

Mass Settler-Immigration into the UK

Anthony Shell April 2026

Between June 1945 and December 1946, some 4 million native Britons were released from military service ('de-mobbed'), to return to civilian life – many with valuable work skills acquired before the war, and/or acquired during active service.¹ The oft-touted story that post-war UK suffered a severe labour shortage was (and is) untrue. In fact, that demobilisation – plus schemes such as that for exiled Europeans to live and work within the UK – ensured that was more than enough workers needed for post-war reconstruction.²

Therefore, the unexpected arrival at UK ports of large numbers of economic migrants from the West Indies (mostly young, single men), beginning early 1947 – with expectations of being housed, fed, and provided with paid work – caused huge difficulties.³ The primary cause for that economic mass settler-migration to the UK was high unemployment in the West Indies.⁴ Strenuous efforts were made to satisfy their expectations, despite the then onerous task of managing that post-war reconstruction, and of providing housing for the native population in a post-war austerity Britain.^{5 6} Thereby, the UK post-war recovery was significantly derailed.

And that immigration was allowed to continue (and actuality accelerated) – despite a sufficiency of manpower, and severe housing shortages, within the post-war UK – to (at least) the late 1950s.^{7 8 9 10}

¹ Source: The British Legion, www.britishlegion.co.uk

² Such as 'The Westward Ho' scheme for exiled Poles (approx. 0.25 million), and 'The European Voluntary Workers' (EVW) programme (approx. 0.08 million) for people from the Baltic region.

³ Beginning with: the arrivals in Liverpool of the HMT Ormonde on the 31st March 1947 (Ormonde operated as an HMT from September 1939 to April 1947, before being chartered by the UK Govt. to transport native UK skilled/semi-skilled emigrants to Australia); the arrival of HMT Almanzora to Southampton on the 21st December 1947 (Almanzora operated as an HMT from 1939 to October 1948); and of the arrival at Tilbury of HMT Empire Windrush on the 22nd June 1948 (the Empire Windrush operated as an HMT from 1947 to 1954).

⁴ "... *The Jamaican Government is doing everything it can to deal with unemployment in a situation of over-population and high birthrate ...*", S.S. Empire Windrush – Jamaican Unemployed. Memorandum by Secretary of State for the Colonies. SECRET, 15th June 1948 ... National Archives catalogue ref. CO 537/2583. '*The possible solutions to the problem of surplus labour in the West Indies which have been suggested, apart from the long-term possibility of a reduction in the birthrate, are the introduction in secondary industries and ...*' [Note: the following page (2) of this report, containing the continuation of this analysis, is inexplicably missing!], [Note – also WW2 refugees and POWs in the UK at the time], 'Report of the Working Party on The Employment In The United Kingdom Of Surplus Colonial Labour' ... National Archives catalogue ref. LAB 26/226

⁵ Re. Letter by Prime Minister Clement Atlee, No 10 Downing Street, London, 5th July 1948. Source: National Archives.

⁶ The above events should be viewed in the context of the London Blitz in which more than 30,000 civilians were killed and more than 1 million homes destroyed; followed by severe post-war austerity.

⁷ This was therefore just 2 years after the UK and Australian and governments initiated mutual agreements in which young skilled workers in Britain would be assisted in emigrating to Australia – a scheme that was taken advantage of by some 1 million Britons, over the subsequent 28 years. The 'Assisted Passage Migration Scheme', to Australia (mostly) and to New Zealand, ran from 1945 to 1972. There were similar schemes in place for emigration from the UK to Canada.

⁸ 'Report of The Working Party on The Employment in The UK of Surplus Colonial Labour – 1948-1949', [sects. 3, 4, 5 especially], UK Govt. Cabinet Office, National Archive catalogue ref. LAB 26/226

⁹ 'Migrant Workers from Jamaica', [re. Arrival of SS Georgic, Southampton, 3rd August 1951], National Assistance Board, Southampton Office, National Archives catalogue ref. AST 7/1125

¹⁰ 'Distressed British Subjects arriving from Abroad', [re. SS Ascania, arriving at Southampton, 15th April 1958], re. '1200 immigrants', National Assistance Board, Southampton Area Office, 17th April 1958 ... NA catalogue ref. AST 7/1125

