion of these refugees. Many of them might have entered Canada to await an opportunity of gaining admittance into the U.S., but on the other hand a certain number would have entered business and started industries, which would have added permanently to the resources of Canada.

I should not have thought it worth while ~~of~~ again adverting to the subject were it not for my having run across the enclosed quotation from The Times (London) which has been reproduced in The Vancouver Daily Province under the heading of "Refugee Industries in Britain," under date of July 11 last.

This quotation from The Times bears out so exactly what I ventured to write to you in 1939 that I cannot resist the temptation of forwarding it to you.

This refugee-created industry in Britain is merely one example in British industrial history of many such transplantations of industry by continental peoples, who have sought refuge there from persecution in their own homes. The Huguenots brought to Britain the silk industry, and the great firm of Courtauld sprang from this Huguenot exodus to England. The Lombards brought their knowledge of banking to Britain.

There was, I think, a Flemish exodus to Britain, which founded the great woolen industry - or <sup>at</sup> any rate gave it an immense impetus.

See letter  
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These are the kind of people that create industries. They have had to fly their country because of persecution. They are people of ability and knowledge - and often wealth. They are not the more familiar immigrant in Canada - the poor, ill-educated -type that cannot make good in their native country.

Actually in Vancouver two important industries have been entered by Czecho-Slovak refugees in the last few years - and this on a large scale.

You will note in the newspaper cutting I enclose that the refugees in England, according to The Times, are employing at least 20,000 people, and that some estimates put it at 30,000, with the possibility that when times become normal the employees may number as many as 100,000. Capital of £500,000 has been invested by them.

Canada has hitherto been familiar with the usual type of poor, ill-educated Jewish immigrant, and the idea of admitting a shipload of them into the country in 1939 was evidently too much. Further enquiry would, however, have shown that the "St Louis" refugees were of an entirely different type.

As a matter of fact when I <sup>speaking</sup> came over from England last summer there were a large number of German <sup>Came over</sup> Jewish refugees on board, practically all of them en route to the U.S., and some to West Indian islands. As far as I could see, hardly one was entering Canada, - to stay. They were a most valuable type of people to have. There were medical specialists, and other professional people, several of them were the authors of books, and others the higher class of business executive.

These are the very kind of people, I submit, that Canada wants - and she has evidently been continuing the policy of refusing them admittance into the country.

I heard a year or two ago of a Vienna eye specialist - who had obtained admittance into Canada - having to work at lens grinding in Winnipeg because the medical association of Manitoba had put obstacles in his way to prevent his practising as an eye specialist.

Jewish refugees are arriving by Japanese ships in Vancouver occasionally, having come from Germany and Austria, and Nazi-occupied countries, via Vladivostok. They are in transit only in Canada, and are all headed for the United States. Canada seems to attract none of them - and probably is refusing them entry.

I am not of the Jewish race - nor especially interested in the Jewish refugee, but as these constitute a very large proportion of the refugees, and as they are a very capable people, I have made mention more particularly of them, especially as these on board the S.S. "St Louis" were Jews.

Canada, I submit, requires immigrants of this kind, and I venture to express the hope that if the policy of your department is still to keep the door shut to them that policy will be reconsidered.

Yours faithfully,

*Hugh E. Arnold*

Hugh E. Arnold

OCT 31 1939 BY G.B.L.

OTTAWA, 30th October, 1939.

Dear Sir,

Your letter of the 6th August last addressed to the Prime Minister and acknowledged by his office on the 21st of that month, was sent on to this Department, but through an oversight its reply here has been delayed. Your letter has to do with the refugees on the SS. "St. Louis" who were not admitted to Canada.

I am afraid there has been a good deal of misunderstanding concerning our attitude to this ship-load of refugees. In the first place they were not headed for Canada originally at all but for Cuba and indirectly I have no doubt for the United States as is the case with the vast majority of refugees and others who have proceeded to Cuba. This conclusion was strongly supported by a Havana despatch of the 5th June last which said:-

"Many of the refugees on the liner which is cruising off the Florida Coast had expected to live temporarily in Cuba hoping to be admitted later to the United States under quota provisions."

The following day a further despatch was sent from Havana reading:-

"The 907 refugees on the St. Louis had hoped to arrange for a temporary stay on the Isle of Pines off Cuba's southern coast until they could get in the U.S. quota."

On the return of the ship to Amsterdam a statement was made on the 12th June that a Netherlands Jewish Committee announced that all costs of the temporary stay in Holland would be paid by Americans and that refugees were receiving U.S. visas and expected to make their way into the United States within a year and a half.

Hugh E. Arnold, Esq.,  
C/o The Royal Empire Society,  
Northumberland Avenue,  
London, W. C. 2, England.

INDEXED

There was no proposal that these people would come to Canada until every effort had failed to get them landed elsewhere and as a matter of fact it was not until after the ship was two days east of Cuba that an appeal was made to get them into this country. It cannot of course be known to you that applications were reaching this Department from our 170 odd thousand Jewish residents, for the admission of relatives and friends, at the rate of hundreds every week. We were unable to meet many of these requests and a moment's reflection will show the position in which we would place ourselves had we granted the admission of upwards of 1,000 people who could have been interested in this country only as a sort of last resort.

Yours very truly,

Director.

Minister's Office

2011971

MEMORANDUM

Aug. 22, 1939

MINES & RESOURCES  
IMMIGRATION  
AUG 23 1939  
RECEIVED

THE DEPUTY MINISTER

Refusal to admit into Canada  
German-Jewish refugees on  
SS. "St. Louis".

670224

The Prime Minister's Secretary has referred to the Minister the attached exchange of correspondence with Mr. Hugh E. Arnold, c/o The Royal Empire Society, Northumberland Ave., London, W.C. 2, England, who submits his views regarding the above.

The correspondence is referred to the department for attention.

Mr. Blair -

For attention of your Branch.



W.J.F. Pratt  
Private Secretary.

per W.J.F.

Encls.

Arnold Aug. 6.  
copy Henry Aug. 21.



C O P Y

Ottawa, August 21, 1939.

*not*  
Hugh E. Arnold, Esq.,  
c/o The Royal Empire Society,  
Northumberland Avenue,  
London W.C. 2,  
England.

Dear Sir:

The Prime Minister has asked me to  
acknowledge the receipt of your letter of  
August the 6th.

Mr. King wishes me to thank you for  
acquainting him with this expression of your  
views, and to let you know that your representa-  
tions have been carefully noted.

Yours faithfully,

H. R. L. Henry,  
Private Secretary.

C/MP

c/o The Royal Empire Society,  
Northumberland Avenue,  
London W.C.2  
England

6 August 1939

The Rt Hon.  
W. Mackenzie King M.P.,  
Ottawa  
Canada

Dear Sir,

As I am ordinarily resident in British Columbia I think I may be permitted to address a few words to you in regard to the action of the Federal Government in refusing admission into Canada of the German-Jewish refugees on the S.S. "St Louis" a few weeks ago.

I think that in rejecting these people a great opportunity was missed of obtaining a desirable group of people who would have done a good deal to build up trade and industry in Canada, and I cannot but believe that admission into the country was refused upon inadequate information.

I am not of Jewish blood nor have I any relations who are; nor should I concern myself in this matter but for an accidental encounter with some of these refugees in France.

You will recall that after their rejection by Cuba, the U.S.A. and Canada, Gt Britain, France, Holland and, I think, Belgium, agreed to give them a temporary or permanent home. I happened to be spending a few days in Boulogne en route from Paris to London, and while there these refugees who were to enter France, numbering two or three hundred, disembarked.

They happened to be at the Maritime station when I passed by, and I was able to move amongst them and observe what class of people they were. That they were refugees may have suggested to you that they were the ordinary immigrant type, without much education and of small means.

