68TH CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
2d Session } { No. 1512

# OVERTIME COMPENSATION FOR IMMIGRANT INSPECTORS

FEBRUARY 18, 1925.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed

Mr. JOHNSON of Washington, from the Committee on Immigration and Naturalization, submitted the following

## REPORT

[To accompany H. R. 12246]

The Committee on Immigration and Naturalization, to whom was referred the bill (H. R. 12246) providing for the payment of extra compensation to immigrant inspectors and other immigration employees for overtime work, having had the same under consideration, reports it back to the House without amendment and recommends that the bill do pass.

Enactment of this legislation would follow established precedents which make provision in the same manner for overtime pay for Government employees in the meat-inspection service (see vol. 41, Stat. L. p. 241, chap. 26) and in the customs inspection service (see vol. 41, Stat. L. p. 402, chap. 61).

The duties and responsibilities, as well as the character, of the work of immigrant inspectors are of such importance that any measure that will improve the conditions under which they perform service or will promote their efficiency should be adopted. Inspectors must weed out from among aliens applying for admission all who fall within the excluded classes. They must know the immigration laws and regulations thoroughly and must decide promptly, firmly, and tactfully the very important question as to whether a particular alien shall be admitted or rejected. This duty, which has an important bearing on the quality of our future citizenship, is one of great responsibility. Its performance should be well and equitably compensated.

Immigrant inspectors are required to meet all incoming ships, no matter what the day or the hour of their arrival. Under existing laws, if a vessel arrives at night or on a Sunday or on a holiday inspectors are not paid overtime rates for their extraordinary service.

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In fact, they are not compensated at all. Service at late or early hours or for a long extended period, on a legal holiday, or on Sunday, gains the individual inspector no compensation over and above his annual or monthly rate of pay. In the opinion of this committee such a condition of service should not obtain. Clearly it is the right of the employee to receive extra compensation for extra employment. But inasmuch as the service of the inspector is not demanded by the Government except for the convenience of the arriving vessel, it is the vessel and not the Government which should bear the burden of expense. The bill H. R. 12246 would require the vessel to pay the Government for extra service performed. The Government would receive such payment and distribute same to its employees. The committee believes that such an arrangement, if authorized by enactment of H. R. 12246, would materially improve conditions under which immigration employees labor and would greatly promote their efficiency.

It is neither practicable nor desirable to amend H. R. 12246 by striking out the proviso so as to make the terms of the bill apply to immigration employees stationed at the land boundaries. Conditions at Canadian and Mexican border stations are different from conditions at seaports. At the boundaries most immigrants arrive by rail. Train schedules are fixed and train arrivals, except on rate occasions, are regular. These conditions permit the assignment of employees to regular shifts, necessitating a comparatively small amount of overtime work.

The following letters, which are hereby made a part of this report, make further explanation of the situation and show the necessity for the enactment of the bill:

COMMITTEE ON APPROPRIATIONS,
HOUSE OF REPRESENTATIVES,
*Washington, D. C., February 17, 1925.*

Hon. ALBERT JOHNSON,
*Chairman Committee on Immigration and Naturalization,*
*House of Representatives, Washington, D. C.*

MY DEAR MR. JOHNSON: Attached are two letters, (1) from the Hon. James J. Davis, Secretary of Labor, and (2) from Mr. W. W. Husband, Commissioner General of Immigration, in support of my bill, H. R. 12246, which I introduced on February 11, 1925.

May I ask that, if possible, it receive the consideration of your committee at this session?

I remain, my dear Mr. Johnson,
Sincerely yours,

GEORGE HOLDEN TINKHAM.

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UNITED STATES DEPARTMENT OF LABOR,
BUREAU OF IMMIGRATION,
*Washington, February 14, 1925.*

Hon. GEORGE HOLDEN TINKHAM, M. C.,
*House of Representatives, Washington, D. C.*

MY DEAR MR. TINKHAM: I am just in receipt of your letter of February 13 inclosing copy of H. R. 12246 relative to overtime pay for officers in the Immigration Service which was recently introduced by you.