The much 'celebrated' voyage of Empire Windrush began with its departure from Trinidad on the 20th May 1948. Notably this was just 9 days after the first reading of the UK Nationality Act 1948 in Parliament.¹¹

Most significantly, the UK Nationality Act 1948 provided for mass settler-immigration from Pakistan and India, by the creation of a convenient 'legal fiction' that the people of those two, newly independent states (both from August 1947), were still to be considered to be 'British Subjects' – and therefore eligible for an automatic right to register for naturalisation as British Citizens (for permanent settlement within the UK). That 1948 Act (by Parliament) was also used as a legal device to remove, (again, retrospectively) the concept of 'natural born' British identity (i.e. people of native population heritage) from UK statute law, in regard to Parliamentary legislation from over the previous 250 years.¹²

The Empire Windrush dropped anchor off Tilbury on the 21st June 1948. That same day there was an extraordinary session in Parliament – lasting late into the night – to ensure that important changes to the Nationality Act 1948 could be debated that same day. The changes were eventually 'noddled through' (i.e. without a formal vote) at approximately 10pm.¹³ Despite its extraordinary constitutional importance, the UK Nationality Act 1948 was being introduced by (essentially) *diktat* – with no public consultation or mandate, and with no formal Parliamentary vote of assent. The Empire Windrush docked at Tilbury the following day, to begin the disembarkation of the passengers.

It is clear that extensive arrangements had been made for press coverage of that disembarkation: the Evening Standard used an aircraft to take pictures of the Empire Windrush as it sailed up the channel; press photographers took numerous, posed, pictures of the passengers disembarking; whilst a Pathé film crew was despatched to film and interview West Indians disembarking from the ship.¹⁴

Notably, in that same year (1948), the Government announced it would be re-introducing compulsory 2-year national service for all young men between the ages of 18 and 30.¹⁵ This, and The Nationality Act 1948, became law on the exact same day (1st January 1949). However, men from the immigrant-heritage population were generally excused conscription – a decision that will have caused considerable resentment amongst the native, UK working-class population. Of the more than 2 million young men conscripted into National Service between 1949 and 1963, a mere few hundred were of black and Asian heritage.¹⁶

Such was the housing shortage within the UK in the early 1950s (especially in London), that a London 'Overspill' programme was begun, in 1954. During a 19-year period, from 1954 to 1972, more than 1 million native Londoners were moved out of the city to live in both rapidly-developed 'new towns', and expanded 'old towns', within the quintessentially English Home Counties – whilst, at this time, the immigrant-settler

¹¹ The first reading of the UK Nationality Act was on the 11th May 1948, the final debate on the 7th July, and the Royal Assent was given on the 31st July 1948. It passed into law on the 1st January 1949.

¹² Re. beginning with the 1701 Act of Settlement. [See attached list, as per the 1948 Nationality Act]

¹³ 'British Nationality Bill. [H.L.]', HL. Deb 21 June 1948 vol 156 cc992-1083, Hansard

¹⁴ 'Welcome Home! Evening Standard 'plane greets the 400 sons f Empire', The Evening Standard, Monday 21st June 1948

¹⁵ Quickly revised to ages between 17 and 21.

¹⁶ "Despite high levels of immigration in the mid-1950s, no black or Asian men were commissioned and only a few hundred black and Asian soldiers served in the ranks throughout the years of National Service", 'What Was National Service?', The National Army Museum, www.nam.ac.uk

heritage population in London grew by a further 0.6 million persons.^{17 18 19} Between 1951 and 2001 (50 years) more than 6.5 million people immigrated into England and Wales (for permanent settlement).²⁰ In the next 20 years (to 2021) the UK population of immigrant-settler heritage grew to some 15.9 million.^{21 22}

By 2047 the proportion of non-native population is forecast to increase to more than 55 per cent of the total population.²³ Given the current changes in demographics, the English are on course to becoming a minority in their own homeland within approximately the next 20 years.