As a matter of fact they consisted of the best type of business and professional people, and I have no doubt that amongst them were medical men, lawyers, architects, etc. etc. They were not the obviously Jewish type that comes from Russia or Poland, and indeed I had some difficulty in recognising them at all as Jews. They were well dressed, had expensive luggage, and were obviously of the intelligent business and professional class.

These people would have been an asset to Canada, for most of them would have gone into business on their own account, and probably some would have succeeded to such an extent as to establish industries, employing a good number of Canadians. They were just the type of Jew that builds up the industry and business of a town like Montreal and Toronto. New York undoubtedly owes a great deal of its prosperity to the Jewish business man.

I am not an unqualified admirer of the Jewish people. There are many things about them that I find distasteful. But they are clever, they create, and

AUG 16 1939

... were not found on ~~the~~ "relief."

I think that when the decision was made by your Government that these "St Louis" refugees were not to be admitted into Canada there must have been some misunderstanding as to their character. The example of the U.S. in refusing them admission ought to have been no guide as to what action Canada took, for she has large numbers of the Jewish race already, and the U.S. Government was probably as much in ignorance of the type of people on board the "St Louis" as anyone.

Yours faithfully,

*Hugh E. Arnold*

Hugh E. Arnold



MINES & RESOURCES  
IMMIGRATION  
JUN 29 1939

*J.M.* ET

691 817

OFFICE OF THE UNDER-SECRETARY OF STATE  
RECEIVED  
JUN 23 1939  
IMM. DIRECTOR

OFFICE OF THE UNDER-SECRETARY OF STATE  
FOR EXTERNAL AFFAIRS  
CANADA

Ottawa, 23rd June, 1939

Dear Mr. Blair,

With regard to my note of yesterday, enclosing draft of a letter to Dr. Wrong regarding the refugees on the ST. LOUIS, I was informed by the Prime Minister last night that the draft was approved by Council with the second paragraph being revised to read as follows:

"I am instructed to state that the proposal was given immediate consideration. While every sympathy was felt with the unfortunate position in which the refugees in question found themselves, it was regretted it was not possible to recommend their admission en bloc into Canada. The St. Louis, it was learned, had begun her voyage back to Europe on June 6th. As you are aware, arrangements were made by the Joint Distribution Committee in the course of the voyage for temporary admission of the refugees into Great Britain, France, Belgium and the Netherlands pending qualification for entrance into the United States".

*Have you any further suggestions?*

Yours sincerely,

*A.D. [Signature]*

F.C. Blair, Esquire,  
Director of Immigration,  
Department of Mines and  
Resources,  
Ottawa.

JUL 2 0 1939 BY G.M.

*2.40 P.M.*  
*I phoned Dr. Skelton's office and said the proposed reply seemed to me to cover the case well and that he should send it. B.*  
*620224*  
*24-6*



ET



OFFICE OF  
THE UNDER-SECRETARY OF STATE  
FOR EXTERNAL AFFAIRS

CANADA  
Ottawa, 21st June, 1939

Dear Mr. Blair,

I enclose a copy of a draft letter to Dr. Wrong, incorporating some of the points mentioned in your letter and some that had been suggested in a previous draft prepared here. I have sent a copy to the Prime Minister for consideration as to the form and as to whether, if approved, it would be sent by a Minister or from your Department or this Department.

Yours sincerely,

F.C. Blair, Esquire,  
Director of Immigration,  
Department of Mines and Resources,  
Ottawa.

670224

RAM  
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*Draft from  
Skelton  
to Blair*

Ottawa, June 19th, 1939.

Dear Dr. Wrong,

I wish to refer to your telegram of June 7th to the Prime Minister and the further exchange of telegrams on June 8th regarding the proposal that the Canadian Government should admit to Canada the 907 refugees on board the Hamburg-American Line's "St. Louis"

The proposal was given immediate consideration. While every sympathy was felt with the unfortunate position in which the refugees in question found themselves, it was regretted it was not possible to recommend their admission en bloc into Canada.

The refugees on board the "St. Louis" were in practically all cases seeking admission into the United States and it is understood that a large number of them had already secured immigration visas to that country which would only become valid for entry as visa numbers under the United States quotas became available. They had secured or thought they had secured permission to land in Cuba and remain there temporarily while qualifying for admission to the United States. The Cuban authorities declined to admit them on the ground that their

Dr. George M. Wrong,  
73 Walmer Road,  
Toronto, Ontario.

permits had been issued irregularly in Europe; notification of their cancellation was stated by the Cuban authorities to have been notified to the steamship authorities before the vessel sailed. In addition to the "St. Louis" other vessels sailing from German ports have recently carried considerable numbers of passengers to American or Asiatic ports who on arrival were found ineligible for immediate entry.

None of the passengers on the St. Louis, so far as our authorities were aware, had previously indicated a desire to enter Canada and no request for permission to land here was received from the ship or passengers or from the Joint Distribution Committee in charge of their movements. The immediate difficulties in which they found themselves were due to the working of the United States quota system in conjunction with the revision of the Cuban system of temporary admission.

The Canadian Government has not adopted the quota system of admission as the United States has done. It does not admit immigrants for temporary purposes in order to qualify themselves for entrance to other countries as has until recently been the practice in Cuba. Neither does it admit immigrants temporarily as was done in a number of the Western European countries subject to the provision that they must not seek employment.

While the Canadian Government has not adopted any of the policies to which I have referred, it has endeavoured in conformity with our own system of selective immigration to admit

as many immigrants as can be effectively absorbed under the existing economic conditions. Refugees admitted to Canada come under two heads: first those who can comply with existing immigration regulations and who are admitted freely without regard to number, second, those who are unable to comply and whose entry must be covered by naming them in special Orders in Council.

In the first group upwards of 250 families of German Czech refugees have been admitted within the past few weeks for settlement on the land with the aid of a special fund secured for that purpose, while many other agricultural families are immigrating with their own resources.

The second group includes:-

- (a) Family remnants in Europe joining families already settled here;
- (b) Persons with considerable capital for investment in productive enterprises;
- (c) Persons coming in connection with the establishment of new industries;
- (d) Scientists and technicians whose admission is likely to be beneficial not only to themselves but to this country.

Approximately 1,200 in this second group have been approved by ~~by~~ Council in the past five months.

In the circumstances there is ~~some~~ <sup>a substantial</sup> reason for feeling that Canada is already making ~~some~~ contribution to the solution of a very distressing problem that presents great difficulties, particularly perhaps in the case of the admission of those who

- 4 -

wish to settle in Canadian cities where our own unemployed  
are mainly congregated.

Yours sincerely,

*The Gazette*  
Montreal, June 19, 1939.

## REFUGEE JEWS REACH BELGIUM

Reich Ship With 907 Banned  
by Cuba Docks at Antwerp

250 Go to Liege, Rest to  
U.K., France, Holland Pending  
Entry to U.S.

Antwerp, June 18. — (A)—The five-week voyage of 907 Jewish emigrants from Germany in search of a new homeland, with eager hopes turned first into tragic disappointment and then desperation, ended happily as the Hamburg-America liner St. Louis docked Saturday in Antwerp.

They still faced a long wait before they may get to the United States, which most of them hope ultimately to reach, after being turned back from Cuba, the land for which they sailed from Hamburg May 15.

But all were happy at escaping a return to Germany, the prospect of which during the voyage, passengers said, had led more than 200 to enter a whispered pact to plunge into the ocean as a last resort.

Passengers reported only one refugee took his life, a man who slashed his wrists and leaped into Havana harbor, but said they had been forced to form an anti-suicide committee which kept a 24-hour vigil to prevent other attempts at self-destruction.

