

workings of the Fisheries Department that it would be advantageous, at least that no disadvantage would accrue to the Fisheries Service if the appointments were in the hands of the Department.

Q. Are there any other classes you suggest to take from under the Civil Service Commission? You have mentioned about six or seven classes, so far?—A. No. I have not. I was going to suggest the steamship inspection service, but I take it that would be covered by clause C, professional, scientific and theoretical officers employed for the performance of duties as such. If there should be any doubt at all that that does not cover our steamship inspection service, I would certainly insist that, because here again is a very particular case in our department where those who have been assigned by the Civil Service Commission to deal with this particular service demonstrated very early in the game that they were absolutely and totally incapable of ever appreciating what the requirements of the steamship inspection service were, and from the first until to-day they have not shown the slightest indication of a possibility to learn what it is that is required.

Q. Are you referring to the staff of the Civil Service Commission that deal with the work?—A. Yes, and not to the Commission. Because I am satisfied it is impossible and I am satisfied the Commission has not found it possible to give to this matter the attention which in our judgment it requires.

Q. Your argument in that line—you have mentioned it two or three times—is to the effect that the Civil Service Commission—I am speaking of the Commission themselves—have too much work to do, that they cannot overtake it?—A. That it is physically impossible for them to deal with the work they have to handle, absolutely, and the people, I am quite satisfied, in good faith, whom they have appointed to attend to this work do not understand it and they never will understand it. I confess myself, notwithstanding my eleven years association with the Service that I do not understand it well enough. It requires high class men to understand it. Take in Toronto, we were for upwards of a year endeavouring to get our steamship inspection service put in good shape.

By Mr. Currie:

Q. It is not fixed up yet?—A. It is not fixed up yet, and here is a notification we finally got after practically a year's struggle with this problem of getting the steamship inspection service in Toronto fixed, a notice on the 29th of April, 1921, by somebody in the Civil Service Commission that we were being sent a list of titles covering this, that and the other thing. Here is service 30A "J. Dodds, Steamship Inspector, new class, title eliminated." Well John Dodds was retired from the service long ago.

Q. He is not dead?—A. No. Then the next man we were told who was to function in Toronto was William Evans. His new title was to be senior steamship inspector. William Evans retired from the service over a year ago. The next was J. D. Stuart, Steamship Inspector. His new title was to be steamship inspector general. Well, Jimmy Stuart is all right, he is there; he is doing his work. The next was G. M. Arnold; his old class title was steamship inspector, and his new class title was steamship inspector general. Arnold was dead over six months when this appointment was made. These are some of the difficulties that have arisen in connection with the steamship inspection service. I have only to add in that connection that when the salaries were being classified of the principal technical officer in our department, the Civil Service Commission with the Board of Hearing classified this at a salary of \$4,020 to \$4,500. I am not going to question whether or not it is a proper value to put on that service, but I do say and say most emphatically that it is not a proper value to put upon the service when the chief engineer in our department is placed in a class from \$4,800 to \$5,400, when another engineer in the department is placed at \$4,200 to \$4,800, and when another technical officer in the department is put from \$4,800 to \$5,400.

[Mr. Alexander Johnston.]