The starting point of any further such investigation into this matter is therefore this: that the British Nationality Act 1948 had no mandate from the British people. They were not even consulted. It retrospectively removed the notion of there being any 'natural born' and/or native 'denizens' of the UK – whilst enabling massive inward settler-immigration. There is therefore a case to be made that there has been no constitutionally legitimate UK Government from that date onwards.

This article therefore offers an entry-point to those wishing to investigate – and to contest – an entrenched ideology that promotes mass settler-immigration into the UK, for the following reasons: (1) to expose the true intentions behind the introduction of mass settler-immigration into the UK, from early 1947 onwards; (2) to help provide a basis for native activist campaigns to protest and (by all lawful means) to bring to an end the humongous levels of settler-immigration into the UK; (3) to research, and to report upon State responsibility for, and complicity in, the escalating levels violence from within the settler-immigration heritage population, directed against the native UK population; and, lastly, (4) to examine the feasibility of a practical re-migration process, as an effective and fair remedy to these problems over the next 20 years.

END

¹⁷ 'Home Counties (London Overspill Population)', HC Deb April 1954 vol 526 cc1375-96, api-paliament.uk

¹⁸ Based on 1951 Census data – see Office for National Statistics data and also data given within 'A Nation of Immigrants? – A Brief Demographic History of Britain', by David Conway, The Institute for Civil Society, London 2007. For 1951 the (approximate) population numbers are: 39.5 million English; 0.8 million other British (mostly Irish); 80 thousand Asian; 100 thousand black Caribbean; and 0.56 million Eastern Europe (mostly of Jewish, Polish, and Baltic ethnicities).

¹⁹ The demographic numbers (in millions), for the years 1951 and 2001, are as follows: native English (39.50m for 1951, 42.15m for 2001); non-English Britons (0.80m for 1951, 0.80m for 2001); Asian (0.08m for 1951, 2.76m for 2001); Afro/Caribbean Black (0.10m for 1951, 1.17m for 2001); and European (0.56m for 1951, 2.57m for 2001).

²⁰ Source: www.commonslibrary.uk. This is consistent with the UK Census results for 2001, which gives a figure of 6.5 million.

²¹ The claim that that mass immigration unarguably aids the national economy – that more people results in a higher GNP/GDP – seems to have first surfaced in *circa* 1961 (a claim that contemptuously assumes the target audience being mathematically illiterate). See: 'Economic Effects of Immigration into The United Kingdom', [Appendix A], Memorandum by The Treasury, CONFIDENTIAL, July 1961, National Archives catalogue ref. HO 344/144

²² The true measure of 'success' should (of course) be the amount of any rise in GNP/GDP, per person, within the UK.

²³ By that date it is expected that there will be little to no native population within most of the major cities of England.

Britain, 1947



Source: unknown



Source: PA Archive



Source: unknown



Source: edingburghlive.co.uk



Source: edingburghlive.co.uk



A young woman, English family's refuge in the New Forest, illustration from 'The Times' of 1947. (The photo is a composite of the photo, cartoon, and the Times, and the photo is not the same as the one in the Times.)