A special train was waiting here to take 250 of them to old Marness Castle at Liege, 157 will go to The Netherlands by boat; while two groups of 250 persons each will proceed on another boat to France and Great Britain.

Belgium, The Netherlands, France and Britain agreed to receive the refugees temporarily, while they waited to enter the United States as quota restrictions permit, after the American Joint Distribution Committee furnished a guarantee of \$500 each they would not become public charges.

With emotion the passengers told how they left Hamburg full of hope,

believing their entry into Cuba was certain, how they waited off Havana vainly for permission to land, and finally heard the St. Louis had been ordered back to Hamburg.

"We would sit up far into the night waiting for some news," one woman passenger said.

"When we finally got the message that arrangements had been made for us to land, our relief and joy were indescribable. We threw our arms around each other and danced. It was the happiest moment of our lives."

In the most critical periods, passengers said, the women for the most part remained calmer than many of the men. They explained this was because some of the men had been released from concentration camps and feared what might happen to them if they were returned to Germany.

There were many complete families among the passengers — 246 children were aboard—but there were many refugees whose husbands, wives or children had gone to Cuba or the United States.

Some were well dressed and in

other ways showed they came from families of wealth; the impoverishment of others equally was apparent.

### Fascist Protests Quelled

(Wireless to The New York Times and The Gazette.)

Antwerp, Belgium, June 18.—Attempts at anti-Semitic demonstrations over the arrival of the refugee liner St. Louis occurred here today but they were quickly quelled by the police.

Handbills distributed outside the berth occupied by the St. Louis by the Nazi-inspired National Youth Organization protested against the hospitality offered to the refugees and said:

"We too want to help the Jews. If they call at our offices, each will receive gratis a piece of rope and a strong nail."

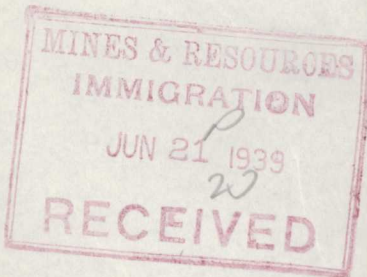
The tracts were confiscated and their distributors dispersed.

At noon a Rexist (Fascist) parade

of youths dressed in blackshirt passed through the main streets. Although the parade was not prompted by the arrival of the St. Louis, it was considered provocative, but the police did not intervene.

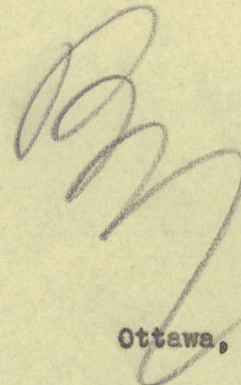
The non-Jewish wife of a refugee travelling first class on the St. Louis arrived from Berlin by plane to visit her husband. Captain Gustavo Schroeder made a special dispensation in allowing her to board the ship, where she was allowed to have a half-hour talk with her husband before witnesses. This was the only exception to the iron rule barring all outside communication with the refugees.

The British and French contingents will sail tomorrow for Boulogne and Southampton, thus taking care of the entire "refugee cargo" on the St. Louis. The Netherlands contingent left this morning.



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FCB/MGM



Ottawa, 17th June, 1939

Dear Dr. Skelton:-

I hope the attached may be useful and I recognize that a few of the things I have said may not be suitable for the sort of letter you will want to send.

Yours very truly,

Director

Dr. O.D. Skelton,  
Under Secretary of State  
for External Affairs,  
OTTAWA.

JUN 21 1939 BY-G.B.L.

Enclosure

INDEXED

DRAFT

By Blair  
for Skelton

Ottawa, 17th June, 1939

Dear Dr. Wrong:-

I had hoped when wiring you on the 8th instant that an early reply could be made to the appeal sent by yourself and others to the Prime Minister in your wire of the 7th instant about the admission of refugees on the SS. "St. Louis" then in Cuban waters. I regret that circumstances have not made it possible to write you fully until now.

The matter was taken up at once with the Acting Prime Minister as it was a question that would have to be dealt with by Council but as the Minister of Mines and Resources, who deals with immigration, was absent in the West an immediate Council meeting was impossible and in the meantime the vessel sailed again for Europe.

The refugee problem is a very complex one, both for Canada and other countries, not only on account of the hundreds of thousands who wish to leave Europe and whose leaving is being hastened by forces over which they have no control, but also because the absorption of large numbers of persons, without capital and of city occupations, is economically impossible under conditions presently existing in this country.

I assure you that careful study is given to the immigration of refugees and that quite a number are entering from month to month. These belong to two general categories, first those who can comply with existing regulations and who are admitted freely without regard to number, second, those who are unable to comply and whose entry must be covered by naming them in special Orders in Council.

In the first group upwards of 250 families of German Czech refugees have been admitted within the past few weeks for settlement on the land by means of a special fund secured for that purpose, while many other agricultural families are moving on their own.

Dr. George M. Wrong,  
73 Walmer Road,  
TORONTO,  
Ont.



The second group includes:-

- (a) Family remnants in Europe joining families already settled here,
- (b) Persons with considerable capital for investment in productive enterprises,
- (c) Persons coming in connection with the establishment of new industries,
- (d) Scientists and technicians whose admission is likely to be beneficial not only to themselves but to this country.

Approximately 1,200 in this second group have been approved by Council in the past five months.

When the Evian Conference was set up a year ago we feared that the efforts of participating countries in finding new homes for the refugees of Germany might influence other European States to adopt measures likely to add to the magnitude of the task; this unfortunately has happened. The SS. "St. Louis", a German national liner, seems to have been regarded somewhat as a trial shipment. You may have noticed that just when the St. Louis had turned about at Havana a second group of refugees were taken off another German liner at Cuxhaven because of failure to land the first cargo of unfortunates.

It was known here that most of the refugee passengers on the St. Louis were headed for the United States, not Canada. The press reports state they are now being given temporary asylum in Great Britain, France, Belgium and Holland in the expectation of getting into the United States later. I understand that the United States recently decided to greatly curtail the admission of refugees for temporary residence and I suppose this explains why they were not allowed temporary entry to that country. Canada, as a matter of policy, does not admit as visitors those who want to stay permanently and does not, therefore, follow the example of a

number of oversea countries which give temporary admission conditional on refugees not seeking or accepting employment or going into business. When refugees are accepted by Canada they come in permanently and are free to take employment.

What Canada is doing in this regard, while not spectacular, is making some permanent contribution to a problem that presents great difficulties, especially in connection with the admission of those who want to settle in Canadian cities where our own unemployed are mainly congregated. I am sure you will understand from the above why it was not possible to take action along the lines suggested in your telegram to the Prime Minister.

Ottawa, 16th June 1939.

Dear Dr. Skelton,

Referring further to your letter of the 9th instant and my reply of the same date in connection with the 907 refugees on the S.S. "St. Louis" then in the vicinity of Cuba but now in the English Channel destined to Antwerp, I may say that there are several reasons why their admission to Canada was not a practical course:-

1. They could not have been admitted otherwise than by naming them in a special Order-in-Council since none of them, so far as we know, were able to comply with existing Canadian Immigration Regulations. Incidentally I may say that no request was made by the ship and so far as we know, by the passengers, for their landing in Canada.
2. According to press despatches the bulk of these refugees were headed for the United States. This fact is mentioned in a despatch of the 31st ultimo from Havana, which said of the refugees:-

"They had only provisional permits of the Immigration Department to land as passengers en route to the United States where they hoped to gain admission later."

It was repeated in a Havana despatch of the 5th instant as follows:-

"Many of the refugees on the liner which is cruising off the Florida Coast, had expected to live temporarily in Cuba, hoping to be admitted later to the United States under quota provisions."