You ask for an expression of my views on this bill, and I perhaps can do no better than to quote from a memorandum which I submitted to the Secretary of Labor in connection with bill H. R. 1330, which memorandum was transmitted to the chairman of the Committee on Immigration and Naturalization under date of January 2, 1923, and to advise that the bureau's position has not changed since that time. On the contrary, the bureau believes more strongly than ever that something ought to be done to remove the obvious discrimination between

officers of different branches of the Government service who perform work of like nature at the same time and in the same places.

The text of the memorandum follows, in part:

"Referring to bill H. R. 1330, entitled 'a bill to facilitate commerce by prescribing overtime rates to be paid by transportation lines, for inspection of arriving passengers and crews,' I beg to say that the bureau favors the proposed legislation.

"Congress has already enacted legislation under which officers and employees of the customs service receive compensation for overtime work from steamship companies, which companies, it is understood, are entirely willing to pay for such extra service in order to avoid delay in landing passengers and their baggage. So long as such overtime service is rendered by customs officers it is, of course, necessary that immigration officers shall do likewise, and the fact that the latter receive no extra compensation for such work, while officers of another service are liberally rewarded, naturally results in dissatisfaction. Indeed, it seems to me that the unfairness of such an arrangement is too obvious to require any particular comment.

"Our boarding officers at New York have repeatedly complained about the existing discrimination, and I found the same spirit of dissatisfaction at Seattle and San Francisco. Officers on the two borders are frequently compelled to work long hours of overtime when trains are delayed, and they also feel that they are entitled to overtime pay, particularly when customs officers working on similar shifts with them are given extra compensation for overtime work performed.

* * * * * * *

"It has been suggested that the adoption of this legislation might result in discrimination in favor of boarding officers and those engaged in train work as compared with officers who are sometimes compelled to work overtime at the immigration stations. I do not believe this is a valid objection, however, for the reason that hours of work at the stations can, as a rule, be controlled, while, as already pointed out, the work of boarding and train officers at times is subject to the movement of steamships and trains.

"However, the most unsatisfactory phase is the existing discrimination which results from the law under which customs officials are reimbursed for overtime work by the transportation companies while our own officers who are obliged to perform similar work under the same conditions receive no compensation for their overtime labor."

I am not prepared to say just how many officers of the Immigration Service would be affected by the provisions of the bill. However, it is noted that this particular bill applies only to seaports, and therefore about the only beneficiaries would be our boarding officers at Portland (Me.), Boston, New York, Philadelphia, Norfolk, New Orleans, Galveston, Los Angeles, San Francisco, Portland (Oreg.), Seattle, and various other minor ports of the Atlantic, Gulf, and Pacific coasts.

Thanking you for giving the bureau an opportunity to state its position with respect to the proposed legislation, I am,

Very truly yours,

W. W. HUSBAND,
*Commissioner General.*

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DEPARTMENT OF LABOR,
*Washington, February 16, 1925.*

Hon. GEORGE HOLDEN TINKHAM,
*House of Representatives, Washington, D. C.*

MY DEAR MR. TINKHAM: You letter of the 14th, inclosing copy of bill H. R. 12246, providing for the payment of extra compensation to immigrant inspectors and other immigration employees for overtime work, has just come to attention.

Replying to your request for a statement as to this bill, I beg to say that I favor its adoption.

I favor the adoption of the proposed bill for two reasons. First, I believe men who are required to work nights quite frequently and long hours should be paid therefor by the shipping interests who request and require such unusual service. Second, I favor the bill because I am advised that the customs officials who work side by side with immigrant inspectors in boarding vessels are now and for some time have received this extra compensation. It is not fair to have a different rule of compensation for two Government employees doing identical work, under identical circumstances, in the identical place.