Source: Telegraph/PA



Source: unknown

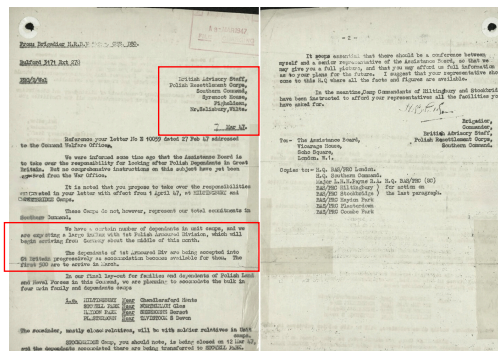
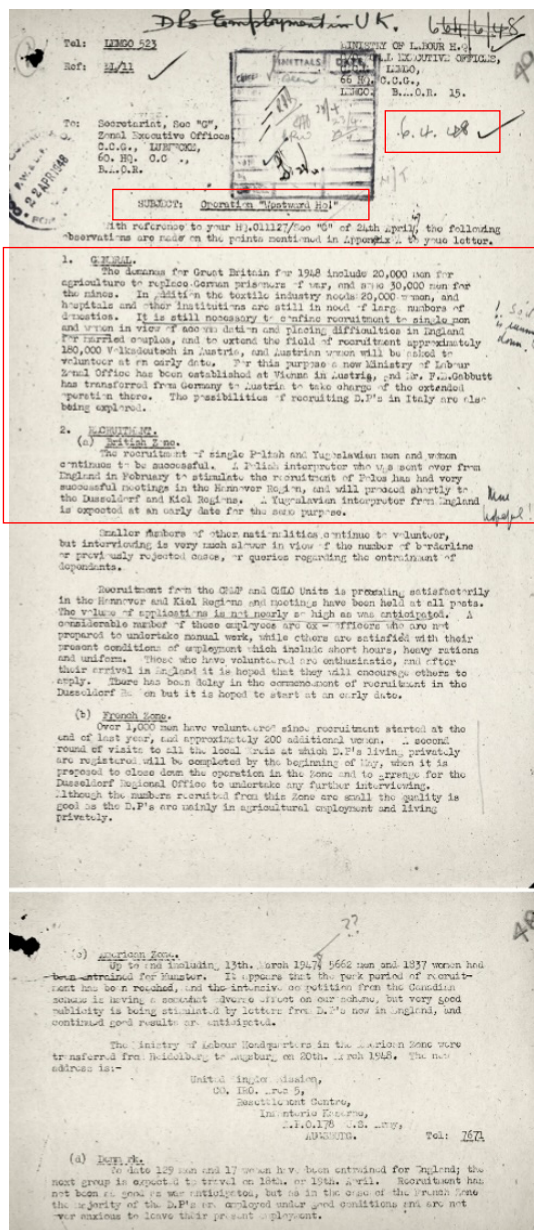


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By 1947 the UK was well-placed to begin the rebuilding of the country following almost six years of brutal war. And this was despite the following difficulties: an austerity-regime that was still in place; the horrific war carnage – 400,000 deaths, and one million homes (in London alone) destroyed; the loss of more than a quarter of national treasure; and the effects of an unprecedented crippling and deadly winter at the beginning of that year.

By then, millions of (mostly) men had been released from military service – many with technical and organisational skills acquired during the war years, there was a large number of women who had acquired valuable skills in industry as part of the war effort, and the country had developed new and advanced technologies and industrial manufacturing techniques in the course of the war. Additionally (and most importantly) the country was very unified. The UK did not have the ethnic, cultural, racial or religious divides that blighted so many other countries.

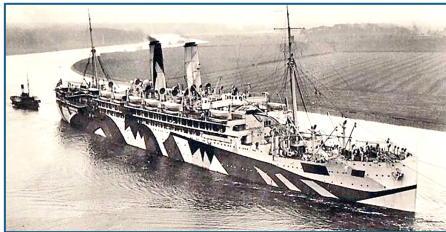
Post-War UK - Settlement of Displaced Peoples



In post-war the UK Government gave special dispensation to a large number Polish men and children (approximately 0.25 million) to settle within the UK. This was, to a large extent, in recognition of the fact that they were refugees from (then, and subsequently) extremely brutal events within mainland Europe, and who had played such an important part in the defence of the UK throughout the war. Similar dispensation was given to other regions of the European mainland, albeit in smaller numbers (for example, for people of the Baltic nations).

Notably, these people will have had the particular skills and experiences vital in the re-building of the UK – such as: in the deep mining of coal, iron-ore, etc.; in the heavy industries of steel making, machine-tool production, transport (train and rail network production, and ship building), cement and brick making, etc.; in making of clothing; and in the agriculture work of livestock farming (of cattle, pigs and sheep), and of crop production (wheat and barely, root vegetables, fruit). These were important skills the UK needed for post-war reconstruction.