And

Dr. O. D. Skelton,  
Under-Secretary of State  
for External Affairs,  
Ottawa, Ontario.

And in a further Havana despatch of the 6th instant:-

"The 907 refugees on the St. Louis had hoped to arrange for a temporary stay on the Isle of Pines, off Cuba's southern coast, until they could get in the United States quota."

Also in an Amsterdam despatch of the 12th instant:-

"A Netherlands Jewish committee announced that all costs of the temporary stay here would be paid by Americans. The refugees were said to be receiving United States visas and were expected to make their way to that country within 1½ years."

And a further Paris despatch of the 13th instant:-

"French authorities said that about 700 have applied for permission to enter the United States and are expected to proceed there after fulfilling immigration requirements."

And finally a Paris despatch of the 15th instant:-

"The German liner "St. Louis" with its 907 exile passengers.....will be distributed to Belgium, France, Britain and Holland pending final emigration of most of them to the United States."

Since most of these refugees were obviously making their way to the United States it is not clear why Canada should go out of her way to offer them a home in this country. The outcome of that course would have made it possible I have no doubt for many to smuggle themselves across the International Boundary which would have been less appreciated by the United States than by ourselves.

3. The readiness with which a German ship conveyed these people from a German port suggested that this was a further effort on the part of Germany to get rid of her unwanted people. This view is supported by a Hamburg despatch of the 4th instant stating that the Hamburg-American liner "Orinoco" turned back to Cuxhaven on that date and dropped 200 Jewish passengers who were being taken to Cuba. The newspaper despatch said that it would be futile to transport these in view of the experience of the passengers on the "St. Louis". Another despatch of the 6th instant said that there were two other refugee vessels, one with 98 and the other with 154, which were rejected by Cuban authorities after the "St. Louis" incident. You will recall that some few months ago Germany rounded up some 10,000 people who were supposed to have some connection with Poland and shipped them back to the Polish border where several thousand are still understood to be in refugee camps. The press reports a further similar move on the part of Germany to send back 10,000 from Czecho-Slovakia.

If Canada had invited these refugees, it is probable they would have been followed by others. It is manifestly impossible for any country to open its doors wide enough to take in the hundreds of thousands of Jewish people who want to leave Europe: the line must be drawn somewhere. We are already receiving far more applications from Jewish residents of this country than can be granted, in view of which it was unreasonable to expect Canada to take favourable action on the "St. Louis" group.

Yours very truly,

Director.

Ottawa, 16th June 1939.

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Referring further to your letter of the 9th instant and my reply of the same date in connection with the 907 refugees on the S.S. "St. Louis" then in the vicinity of Cuba but now in the English Channel destined to Antwerp, I may say that there are several reasons why their admission to Canada was not a practical course:-

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If Canada had invited these refugees, it is probable they would have been followed by others. It is manifestly impossible for any country to open its doors wide enough to take in the hundreds of thousands of Jewish people who want to leave Europe: the line must be drawn somewhere. We are already receiving far more applications from Jewish residents of this country than can be granted, in view of which it was unreasonable to expect Canada to take favourable action on the "St. Louis" group.

Yours very truly,

Director.



# JEWISH REFUGEES LAND TOMORROW

907 at Sea Who Were Re-  
fused by Cuba Will Be Dis-  
tributed From Antwerp

(Wireless to The New York Times  
and The Gazette.)

Paris, June 15.—Steaming slowly  
up the English Channel, the Ger-  
man liner St. Louis with its 907  
exile passengers who were refused  
permission to land in Cuba, will  
reach Antwerp on Saturday after-  
noon at about three o'clock and  
from there will be distributed to  
Belgium, France, Britain and Hol-  
land, pending final emigration of  
most of them to the United States.

Their relief at the news they  
would be given refuge and allowed  
to land was expressed in a wireless  
message received here by Morris C.  
Troper, European chairman of the  
American Joint Distribution Com-  
mittee.

"The 907 passengers of the St.  
Louis," the message said, "dangling  
for the last thirteen days between  
hope and despair, received today  
your liberating message of June 13  
that final arrangements for all pas-  
sengers have at last been reached.  
Our gratitude is as immense as the  
ocean on which we are now float-  
ing since May 13, first full of hope  
for a good future and afterwards in  
the deepest despair.

"Accept for you and the Ameri-  
can Distribution Committee and  
last but not least for the govern-  
ments of Belgium, Holland, France  
and England our deepest and eter-  
nal thanks. Men, women and chil-  
dren united by the same fate on  
board the St. Louis."

Troper, according to present ar-  
rangements, will board the St. Louis  
at Flushing and complete the dis-  
tribution of passengers according  
to families, the language they speak  
and other considerations, to the  
countries which are prepared to

give them hospitality. Those for  
England and France will be em-  
barked on the steamer Racotis for  
Boulogne and later distributed  
throughout the country. The joint  
committee has given the same guar-  
antee as for passengers on the St.  
Louis for those on the French ship  
Flandre who will arrive at St. Na-  
zaire beginning next week.

*Montreal  
Gazette*

*16.6.39*



The Gazette  
Montreal, June 15, 1939.

912655

MINES & RESOURCES  
IMMIGRATION  
JUN 15 1939  
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## REFUGEE JEWS GO TO ANTWERP

907 Germans Refused by Cuba  
Expected There at Week-end

U.K. May Ask Southampton  
Call to Land 250 Given  
Temporary Haven There

Paris, June 14.—(AP)—Antwerp, Belgium, was chosen tonight as the landing place for 907 refugee German Jews en route to Europe aboard the German liner St. Louis after an unsuccessful journey to Cuba.

Relief officials, in conjunction with steamship authorities, made the selection, and the Hamburg-American Line, operators of the St. Louis, sent a message to the vessel advising it to proceed to the Belgian port. It was expected there either Saturday or Sunday.

Morris C. Troper, European chairman of the American Joint Distribution Committee, said British authorities tentatively had accepted the Antwerp decision, although they may ask that a call be made at Southampton to disembark 250 refugees who will go to England.

Britain, France, Belgium and The Netherlands agreed yesterday to provide temporary homes for the refugees, each country taking about one-fourth of the group. About 700 of them hope to enter the United States when quota conditions permit.

The St. Louis left Hamburg May 15 but upon arrival at Havana the Jews were refused permission to land because they lacked proper papers.

### Immigrants Menace Belgium

Brussels, June 14.—(AP)—Senator J. Hanquet today urged the Belgian Government to summon an international conference to solve the Jewish refugee problem. Belgium was being threatened with wholesale clandestine immigration, he said, and estimated 20,000 persons had entered the country illegally since Germany's annexation of Austria in March, 1938.

### Fine to Be Paid by Jews

Prague, June 14.—(AP)—Czech informants disclosed today that Jews will have to pay most of a 500,000 crown (about \$20,000) punitive fine levied on the Kladno community for the killing last week of the

German police sergeant, Wilhelm Kniest.

Authorities arrested a Czech woman in connection with the slaying and an official announcement said the woman "in all probability" was a confidant of Kniest's assassin. The newspaper Der Prager Abend said a new clue might lead to a solution of the crime.

Eighty per cent. of the fine will be collected from the estimated 350 to 400 Jews in the Kladno district and the rest is to be paid by supporters of the "Benes system" — followers of the former Czechoslovak President Eduard Benes. Germans in the district and those sympathetic toward the German protectorate headed by Baron Konstantin von Neurath would be exempt.

(The Nazis levied a \$400,000,000 fine on German Jews for the fatal shooting November 7 of Ernest Vom Rath, member of the German Embassy staff in Paris, by the young Polish Jew, Herschel Grynszpan.)