In this connection, permit me to say that all of the employees of this department are ready to perform special services under special circumstances without any thought of additional compensation. There is a real spirit of service to the Government among our people, and I would not favor extra compensation for employees who are occasionally called upon to do an unusual thing. Loyalty and devotion to our Government would call for such services without any thought of additional pay. However, here is a situation which is rather the usual thing than the exceptional. Late hours are almost daily occurrences with the boarding division of our forces at the larger ports, and no account is taken of Sundays or holidays. Others, representing other branches of the Government, doing the same thing, are being compensated. It is therefore but fair and decent that immigration employees should receive the same treatment.

With kindest regards, I am,

Very sincerely yours,

JAMES J. DAVIS, *Secretary.*

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68TH CONGRESS } HOUSE OF REPRESENTATIVES { REPT. 1512
2d Session } { Part 2

# OVERTIME PAY OF IMMIGRANT INSPECTORS

FEBRUARY 23, 1925.—Ordered to be printed

Mr. RAKER, from the Committee on Immigration and Naturalization, submitted the following

## MINORITY VIEWS

[To accompany H. R. 12246]

This legislation should not pass. During the Sixty-eighth Congress, when H. R. 7995—to restrict immigration of aliens into the United States, and for other purposes—was under consideration, known as the immigration act of 1924, hearings were had upon the same provision that is now contained in H. R. 12246.

That provision was as follows:

The Secretary of Labor is hereby authorized, under such regulations as he may deem advisable, to pay extra compensation to immigrant inspectors and other immigrant employees when, at the request of any transportation company, corporation, or individual bringing aliens into the United States, such officers or employees are requested to report for extra duty or to work overtime or on nights, Sundays, or holidays, in connection with the examination of alien passengers or crews, and the transportation company, corporation, or individual requesting such extra service shall pay the Secretary of Labor as reimbursement the amounts expended by him for such extra service in accordance with his regulations, and such reimbursement shall be credited to the appropriation "expense of regulating immigration."

After the hearings were completed, and in the final consideration of the bill H. R. 7995, the Committee on Immigration and Naturalization unanimously rejected the amendment, which is in substance the same as the provision of the present bill. The bill H. R. 7995 passed House and then went to the Senate. The Senate put on the following amendment, to be known as section 25:

SEC. 25. The Secretary of Labor is authorized hereafter, under such regulations as he may deem advisable, to pay extra compensation to immigrant inspectors and other immigrant employees when, at the request of any transportation company, corporation, or individual bringing aliens to the United States, such officer or employees are required to report for extra duty or to work overtime, or on nights, Sundays, or holidays, in connection with the examination of alien passengers or crews; and the transportation company, corporation, or individual requesting such extra service shall pay to the Secretary of Labor as reimbursement, the amounts expended by him for such extra service in accordance with his regulations, and such reimbursement shall be credited to the

appropriation, "Expenses of regulating immigration": *Provided, however*, That the provisions of this section relating to extra compensation shall not apply to ferry companies or international bridges or to transportation companies bringing aliens to the United States across the boundary from foreign contiguous territory.

The bill went to conference and the conferees unanimously disagreed to the Senate amendment above referred to. The conferees had the benefit of a letter and a telegram from Commissioner Henry H. Curran, commissioner of immigration, Ellis Island, under date of April 25 and April 26, respectively, which read as follows:

[Letter]

DEPARTMENT OF LABOR,
OFFICE OF COMMISSIONER OF IMMIGRATION,
*Ellis Island, N. Y., April 26, 1924.*

Hon. JOHN E. RAKER,
*House of Representatives, Washington, D. C.*

MY DEAR CONGRESSMAN: I inclose a copy of a telegram I sent to you yesterday in response to your request relative to payment of overtime by steamship companies. I am very grateful to you for your inquiry, and hope with all my heart that your counsel against this vicious proposal will prevail. Nothing could be more directly disruptive to good administration and proper inspection at this port than the adoption of such a practice. It would turn the clock back a long way and destroy a good part of the efforts we have been making for the last two or three years.

