

goods through customs without examination or inspection. Every fellow who wears a customs uniform is not necessarily an appraiser or qualified to appraise goods and collect the appropriate rates of duty.

Hon. members who have looked at the customs tariff realize it is a rather intricate and involved document. I am told it takes many years of close application to the task for one to become a competent appraiser. So while we seen to have a full staff, so to speak,—that is, men who are qualified to deal with tourists and the travelling public, examine packages and the like, and perhaps look after small collections—they are not necessarily qualified to deal with commercial transactions.

I think that is about all I can say on this subject. If our hours of service were to be extended, and if we were to make no charge for this sort of thing, I am sure we would be doing business at all hours of the day and night. I do not think that would be desirable. We would have to increase our staff. At the moment our efforts are directed towards keeping our staff at the minimum. However, we are happy to work toward that direction as long as it is consistent with giving good service to the public.

The CHAIRMAN: You have made comparisons, Mr. Sim, with private business. I take it you do not subscribe to the theory that the public service should be expected to operate a little above and beyond the call of ordinary duty. That is what it amounts to, is it not?

Mr. SIM: No. Just as we all expect the government to be a good employer, so we expect government employees to be an example to everyone in the matters of courtesy, tact and their general approach to the public. Generally speaking, I think our men are very good. As civil servants, go—and being one myself I am not going to deprecate the class,—you will find our men are not excelled anywhere for their courtesy and tact and their inclination to provide general information to meet the needs of the travelling and business public.

Mr. BENIDICKSON: I might follow that up by trying to pin-point the reason for my dissatisfaction. This is a special service charge. I maintain that where the service is existing twenty-four hours of the day there are no special services rendered. I agree that in places where they try to adhere to an eight-to-five set-up, that any special services demanded should be paid for if officers have to come down to serve the public outside of these special hours.

The other point the deputy minister made was that the bridge would not necessarily be manned by people qualified to do the appraising. Now, surely that is not so at the bridges I have in mind, because a person does get the service and does get the appraising—and surely they are getting the proper appraising. They get the service but pay the \$5. It is not a matter of calling someone who has had more experience in these matters to go down to look at a truck going through. There is somebody on the bridge twenty-four hours a day capable of doing that; or else something in slipping through that should not be slipping through without proper appraisal.

The CHAIRMAN: Perhaps we could have some more questions along those lines. Have you a question, Mr. McIlraith?

Mr. McILRAITH: No it is all right.

Mr. CATHERS: I was going to speak on it, but in opposition to Mr. Benidickson. I think the government is right in this connection, because otherwise it would encourage more commercial people to put things through on the weekends when there is already a heavy load of tourists. It also discourages imports from the United States where you can import them from Canada. On those two points I think the government is right in charging.

Mr. MORRIS: Since the member for Kenora-Rainy River invited comments on this, I would say that I had not heard of this matter in which apparently