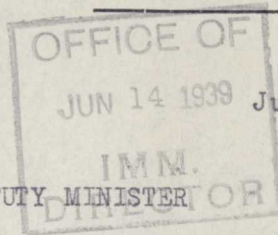
Meanwhile, the virtual martial law instituted in the Kladno area after the slaying was gradually being lifted. Schools resumed classes, suspended since the shooting.

Johann Mueller, Czech policeman slain Friday by a German police officer, was buried privately today after German authorities banned a public funeral yesterday in fear of disorders.

670224

# Minister's Office

MEMORANDUM



THE DEPUTY MINISTER



Suggested  
Admission to Canada of European  
refugees on SS. "St. Louise". (St. Louis?)

The attached references have been  
received from the Prime Minister's office, - being  
exchange of correspondence with the following:

Miss Isobel O. Hamilton, Lorne Park, Ont.,  
June 8, June 12.

Mrs. L.A. Hamilton, Glen Leven, Lorne  
Park, Ont., undated letter, with reply June 12.

The correspondence is referred to the  
department for attention.

Encls.

Mr. Blair -  
For attention of your Branch.

*W.J.F. Pratt*  
W.J.F. Pratt  
Private Secretary.

670224

Ottawa, June 12, 1939.

Mrs. L. A. Hamilton,  
Glen Leven,  
Lorne Park, Ontario.

Dear Madam:

The Acting Prime Minister has asked me to acknowledge the receipt of your letter of recent date, in which you urge that arrangements be made to admit to Canada refugees from Europe who have crossed the Atlantic Ocean on the steamship "St. Louise".

Mr. Lapointe wishes me to let you know that the views expressed in your communication have been carefully noted.

Yours faithfully,

H. R. L. Henry,  
Private Secretary.

C/MP

Ottawa, June 12, 1939.

Miss Isobel O. Hamilton,  
Lorne Park,  
Ontario.

Dear Madam:

In the absence of the Prime Minister,  
I wish to acknowledge the receipt of your  
letter of June the 8th.

On Mr. King's behalf, the representa-  
tions put forward in your letter, in support of  
steps being taken to admit to Canada the  
refugees from Europe on the Steamship St. Louise,  
are being brought to the attention of the  
Minister of Mines and Resources.

Yours faithfully,

H. R. L. Henry,  
Private Secretary.

C/MP

*The Gazette*  
*Montreal, June 14, 1939.*

GJ12001

*5-4/202  
L. J. Murphy*

## 4 LANDS OFFER HAVEN TO JEWS

Britain, France, Belgium, Netherlands Ready to Aid

Offer Temporary Shelter to Germans at Sea Who Were Refused Entry by Cuba

Paris, June 13. — (P) — At least temporary havens for the 907 refugee German Jews who have been wandering the seas aboard the liner St. Louis were assured tonight by the Governments of France, Great Britain, Belgium and The Netherlands.

The four western European countries each agreed to take about one-fourth of the shipload of refugees after the American Joint Distribution Committee offered a bond of \$500 for each passenger of the liner.

The St. Louis, which left Hamburg May 15 and turned back to Europe after the Jews were denied permission to land in Cuba and the Dominican Republic, is expected to reach a European port Saturday.

The bonds, totalling \$453,500, were offered as a guarantee that the refugees would not become public charges of the nations giving them temporary homes.

The Netherlands is to take 194, and each of the other countries is to take up to 250 of the refugees. French authorities said that about 700 have applied for permission to enter the United States and are ex-

pected to proceed there after fulfilling immigration requirements.

The negotiations to end the ordeal of the homeless Jews—the captain of the St. Louis reported many had threatened suicide rather than return to Germany—were conducted by the American Joint Distribution Committee and a liaison committee of the League of Nations for Refugees from Germany.

Delegates of these and other organizations for Jewish relief have been called to meet in Paris tomorrow to arrange final details for the landing of the refugees.

The eventual destination of the St. Louis was Germany, but many of the refugees had pleaded not to be sent back there and the vessel was expected by French officials to halt first at Southampton for distribution of passengers to other ports.

### Report Refugee Movements

Paris, June 13.—(C.P.-Havas)—Reports from Bucharest tonight said the steamship Mamara, flying the Panama flag, left the Black Sea port of Mangalia today with 500 Jewish refugees for an undisclosed destination. It was believed the captain might attempt to land the refugees somewhere on the African coast or in Palestine.

Almost at the same time, in Balio, a port south of Mangalia, 552 other refugees aboard the 3,687-ton Greek steamship Aghios Nicolaos were prevented from leaving. Among them were 152 Jews from the German concentration camp at

Dachau who had been waiting at Constanza, Rumania, for the past 90 days.

About 1,300 refugees on three river boats anchored along the Danube between the ports of Tulcea and Sulina have visas for Shanghai and are waiting for permission to continue down the river.

Dispatches from Tel Aviv said 700 Jewish refugees aboard the steamship Astir, who were refused entry into Palestine and deposited on a tiny Greek island, today wired Jewish authorities that they were going on a hunger strike.

MINES & RESOURCES  
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JUN 14 1939  
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*The Gazette*  
*Montreal, June 13, 1939.*

5-4/7/39  
*[Signature]*

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MINES & RESOURCES  
IMMIGRATION  
JUN 13 1939  
RECEIVED

**NETHERLANDS IS HAVEN**

**Temporary Offer Made 200  
of Jews Refused by Cuba**

Amsterdam, June 12. — (AP) — The Netherlands today offered temporary havens to 200 of the 907 German Jewish refugees aboard the German liner St. Louis who were denied entry into Cuba.

The Ministry of Justice informed the Hamburg-Amerika Line, owners of the St. Louis, that the 200 refugees could stay in this country until they could find other refuge. The liner at present is en route back to Germany.

A Netherlands Jewish committee announced that all costs of the temporary stay here would be paid by Americans. The refugees were said to be receiving United States visas and were expected to make their way to that country within 1½ years.

Negotiations were reported under way in Paris to land the remaining 707 passengers aboard the St. Louis in France and Belgium.

The Gazette

Montreal, June 7, 1939.

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MINES & RESOURCE  
IMMIGRATION  
JUN 8 1939  
RECEIVED

541782  
clippings

## DOOR TO ALIEN JEWS RE-CLOSED BY CUBA

Government for Second Time  
Refuses Entry to 907  
at Sea

### COMPROMISE TRY FAILS

Authorities Now Unwilling to  
Even Consider Granting of  
Temporary Landing  
Rights

Berenson's unsuccessful offer to the Cuban Government included a \$200,000 deposit in the National City Bank of New York, \$40,000 subscribed by the refugees themselves and his promise that he would try to raise the remainder—\$203,000—from New York Jewish aid organizations.

The two other refugee vessels, the liner *Flandre* with 98 aboard and the British steamship *Orduna* carrying 154, were rejected by Cuban authorities and since have tried unsuccessfully to gain entry to Mexico and Panama.

The 907 refugees on the *St. Louis* had hoped to arrange for a temporary stay on the Isle of Pines, off Cuba's southern coast, until they could get in the United States quota. Their ship was forced to leave Cuban waters last Friday when they were denied permission to enter Cuba since their landing permits had been cancelled 10 days before the *St. Louis* sailed from Hamburg on May 15.

Havana, June 6.—(AP)—The Cuban Government refused a second time today to give asylum to 907 German Jewish refugees cruising aboard the Hamburg-American liner *St. Louis* between the United States and Cuba.

The Government said it would consider no further attempts to obtain even temporary landing permits for the refugees, and informed steamship companies that no more Jewish refugees would be admitted to Cuba.

Efforts to reach a compromise broke down when a noon deadline passed without acceptance by refugee representatives of a Cuban plan to create a temporary haven on the Isle of Pines.