Yours very sincerely,

HENRY H. CURRAN, *Commissioner.*

[Telegram]

DEPARTMENT OF LABOR,
COMMISSIONER OF IMMIGRATION,
*New York, N. Y., April 25, 1924.*

Hon. JOHN RAKER,
*House of Representatives, Washington, D. C.:*

Responding your request to-day, please read if convenient my testimony before Senate Committee on Immigration printed on pages 313 and 314 of published volume of hearings before the committee on April 8. Let me say directly that overtime payment to immigrant inspectors by steamship companies will create a vicious and demoralizing situation in the Immigtation Service at this port. Government inspectors should be paid by the Government alone. No man can serve two masters. Overtime payment by an employer is demoralizing, but to have Government men paid by steamship companies directly or indirectly divides at once the allegiance of the man who is so paid. Proposed legislation discriminates against all inspectors on the two borders and also discriminates against all the Ellis Island field officers in favor of 30 men in the boarding division. In practice, nobody but boarding division inspectors will get this extra money from steamship companies.

There are 500 men and women doing Ellis Island work, and 470 of these will be practically left out of this scheme. Those 470 work just as hard and well and their work is just as important as any of the 30 inspectors in the boarding division. Furthermore, this scheme will break up our effort to have steamships come into port by daylight, so that immigrants can be fully and properly inspected by inspectors and doctors under necessary conditions of light. Overtime inspection produces physical exhaustion of inspectors, with resulting poor inspection, and also it means medical inspection by artificial light, which is insufficient. Steamship companies will be tempted to bring in their ships at night, knowing full well that boarding division inspectors will profit financially by this injury to proper inspection.

You and I know that steamship companies must be treated fairly but at arms length. Steamship interests are not the interest of our Government; and to put steamships in the position of possible employers of our Government men will produce deplorable results. The way to remedy inadequate salaries is to raise the salaries.

CURRAN, *Commissioner.*

Similar protests came from San Francisco and other ports voicing the same views and sentiment as Commissioner Curran.

When H. R. 12246 was under consideration the committee did not have the benefit of any report thereon from the Department of Labor nor did they have the benefit of the letter from the Commissioner Curran to Hon. Albert Johnson, chairman of the committee, under date of February 19, 1925, which letter is again referred to and set out in full hereafter:

FEBRUARY 19, 1925.

Hon. ALBERT JOHNSON,
*House of Representatives, Washington, D. C.*

MY DEAR CONGRESSMAN JOHNSON: Responding to your request, I write to urge as vigorously as I can that you take steps that will prevent the passage of H. R. 12246, a bill introduced by Mr. Tinkham for the payment by steamship companies of overtime money to immigration inspectors at the ports.

This proposal came up a year ago, was rejected by your committee, and did not pass.

The measure is just as vicious now as it was then. The adoption of it would be a body blow to good administration of the Immigration Service at this port.

I am responsible for such administration, and I beg that Congress will not disrupt a good machine by injecting this indefensible innovation.

As a general proposition, immigration officials must deal at arms' length with steamship companies. The interests of these companies and our country's policy of thorough examination and limitation of immigration are directly contrary to each other. Government employees must be paid by the United States Government and not by the outside commercial concerns with whom they deal, such as steamship companies. No man can serve two masters. There would arise a distinct temptation to employees to devote special interest to late examination, so that they would receive their overtime pay. Furthermore, such late examination is bad examination, because conditions do not then permit thorough inspection.

Please note here that such a measure will benefit only 30 out of 500 immigration employees at this port, and the other 470 will never receive one cent of overtime payment by steamship companies. The evil effect of such favoritism and discrimination do not require description. The 30 who will be affected are the inspectors in the boarding division, who board ships. Their work is no more important than that of all the 470 other employees here.

