

Mr. BUNKER: We have heard rumors of such cases but we have actually yet to find one that has happened.

Hon. Mr. CRERAR: I have no doubt it happened in this case.

Mr. BUNKER: Going on from there, both the shoes and the shirts are on one or the other of the prohibited lists, and the Customs Officer was perfectly within his rights to seize them.

Hon. Mr. CRERAR: That is the explanation.

Hon. Mr. MURDOCK: The complaints are from returning Canadians.

Hon. Mr. DAVIES: I am from Kingston and I know that there is a great deal of traffic between Watertown and Kingston. The reports I have received is that 95 per cent of your officials at the border crossing are very courteous—both the Immigration and the Customs officials—but you do get the odd one who is very nasty.

Mr. BUNKER: I think I can give you a very logical explanation for that. During the war years our staffs were reduced because we did not have to handle the traffic. With the return of this traffic we found ourselves with depleted staffs and the necessity of taking on new men. These new men had to be taken on rapidly and they had to be given rapid training. Some of them are going to make excellent officers. I can speak very highly of the majority of them but unfortunately under such circumstances they are not always perfect, and occasionally there is to be found a dud. We are weeding these people out as fast as we can. I thank you for saying that 95 per cent of the officials are courteous. I myself would scarcely put the figure that high for all of Canada, but it is a situation where you have a large turn-over in personnel occurring at one time and it provides certain difficulties. We have really come off very fortunately, sir, taking everything into consideration.

The CHAIRMAN: Have you had any complaints in Customs as to congestion at border ports?

Mr. BUNKER: We have had very few complaints as to actual congestion, and those relate entirely to such major arteries as Fort Erie, Niagara Falls and Windsor. Outside of those three points we have had no complaints whatever. And on investigation we have found a somewhat surprising fact, that we are in a much better position than our United States neighbours to handle the traffic. At Fort Erie, which is perhaps the one point in Canada where congestion of a serious nature has occurred, the delays inward bound were actually trivial compared to the delays of the individuals who wished to enter the United States. I have personally seen cars lined up on the road leading out of Canada a distance of two miles from the bridge, but I have never seen the bridge itself completely filled inward bound. I am told that has occurred, but I have never personally seen it. We can handle cars and their occupants outward bound with such rapidity with our present staff and facilities that we can fill the Peace Bridge and keep it filled. That is a four traffic-lane bridge. The movement of traffic depends entirely on the United States officers and the United States restrictions and United States facilities.

Hon. Mr. McDONALD (*Kings*): How many minutes does it take to handle a car, on the average?

Mr. BUNKER: The average time to handle a vehicle varies greatly with the nature of the occupants. I would say that a United States car coming into Canada with bona fide tourists who are not carrying with them any impediments in the way of sporting equipment which has to be registered with us so that it will not be left in Canada, would go through the customs regulations in about one minute flat. That is, the average car would take about one minute. On the