Uninvited Economic Mass Settler-Immigration Begins, 1947



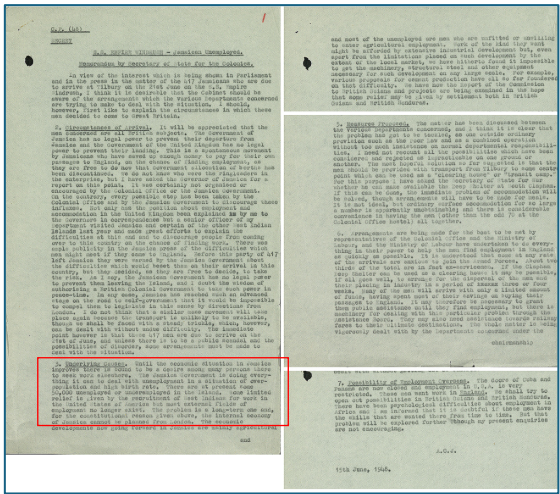
HMT Ormonde

[Disembarkations, Liverpool, 31st March 1947]

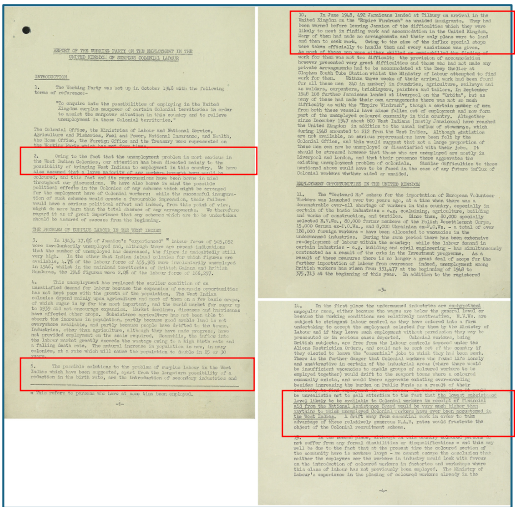


HMT Almanzora

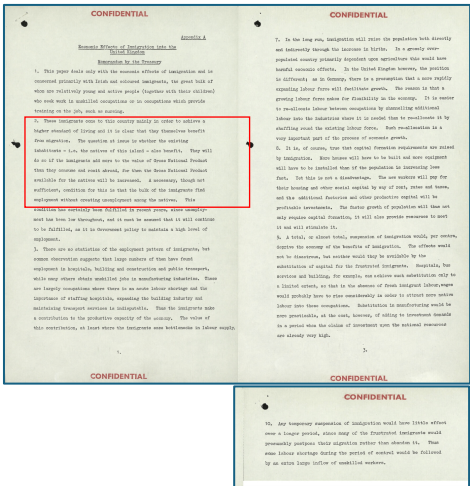
[Disembarkations, Southampton, 21st December 1947]



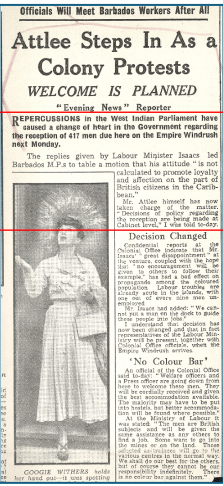
'S.S. Empire Windrush - Jamaican Unemployed. Memorandum by Secretary of State for the Colonies', [re. sect. 3], 15th June 1948, National Archives catalogue ref. CO 537/2583



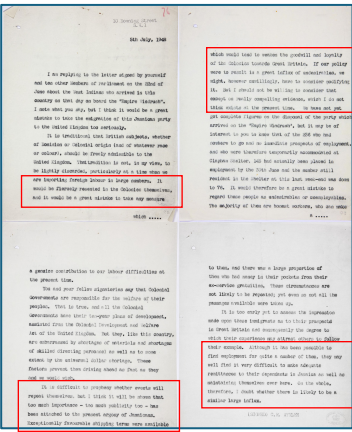
'Report of the Working Party on The Employment in The UK of Surplus Colonial Labour - 1948-1949', [sects. 3, 4, 5 especially], UK Govt. Cabinet Office, National Archive catalogue ref. LAB 26/226



'Economic Effect of Immigration into The United Kingdom - Memorandum by The Treasury, Appendix A, The UK Treasury, July 1961. National Archives catalogue ref. HO 344/144



West Indian politicians pressured the UK Govt. to accept the migrants for political reasons (to avoid domestic unrest, and hostility toward the UK)



Letter from Prime Minister Clement Attlee, No 10 Downing St., London, 5th July 1948

The 'Orchestrated' Arrival of the Empire Windrush, June 1948

07:46 Wed 10 Dec

royalmintmuseum.org.uk

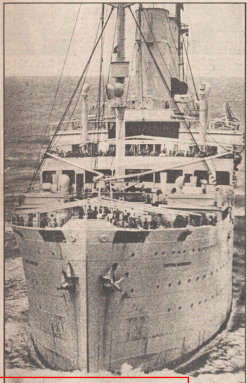
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THE ROYAL MINT MUSEUM

MEAT: LAST RESERVES

WELCOME HOME!