The rank discrimination already existing in the matter of salaries in favor of the customs service here and against the Immigration Service should not be made still ranker by creating this additional discrimination within the Immigration Service itself. I can conceive no more injurious scheme to wreck the morale of our Government's Immigration Service than this proposed additional discrimination. Two wrongs never make a right. You will note that Mr. Tinkham's bill creates a further discrimination by omitting from its provisions the immigration inspectors at the border. The way to remedy the salary discrimination here against the Immigration Service is to raise the salaries of the immigration employees so that they will be at least on a parity with the salaries of the customs employees. The two services work side by side, elbow to elbow, the customs service examining baggage and merchandise, while the Immigration Service examines the human beings who will shortly become American citizens and voters. The following table summarizes this discrimination:

*Customs service*

| | |
|---|---|
| Collector | $12,000 |
| Appraiser | 8,000 |
| Comptroller | 8,000 |
| Total | 28,000 |
| Average | 9,333 |
| Surveyor | 8,000 |
| Assistant collector | 7,000 |
| Deputy collector | 6,000 |

| | |
|---|---|
| Deputy comptroller | $6,000 |
| Assistant surveyor | 5,000 |
| Total | 32,000 |
| Average | 6,400 |
| Deputy collector | 4,500 |
| Inspectors | 2,400 |
| Overtime | 500 |
| Total | 2,900 |
| Clerks | 2,400 |
| Guards | 1,600 |
| Laborers | 1,320 |

Charwomen on part time.

*Immigration Service*

| | |
|---|---|
| Commissioner | $6,500 |
| First assistant commissioner | 4,800 |
| Second assistant commissioner | 4,200 |
| Superintendent | 3,500 |
| Total | 12,500 |
| Average | 4,166 |
| Inspector in charge | 3,007 |
| Inspectors | 2,236 |
| Interpreters | 1,835 |
| Clerks | 1,605 |
| Guards and matrons | 1,400 |
| Laborers | 1,200 |
| Charwomen, on full time | 1,080 |

Let me thank you for asking my opinion of this measure. You will always find me ready to aid legislative deliberation to the very best of my ability, in order that legislation affecting practical matters of administration may be enacted in the light of the effect it will have.

Yours very sincerely,

HENRY H. CURRAN, *Commissioner.*

Those who protested against the bill protested against it for the reasons heretofore expressed in the telegram of Commissioner Curran to a Member of Congress under date of April 25, 1924. After the bill was ordered reported a telegram was sent to Commissioner Curran, which telegram reads as follows:

FEBRUARY 19, 1925.

HENRY H. CURRAN,
*Commissioner of Immigration, New York, N. Y.:*

What are your views on H. R. 12246, extra compensation to immigrant inspectors for overtime work, to be paid by the steamship companies? Kindly answer fully.

JOHN E. RAKER, M. C.

Mr. Curran replied to the above telegram by letter under date of February 19, 1925, which is as follows:

FEBRUARY 19, 1925.

Hon. JOHN E. RAKER,
*House of Representatives, Washington, D. C.*

MY DEAR JUDGE RAKER: Replying to your telegram just received, I inclose a copy of a letter that I am sending this mail to Congressman Albert Johnson, at his request, protesting against the possible enactment of any measure authorizing payment of overtime money by steamship companies to immigration

employees, and begging him to do all that he can to prevent any such legislation.

I well remember the interest you took on this phase of immigration administration a year ago, and I am as grateful now as I was then for the splendid help you gave toward preventing the burden of the administration of the service at this port with such a demoralizing handicap. I appreciate very keenly your continued interest and hope that the disaster now threatening again may once more be averted for the good of the service.

Sincerely yours,

HENRY H. CURRAN.

With this letter he inclosed a copy of his letter to Mr. Johnson, of February 19, which has been heretofore set out.

When the bill H. R. 7995, with the Senate amendment above referred to, was before the Senate and the conferees a letter was written to Senator Smoot protesting against the proposed legislation, which reads as follows:

APRIL 9, 1924.