The Government had asked Lawrence Berenson, New York counsel for Jewish relief organizations, to post a bond of \$500 for each refugee—a total of \$453,500—and give additional pledges that the refugees would not become public charges if permitted to land.

An offer of \$443,000 bond made by Berenson was to include 252 refugees aboard two other ships which, in addition to the *St. Louis*, have been barred by Cuba.

Where the *St. Louis* was tonight remained a mystery.

The Hamburg-American office in Germany said the wandering ship was still cruising off the Florida Coast. Captain Wilhelm Schroeder has been ordered to return to Hamburg, but it was left to his discretion when to turn back.

Communicating by wireless with Florida stations, the *St. Louis* refused to give her exact position, but operators estimated she was about 200 miles off the coast.



The Gazette  
Montreal, June 4, 1939.

541282 clippings

## CUBA CONSENTS TO ADMIT JEWS

Offers 900 Wandering in Liner  
a Temporary Refuge

Jewish Aid Societies Given  
Until Noon Today to  
Meet Conditions

(Wireless to The New York Times  
and The Gazette.)

Havana, June 5.—The Cuban Government is willing to consider a plan to permit the 907 Jewish refugees aboard the Hamburg-American liner St. Louis to disembark at Cuba and remain in a provisional concentration camp located in a suitable place, such as the Isle of Pines, until they can be re-embarked for other destination. President Federico Laredo Bru told the press this afternoon.

It is absolutely necessary however, the chief executive asserted, that guarantees be given the Government that such refugees will not become public charges, and that their food and lodging while in the island as well as their re-embarkation will be paid. This offer terminates at noon tomorrow.

The President said that no one could deny but that the Cuban people had been extremely hospitable in receiving exiles, despite the fact that this meant a great sacrifice to Cuban commerce and labor, but its attitude had been "converted into a source of abuse to such an extreme that the greater part of this involuntary immigration flowed to the port of Havana, giving rise to the irregularities which are now being investigated."

Steamship companies were advised in the first part of May, the chief executive asserted, that Cuba would not permit the disembarkation of immigrants without previous authorization by the Secretary of State and the Secretary of Labor communicated directly to the companies, and no company could seek protection under the previous authorization issued by the Director of Immigration because they were all expressly advised that such permits were without value.

The President expressed deep sympathy for the plight of these refugees, but said that he was forced to take the measures which barred their landing.

"The post which I occupy has painful duties which oblige me to

disregard—the impulses of the heart and follow the stern dictates of duty," he said, "and it is absolutely impossible to permit the entrance of these refugees into our country for reasons so evident that they cannot be denied by anyone who knows the facts of the case and the situation of the country."

Late this afternoon Lawrence Berenson, of the National Co-ordinating Committee, indicated he was awaiting another conference with the President to discuss financial and other details.

"The President's statement," Mr. Berenson said, "is the inspired declaration of a humanitarian and a great statesman. The Joint Distribution and National Co-ordinating committees have received inquiries

from all parts of the world with regard to these refugees. I am sure that everybody will rejoice that Cuba, true to her tradition of granting asylum to political and religious exiles, is finding a place of refuge for these people."

Mr. Berenson said tonight that he would have a conference at 10 o'clock tomorrow morning with Secretary of the Treasury Joaquin Ochotorena and Major Bernardo Garcia, representing President Laredo Bru.

Meanwhile there is no definite information as to what arrangements, if any, are being made for the return of the St. Louis to Havana. Luis Clasing, the local Hamburg-American agent, said this morning that the ship was at that moment off the coast of Florida and was "moving farther away from Cuba hourly."

It is expected that any agreement concerning the vessel will be made by the National Co-ordinating Committee in New York and the steamship line, since the vessel is outside the jurisdiction of the office here.

### Says Quota Already Filled

Havana, June 5.—(P)—The wandering liner St. Louis today was granted conditional permission to land its 907 refugee German Jews on Cuba's Isle of Pines for a temporary stay.

President Frederico Laredo Bru, granting the qualified permission, gave Jewish aid organizations until tomorrow noon to accept the conditions.

Many of the refugees on the liner, which is cruising off the Florida coast, had expected to live temporarily in Cuba, hoping to be admitted later to the United States under quota provisions.

The St. Louis sailed on May 15 and last Friday it was required to leave Havana harbor without landing the refugees because of failure to comply with regulations.

The President said that under the Evian conference agreement Cuba had a "moral duty" to accept the landing of 3,000 German Jewish refugees. Since the agreement more than 7,000 had landed, so the obligation was ended, he said.

Meanwhile, appeals by Professor Albert Einstein and Stephen S. Wise of New York that the refugees be permitted to land in Panama were rejected by the President of Panama, Dr. Juan Demostenes Arosemena, who said Panama had received more refugees than the Evian agreement stipulated.

## 900 Jews Cruise Along U.S. Coast Waiting for Haven Denied by Cuba

(Special to The New York Times and The Gazette.)

Miami, Fla., June 4.—While powerful strings were being pulled in Miami and elsewhere in this country, the Hamburg-American liner St. Louis, freighted with some 900 despondent souls, Jewish refugees from Germany, cruised leisurely through Caribbean waters tonight after 24 hours spent browsing along the lower Florida east coast, within a mile of this land of the free.

The Coast Guard patrol boat, CG244, out of Fort Lauderdale, stood by the ship as it slanted down the coast, barely making way, to prevent possible attempts to jump off and swim ashore.

No overtures were made by Captain Wilhelm Schroeder to land in this country, but it was known that a series of conferences both here and elsewhere were being held during Sunday afternoon by American Jewry to try to work out some plan whereby the ship might land

its human cargo in the Dominican Republic.

Another small Coast Guard boat joined the "close observation" of the vessel as it passed from Fort Lauderdale southward to Miami. It stayed but for a short time however, and put in here with the only eye-witness account of what was going on aboard the St. Louis.

"We ran in close several times," one of the crew said. "It doesn't seem possible that so many people could crowd aboard one ship. As we approached they all swarmed to the rail and waved and shouted.

"We heard that about half of them would attempt suicide by jumping overboard, if the ship ever heads back toward Germany," he added. "It was apparent that if the ship turns again toward Germany there'll be an awful thing."

The St. Louis, which has become the only home for these meandering

marine mavericks, was ordered out of Havana last Friday with its 900 souls, and it was thought it had headed back to Germany; actually it anchored about 12 miles offshore. Then it headed into Florida waters.

The plight of the refugees, who would choose death to a return to Germany, has aroused many prominent Jews in this country who are seeking to find a land where they will be allowed to enter. It was known there was a private conference here late today but its results were not made public, nor was it disclosed who was present.

Meanwhile, the St. Louis was headed out to sea, sailing due southeast, but quite slowly, apparently awaiting some word that it may put ashore and land its passengers.

They came from Germany to Havana on tourist tickets, these men, women and children who find their fatherland untenable under the swastika, but now the expense of their cruise is borne by the Hamburg-American line. The ship dare not turn back for fear of a mass suicide effort.

The refugees appeared more hopeful than when they left Havana, the Coast Guardsman said, some even smiling a greeting as the patrol boat passed.

A Coast Guard plane, which flew over the ship late today on its regular patrol trip, reported the St. Louis still was proceeding south-eastward. She was long since out of sight of the American mainland or even the scores of pleasure fishing craft that bobbed lazily at anchor off shore as the tragically loaded vessel passed.

### 200 Sent Back to Cuxhaven

Hamburg, Germany, June 4.—(P)—After turning back to Cuxhaven and landing approximately 200 Jews who had started to emigrate to Cuba, the Hamburg-American liner Orinoco tonight again was en route to Havana.