Evening Standard 'plane greets the 400 sons of Empire



Smithfield emptying fast

£100 may now be spent on a building

First BACK-TO-WORK MOVE AT THE DOCKS

coming Standard reporter Denise Richards

Experts say £2,000,000

Now THE GAP NARROWS TO £10,000,000

MEAT, CLOTHES ARE FREE

Quiet Win

Wife deserts her blind husband

Launch to meet them

Picture by Evening Standard cameraman Victor Drees, story by Evening Standard reporter Denise Richards

A dirty white ship sailed up the Channel as an Evening Standard airplane circled over the Straits of Dover today. From the air the Empire Windrush was little different from many of the ships which sail by daily, but to four hundred people on board she was the beginning of a new life.

For they are the Jamaicans who set sail for the Motherland when they found they could not get work in their own country.

As if to encourage them, the sea was calm and the sky above brightly blue.

And that it is to most of them.

The Evening Standard airplane flew low over the sea just ahead of a motor launch.

As the trooper came up the river before-docking at Tilbury today, a motor launch will draw alongside and four Colonial Office officials will go aboard.

For the Colonial Office, faced with the task of welcoming such jobs out and housing the 417

Back Page, Col. Five



Source: Pathé News archive

TUESDAY, JUNE 22, 1948

THREE-HALF PENCE



Left to right are John Bland (trade unionist leader) and John Richards (unemployed) who were among the 400 Jamaican immigrants who arrived in this country looking for work.

JAMAICANS SEEKING WORK IN BRITAIN

VOLUNTEERS FOR THE MINES AND SERVICES

CONDITIONS AT HOME "PRETTY BAD"

When the ex-troopship Empire Windrush arrived at Tilbury to-day, her deck was crowded with 402 Jamaicans who have come to Britain to seek work. Unloading was organised by the Jamaicans themselves because of the dock strike.

204 have prospects for the Services, 204 have prospects for the Mines and Textiles.

Flight-Lieut. H. J. Smythe, who has looked after their welfare in the voyage, said: "Between 10 and 15 of the men were married and all are looking for something to do. They are not looking for a new life."

Two were born in Jamaica and one, a woman, had been in the Forces in India. The first-class fare is paid by the Government and the rest of the cost is met by the Government.

Among the Jamaicans are many ex-troopship men, some of whom were in the Forces during the war and some who had been in the Forces in India.

Mrs. Dorcas Dyer, a Jamaican, said: "I am very glad to be in Britain. I have heard so much about it and I am glad to be here. I have heard so much about it and I am glad to be here."

Mr. H. J. Smythe, M.P. for South Essex, is flying to America to-morrow at the invitation of Mr. Robert Schuman, Chairman of the Council of Europe, to discuss the possibility of a world-wide "crusade" to be launched in the near future.

WORKERS FROM OVERSEAS

MORE NEEDED FOR MINES & TEXTILES

Mr. Ness Edwards (Parliamentary Secretary, Ministry of Labour) told the House of Commons this afternoon that it was not proposed to suspend the policy of encouraging overseas workers to come to this country.

"Additional suitable workers from overseas are still required in particular industries," he said. "I cannot accept the implication that unemployment is increasing. It is lower than at any time since last year."

Asked if he were satisfied that trade union leaders had no objection to those men being brought over in view of the likelihood of an increase in unemployment, Mr. Edwards replied that in the industries for which the Ministry were recruiting foreign workers, the Ministry had the complete agreement and co-operation of the trade unions concerned.

Workers were being brought in from the Continent for mining and the textile industry at the rate of 1,200 a week. This year there had been a net increase of 6,000 workers in coal mines, 20,000 in agriculture and 18,000 in textiles. A considerable increase in the rate of recruitment was needed in mining and textiles.

