

The
Collector of
Comments

Dominion Customs Officers Association

The
Unofficial
Surveyor

The invitation extended to the secretaries of Branch Associations for news items, finds the west in the forefront in getting into line in this regard. The following from Provincial Secretary D. H. Elliott is a very interesting contribution and more of the same will receive a warm welcome.

Vancouver Customs Association

That civil servants should not keep exclusively to themselves, concerned only with salaries and bonuses, but should share in the activities of other good citizens, is an idea that has found lodgment in the minds of many of the Customs staff of the Port of Vancouver, including Collector Carey.

In approaching the government for concessions, to have a reasonable prospect of success, it is necessary to have behind civil servants the weight of popular approval and sympathy. Sometimes, in the past, this sympathy has not been evidenced and among the causes for the lack of it, that may be mentioned, are the gruff or abrupt manners towards importers and shipping men indulged in sometimes by a few officials and officers, the occasional tardiness of others in giving service required, as well as mutual misunderstanding arising from aloofness of public servants and their apparent lack of public spirit.

The recent celebration of the 250th anniversary of an institution whose growth has been co-temporaneous with that of Western Canada afforded an opportunity to the Customs staff to put itself on the map as a civic institution, expecting consideration as such. The celebration was opened with a pageant and the staff decided to take part in this.

Upon an auto truck loaned, with driver, by the Hayes-Anderson Motor Co. was placed a large magnet, constructed by Dixon & Murray, within whose arch sat Miss Vancouver, represented by Miss Hart, daughter of Officer Hart, holding lines leading to various transportation agencies. These transportation facilities were represented by various models borrowed for the occasion.—A six foot model of a ship, loaned by the Robson Transfer Co., of the Empress of Asia, loaned by the C. P. R. Ticket

Office, and of the Ruthven; loaned by the captain,—represented commerce with the Port by water. From Mr. Watson, toy and model builder, came a fully equipped nine foot freight train loaded with B. C. toothpicks. This model goes under its own steam ten miles per hour and is valued at \$1,700, and with passenger train supplied by David Spencer, Limited, land commerce was typified. Two aeroplanes from the Canadian Export and Import Co. stood for our future aerial trade.

The idea of the float was to represent the commerce of the port of Vancouver by sea, land and air. The whole was decorated with Vancouver's floral emblem, the blossoms of the dogwood. To protect the firms who were kind enough to loan the models an insurance policy amounting to \$3,000.00 was taken out.

In the carrying out of the undertaking the following officers devoted their talents: H. J. Hörner, Gordon Smith, F. M. Burns, P. Hart, S. B. Kemp, and W. M. Cullin. While the product of their efforts did not win the prize it was sufficiently ambitious in design and execution for the debut of the Vancouver Customs Association.

About the first of May an Overall Brigade was organized among the staff which kept for five or six weeks its silent campaign of protest against the high cost of clothing.

The fourth annual picnic was held at Bowen Island on the King's Birthday and a very enjoyable time it was—up to the time for returning, when it was discovered that the boat which was to have brought us back had run out of oil and as a consequence the hundreds of picnickers were left stranded until other boats were sent up from the city. Some reached home about 2.30 a.m., some at 6 and some the following afternoon. Curses not loud but deep were uttered against the Terminal Steamship Co. which, by its mismanagement, gave a disagreeable ending to a perfect day.

Officer V. Brombley is at present on a trip to England with his family. After passing through Toronto and

St. John, N.B., he wrote back flattering reports of the courteous attention shown him by the staffs of those Ports.

There recently left the Service J. W. Y. Jarvis, to open up business as an accountant; Officer Campbell, who entered the Service three months ago, returns to banking life.

Owing to the sensational turn of affairs in Civil Service reform, it is difficult a fortnight before the publication of this article to write with any degree of intelligence of the problems before us, as matters may take a different turn any day, and confusion or duplication of ideas would result. As a consequence we are depending on our confidential bulletins, issued from time to time to the members generally, through the secretaries of local or provincial branches for the disseminating of news or information as it develops, and in the meantime will devote this space to matters of general interest only.

The passing of Bill No. 120 means removal at an early date of a number of officers whose faithful and efficient service will provide the retirement so long deserved and delayed. Let us hope in dealing with these veterans of long service through the lean years and economical (?) administration that an endeavour will be made to give the maximum allotment in appreciation of the silent, patient service of many years at starvation wages.

In the matter of the re-organization of the public service, there is no doubt as to our stand in the matter. Re-organization, intelligently carried out, has been wanted for years. The Civil Service has been the foremost in pointing out its necessity. Elimination, however, is a problem requiring careful study and advice of those whose experience and interest in those matters should be sought. Re-organization should not necessarily mean a wholesale dismissal of employees, but rather a re-adjustment of methods, whereby the disposal of surplus help, if any, may be considered. In the final analysis, some are bound