Officials of the line called the ship back from Antwerp yesterday after hearing that Cuban authorities would not permit Jewish passengers to disembark at Havana.

The Jews who were landed were dejected and what would happen to them was uncertain. Most were without friends at Cuxhaven. Some were arranging to return to their old homes in Germany.

Hamburg-American officials decided it would be futile to transport Jewish passengers to Havana in view of the experience of their liner St. Louis which was ordered out of Cuban waters Friday with 907 refugee German Jews after authorities held they did not have proper landing papers.

### Philippines May Take Jews

Washington, June 4.—(P)—Settlement of thousands of German Jewish refugees in the Philippines to offset the influences of Japanese there is a possibility being turned over in the minds of officials here. A decision will await the report of a special committee recently sent to the Philippines to make a survey.

This committee, appointed by the President's Advisory Committee on Refugees, is due back in the United States shortly.

The tentative plan, in which the Philippine Commonwealth is reliably reported to have joined, is to settle some 30,000 German political exiles in the island of Mindanao, where the Japanese in the Philippines are preoccupied with the growing Japanese colony at Davao, on Mindanao, second largest of the Philippine group. There are now 20,000 Japanese there.

541782  
clippings

✓

*The Gazette*  
*Montreal, June 1, 1939.*

*541782*  
*clippings*

## **Collective Suicide Pact of Jews Feared on Ship Barred from Cuba**

Havana, Cuba, May 31.—(P)—Captain Gustav Shroeder of the German liner Saint Luis, informed authorities today he feared a "collective suicide pact" among his 917 German Jewish refugee passengers, who are scheduled to sail back to Hamburg with him tomorrow after being denied entry to Cuba.

He reported there was a "state of mutiny" aboard which he could not control and therefore he feared "open mutiny" when the ship left Havana harbor.

The captain made his statement after Captain Juan Estevez Maymir, chief aide of President Laredo Bru, spent several hours aboard the ship investigating reports that hundreds of the refugees denied admittance to Cuba, were threatening to take their lives if the ship sailed back to Germany.

Twenty-five police were sent aboard the liner to guard others from any attempted self destruction after Max Loewe, one of the refugees, slashed his wrists and jumped overboard yesterday. He was rescued and is recovering.

Captain Estevez Maymir made a personal report to President Laredo Bru, who earlier refused to receive Luis Classing, representative

of the Hamburg-Amerika Line. Classing sought to obtain a reversal of a Government decision not to permit the refugees to land.

The refugees were refused permission to disembark when they were unable to show Cuban consular visas, passports or Cuban labor department permits. They had only provisional permits of the Immigration Department to land as passengers en route to the United States where they hoped to gain admission later.

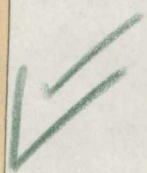
At a Cabinet meeting today, it was reported, President Laredo Bru held firm to his decision not to receive the refugees.

### **Argentina Bars Shipload**

Buenos Aires, May 31. — (C.P.-Havas.) — A boatload of Jewish refugees from Europe was shunted from port to port in South America tonight.

Following refusal of Montevideo authorities to allow 78 refugees on the liner Monte Olivia to land and go to Paraguay, which has banned the entry of Jewish immigrants, the steamship tried to disembark them at this Argentine capital. Port authorities turned them away.

It is believed the refugees will be returned to Hamburg aboard the same ship.



GLEN LEVEN  
LORNE PARK  
ONTARIO

Rt. Hon. L. Mackenzie King

Sir:

My husband & I most  
earnestly request you  
to take steps immediately  
to offer a home to  
the homeless exiles on  
board the St Louis.

From a life spent  
amongst those working

JUN 9 1939

for the benefit of  
this country - I can  
quite safely say that  
if you would courage-  
ously deal with  
the terrible emergency  
these refugees face, you  
would have the  
active support of  
all decent Canadians.

The women's organ-  
-izations only want

a. lead from you, to  
come forward with prac-  
tical help - and I  
can but believe that  
the men would  
contribute financially  
to tide over any  
temporary arrange-  
-ments, until those  
sad matters can  
be absorbed in the  
community -  
Believe me, yours v. truly  
Constance G. Hamilton (W.P.A.)

My husband L. a Hamilton  
once Land Commissioner  
of the C. P. R. asks me  
to write on his behalf

FCB:MET

6909891  
MINES & REVENUE  
IMMIGRATION  
JUN 20 1939  
Ottawa, 9th June 1939.  
RECEIVED

Dear Dr. Skelton,

This will confirm telephone conversation at noon today regarding refugees on the steamship "St. Louis".

I suggest the addition to (b) iv. of the words "and technicians" after "scientists" and making the following sentence read:-

"Since January some twelve hundred in these categories have been approved by Order-in-Council; while no publicity has been given it is a fact that Jews comprise 60% of the total."

Yours very truly,

Director.

Dr. O. D. Skelton,  
Under-Secretary of State  
for External Affairs,  
Ottawa, Ontario.

*Handwritten initials and numbers:*  
JLW  
4  
2





ET

OFFICE OF  
THE UNDER-SECRETARY OF STATE  
FOR EXTERNAL AFFAIRS  
CANADA

PERSONAL

Ottawa, 9th June, 1939

Dear Mr. Blair,

I enclose a copy of a confidential telegram I am proposing to send Mr. King at Washington. I should be greatly obliged if you could check it and let me have it back as soon as possible so that it can be coded and sent this morning.

Yours sincerely,

F.C. Blair, Esquire,  
Director of Immigration,  
Department of Mines and Resources,  
Ottawa.

FROM: THE UNDER SECRETARY OF STATE FOR EXTERNAL AFFAIRS OTTAWA  
TO: THE CANADIAN MINISTER TO THE UNITED STATES WASHINGTON D.C.

Telegram No.

Ottawa, 9th June, 1939

Code

Confidential

Confidential. Following for Prime Minister. Begins.

Regarding refugees on steamship ST. LOUIS -

(I) Director of Immigration states -

(a) That under Order-in-Council August 14, 1930, immigrants except citizens of United Kingdom, Dominions or United States are allowed to enter Canada only if belonging to one of following three classes, agriculturalists with sufficient funds to begin farming, wives and unmarried children under eighteen joining heads of families already established in Canada, and girls coming to be married. Many hundred families from Continental Europe have been admitted under this heading. Expected two thousand farmer families from Europe will enter this year. This includes Sudeten Germans of whom nearly two hundred families have already entered.

(b) Persons not so eligible may be admitted by special Order-in-Council. Persons recommended for such admission fall into four groups:

- i. members of families who already have made home here, no money test being required;
- ii. persons with considerable capital for investment in productive enterprise;
- iii. persons planning to engage in new industry, particularly managers and experts;
- iv. scientists <sup>and technicians</sup> whose admission appears likely to be beneficial not only to themselves but to the country.

Since January some twelve hundred in these categories have been <sup>approved</sup> admitted by Order-in-Council; while no publicity has been given it is a fact that Jews comprise <sup>60%</sup> more than all others in this list combined. *of the total*

(c) Canada has not admitted persons temporarily as is done in Great Britain for example where bulk of refugees have been admitted on condition they do not enter business or take employment there. Persons admitted to Canada are admitted permanently and are free to carry on occupations.

(2) Minister of Justice states he is personally emphatically opposed to assenting to proposal in Toronto telegram. He left town last evening and will return Tuesday. Minister of Immigration returns on 19th. Next Council meeting is on June 15th.

(3) Press states ST. LOUIS started on return voyage to Europe Tuesday.

(4) Telegram sent to Wrong in terms of your telegram. He replies sending grateful thanks.

Ends.

SKELTON.

Lorne Park

Ont. June 8<sup>th</sup> 39

✉ - The Premier of Canada.