What could not be concealed, from the public was that those arriving for jobs and housing did so uninvited, and that many of them did not possess the particular skills and work experiences necessary for the post-war reconstruction of Britain.

Indeed, the public were very aware of what particular work skills were required, and that these could be much better satisfied internally (to the UK), and from recruitment from continental Europe.

So, why was it felt to be so very necessary for newspaper and film crews to be present when the Empire Windrush began disembarking passengers at Tilbury on the 22nd June 1948? Answers to that question were noticeably absent from the press and film coverages that appeared at that time.

[illegible]

75 Years of State Legislation, for 'Managed' Mass Settler-Immigration

Mass Settler-Immigration into the UK

The Fake 'Windrush Generation' Narrative, Wrecks AI

Google AI Search Result (Screenshot 1):

Search: windrush hansard 1948

AI Overview

There are no direct mentions of the Empire Windrush or its arrival in Hansard records from June 1948. Hansard does contain related records from 1948, such as debates about employment and colonial affairs which discussed the need for labour and the quality of workers being recruited from the Commonwealth. Debates in later years (like the ones in 2016 and 2023, for example) are where the ship's arrival is explicitly and thematically discussed in relation to the 'Windrush Generation'.

Grok Conversation (Screenshot 2):

Were the windrush generation invited to work in the uk?

Yes, the Windrush generation was invited to work in the UK. After World War II, the UK faced labor shortages and actively recruited workers from Caribbean countries, then part of the British Empire, to help rebuild the economy. The British Nationality Act of 1948 granted citizenship and the right to settle in the UK to Commonwealth citizens, encouraging migration. Many arrived on ships like the HMT Empire Windrush in 1948, responding to job opportunities in sectors like transport, healthcare, and construction. However, their contributions were later overshadowed by the hostile environment policies, leading to the Windrush scandal where many faced wrongful deportation threats or loss of rights.

Grok Post (Screenshot 3):

Historical records, including National Archives notes, show officials debated special employment exchanges for Windrush arrivals due to placement challenges, rather than seamless integration into shortages. However, Britain advertised jobs abroad and later recruited from the Commonwealth for understaffed sectors like the NHS and London Transport, where many found work. This nuance underscores that while not every migrant filled a pre-designated role, the migration alleviated real labor gaps amid reconstruction.

Grok Post (Screenshot 4):

@SeanGallag51738 @AngelaRayner The Windrush generation, arriving from the Caribbean (1948-1971), staffed NHS hospitals like Whittington and Stoke Mandeville, notably as nurses and doctors, often in psychiatric care. Exact "built" parts are unclear, but they filled critical labor gaps. Over 18,000 were nurses/midwives; in Wales, 4% of doctors were Caribbean-born in 1961, though UK-wide percentages are uncertain, likely 10-20% in healthcare. About 500,000 Commonwealth migrants arrived, including Windrush, though Caribbean numbers are lower. Housing tensions existed; some felt Windrush got priority, but many faced discrimination, with "No Blacks" policies common. Post-war shortages fueled competition.

Here, Google AI wrongly cites official Government documents to claim that the UK had recruited workers from the colonies to assist in the UK's post-war recovery. The sources do no such thing – the reference is, in fact, to training of colonial officials in the UK for deployment to the colonies.

The second citation merely refers to concerns that some UK industries will be undermanned.

Here, Grok (x.com) wrongly asserts that Caribbean workers in the late 1940s were 'invited' to the UK to 'to help rebuild the economy' (of the UK). They were not. Indeed this is refuted in the first sentence of the first referenced Grok post.

The second Grok post includes the claim that (for example) Stoke Mandeville Hospital was staffed by nurses and doctors from the Caribbean (re. 1948-1971). It wasn't. Inotably, it was basically founded by doctors from Poland who pioneered techniques in the treatment of people with spinal injuries.²⁴

²⁴ From those that worked at Stoke Mandeville (i.e. in the 1960s to 1970s) it is known that, although some overseas nurses were trained at that hospital for their SRN certificates (before returning home), there were very few medical staff from either the British colonies or from the Commonwealth countries, at that time.