Dear Sir

I have a feeling of shame, as a Canadian, that our Christian? country is "passing by on the other side," like the Priest & the Levite. And doing nothing to provide a home for those poor people on the St Louis

In view of our large country & small population it is surely "up to us."

Yours truly

JUN 9 1939

Isabel O'Hanlon

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.  
Cable Service  
to all the World  
Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

CLASS OF SERVICE DESIRED	
FULL-RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

C  
O  
P  
Y  
OTTAWA, June 8th, 1939.  
Dr. George M. Wrong,  
73 Walmer Road,  
Toronto, Ontario.

Prime Minister has instructed me to acknowledge receipt of telegram from yourself and other Toronto citizens regarding admission of refugees on board the St. Louis and to state that he has communicated the contents to Acting Prime Minister and Director of Immigration and asked colleagues to give immediate consideration to the suggestion.

O.D. SKELTON,  
Under-Secretary of State  
for External Affairs.

CHG. EXT. AFFRS.

# CANADIAN NATIONAL TELEGRAPH COMPANY

(operating its own lines and those of the Great North Western Telegraph Company, the Grand Trunk Pacific Telegraph Company and Canadian Government Railways)

## HEREINAFTER CALLED THE COMPANY.

ALL MESSAGES ARE SUBJECT TO THE FOLLOWING CONDITIONS, WHICH HAVE BEEN APPROVED BY THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, UNDER GENERAL ORDER 162, DATED MARCH 30TH, 1916, AND ORDER 49274 DATED 5TH DECEMBER, 1932, WHICH ORDERS WERE PUBLISHED IN THE CANADA GAZETTE ON DECEMBER 24TH AND DECEMBER 31ST, 1932, AND JANUARY 7TH, 1933.

It is agreed between the sender of the message on the face of this form and this Company that said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of any unrepeatable telegram, whether happening from negligence of its servants or otherwise, or for delays from interruptions in the working of its lines, for errors in cipher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same.

To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate; and, in that case, the Company shall be liable for damages suffered by the sender to an extent not exceeding \$200.00, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent for any distance not exceeding 1,000 miles, and two per cent for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavour to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the sender's agent; if by telephone, the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

## CLASSES OF SERVICE

### TELEGRAMS

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to midnight at reduced rates, to be sent during the night and delivered on the morning of the next day after their date. At places where the Company's offices are not open on Sundays, delivery will be made on the morning of the next ensuing business day.

### DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the ten-word day message rate for the transmission of 50 words or less, and one-fifth of the initial rate for such 50 words for each additional 10 words or less. The minimum charge for transmission over the Company's lines of any Day Letter will be 45 cents.

Day Letters may be forwarded by the Company as a deferred service, and the transmission and delivery of such Day Letters are, in all respects, subordinate to the priority of transmission and delivery of full-rate messages.

Day Letters may be delivered by the Company by telephoning the same to the addressees, and such deliveries shall be a complete discharge of the obligation of the Company to deliver.

Day letters are received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full-rate messages under the conditions named above.

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Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

# CANADIAN NATIONAL TELEGRAPHS



## TELEGRAPHS

D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

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WESTERN UNION  
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FULL-RATE MESSAGE	
DAY LETTER	
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NIGHT LETTER	

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RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

MOA 124 178 GOVT COLLECT 1/56

ON BOARD ROYAL TRAIN PARKTON MD 8 815A  
June 8, 1939. AM 11 28

DR. O. D. SKELTON,  
EXTERNAL AFFAIRS, OTTAWA, ONT.

FOLLOWING TELEGRAM SENT LAST NIGHT NIAGARA FALLS AND JUST  
SEEN THIS MORNING SIGNED BY GEORGE M. WRONG AND AN IMPORTANT LIST  
OF REPRESENTATIVE CITIZENS OF TORONTO:

"As a mark of gratitude to Almighty God for the pleasure  
and gratification which has been vouchsafed the Canadian  
people through the visit Majesties King George and Queen  
Elizabeth as an evidence of the true Christian charity  
of the people of this most fortunate and blessed country  
we the undersigned as Christian citizens of Canada res-  
pectfully suggest that under the power invested in you  
as Premier of our country you forthwith offer to the 907  
homeless exiles on board the Hamburg American ship St. Louis  
sanctuary in Canada."

WILL YOU PLEASE COMMUNICATE THE CONTENTS IMMEDIATELY TO ACTING  
PRIME MINISTER ALSO TO DIRECTOR OF IMMIGRATION. WOULD LIKE TO BE ADVISED  
IMMEDIATELY AS TO POWERS OF GOVERNMENT TO MEET SUGGESTION WHICH COM-  
MUNICATION CONTAINS. PLEASE ADVISE COLLEAGUES THAT I WOULD LIKE  
IMMEDIATE CONSIDERATION GIVEN TO SUGGESTION MADE ALSO PLEASE ADVISE  
MR. WRONG OF RECEIPT OF THIS WIRE AND ACTION BEING TAKEN.

W. L. MACKENZIE KING.

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Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.



FCB/JR.

OTTAWA, 8th June, 1939.

Dear Dr. Skelton,

I am in receipt of yours of date with copy of telegram from the Prime Minister, also copy of your wire to Dr. Wrong about the possibility of admitting the 907 refugees on the SS. "St. Louis" now in the vicinity of Cuba.

In answer to the Prime Minister's request as to the powers of Government to grant what is requested, I may say that most of the regulations which prevent a free movement of people to Canada from Europe, are made by Order-in-Council and assuming that these refugees are in good health and of good character, they could be admitted by a general Order-in-Council such as are passed from week to week for the admission of individual refugees who are named in the Orders.

I understand from the references that have appeared in the Press that most of the refugees on the SS. "St. Louis" are hoping to get into the United States. I suppose if they were admitted to Canada a number of them would smuggle themselves across into the United States shortly. The readiness with which a German liner took these people on board in the hope of landing them in some other country, creates the impression that this is but another one of Germany's methods to get rid of unwanted refugees and if this is successful it is likely to be followed by other shiploads. You will recall that some months ago Germany gathered up several thousand refugees whom she regarded as having a claim on Poland, and sent them to the Polish border where I understand many are still in refugee camps.

Dr. O. D. Skelton,  
Under-Secretary of State for External Affairs,  
OTTAWA.

While one cannot but feel concerned about the fate of these people, I am afraid the effect of their admission to Canada while solving their immediate problem, would result in a demand for a closed door on all others and thus defeat what we are doing in a less spectacular way by putting up lists every few days running from 50 to 100 names.

Yours very truly,

Director.



OFFICE OF  
THE UNDER-SECRETARY OF STATE  
FOR EXTERNAL AFFAIRS  
CANADA

OTTAWA, June 8th, 1939.

Dear Mr. Blair,

I enclose copy of a telegram received from the Prime Minister today, regarding the refugees on board the Hamburg American ship St. Louis.

I have sent a copy of the telegram to Mr. Lapointe. I understand Mr. Crerar will not be back in Ottawa until the week after next and that no meeting of Council is scheduled before Thursday the fifteenth. I enclose also a copy of a telegram which I have sent to Dr. George M. Wrong of Toronto.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "J.D. McCreary".

F.C. Blair, Esquire,  
Director of Immigration,  
OTTAWA.

# DEPARTMENT OF MINES AND RESOURCES

IMMIGRATION BRANCH

No. 670224

19.....

From

EXTERNAL AFFAIRS

Subject

CONFIDENTIAL TELEGRAM  
TO PRIME MINISTER AT  
WASHINGTON D.C. ON  
IMMIGRATION MATTERS.

157187

PUBLIC ARCHIVE  
RECORDS CENTRE