Hon. REED SMOOT,
*United States Senate, Washington, D. C.*

DEAR MR. SMOOT: I notice that Senator Reed's amendment to the immigration bill, providing for the payment of overtime to immigration employees by private corporations, has been adopted, but that Senator King gave notice that he will move for a reconsideration.

For many years the railroads have been resisting payment of overtime to customs employees. The matter is now pending in the courts, and Secretary Mellon has agreed not to collect this compensation until the matter shall be decided by the court of last resort. During this controversy Secretary Mellon has expressed himself emphatically that it is theoretically wrong for Government employees to be paid by private corporations. It might be interesting to get Secretary Mellon's views on this question.

Payment of wages of Government employees by private persons is wrong in theory and leads to corruption and dissatisfaction.

Payment of overtime leads to abuse and to a breaking down of the 8-hour day rule which the Government has so carefully built up. The experience that the customs department of the Treasury demonstrated that the men preferred night duty so that they could secure a half day's pay for every two hours' work. The bills of the men were padded and resulted in the men demanding $11 for night duty, when they received a basic pay of $4.44 a day. The scramble for overtime became so determined that the department was thoroughly disgusted with the practice.

Immigration Service should be put on a 24-hour basis or the service should be adjusted so that a man works his 8 hours at a time when his services are needed, just as exists in the Postal Service, where the men alternate on day and night shifts. Niagara Falls, Buffalo, and Detroit are now on a 24-hour basis, and other ports would be put upon the same basis if the department had sufficient money for the service.

Inspection of immigrants is made to protect the welfare of the United States. It is the business of the Government and the Government should pay the men who do the work. If private corporations are to be compelled to pay overtime, they might as well be compelled to pay the day wages, as there is no difference in principle.

The Supreme Court of the United States in International Railway *v.* Collector Port of Buffalo (257 U. S. 506), said:

"To collect the cost of customs service from vessel owners or others is virtually laying a tax upon them."

It has long been accepted by Congress that a Government employee may not receive pay for his services from any private source. If Government employees may receive overtime compensation for their services from private corporations, there is no reason why an employee of the Treasury Department may not be paid by an individual who desires his services after hours. Payment of overtime to one class and not to others will cause dissatisfaction to those not receiving overtime and the agitation for extension of such payments will be constant.

The question of paying immigration employees overtime was gone into very thoroughly by the Senate Committee on Commerce in connection with bill S. 1504, and hearings were had on June 16, July 17, 1921, and January 19, 1922, which were printed. The Senate committee at that time expressed the opinion

that payment of Government employees by private corporations was wrong and refused to report the bill favorably.

The Senate Committee on Immigration held a hearing on the so-called Coyne amendment April 7, 1924, and every member expressed the opinion that the Government should pay its employees and that they should not be paid by private corporations. Senator Reed, of Pennsylvania, concurred in this opinion, but said that his amendment was to place the immigration men upon an equality with the customs men who are paid the extra compendation by the owners of vessels. Senator King said that he was opposed to the amendment in any form, and that if Congress had erred in compelling corporations to pay overtime to customs employees the wrong should not be extended in connection with immigration employees. He said that he thought the better way would be for Congress to enact a bill prohibiting the payment of any overtime by private corporations.

If immigration employees are permitted to receive this compensation from private corporations, inspectors of the Bureau of Animal Industry and other classes of Government inspectors will demand the same privilege. If Congress believes that such payments are wrong in theory, then the evil should be ended now instead of encouraging bills of this kind. Permitting private corporations to pay Government employees for overtime was a war measure. Doctor Mohler, Chief of the Bureau of Animal Industry, informs me that during the war inspectors were compelled to work 15 hours a day, and the packers were permitted to reimburse the Government for overtime of these men, but that the emergency has now passed, and the general appropriation bill for the Agricultural Department now omits the authority for the packers to pay Government employees.

Corporations, including railroads, have discouraged overtime work, as they find that it results in loss of efficiency. The same is true in Government service. If a man works all night, he is unfitted for daywork, and his services are lost to the Government for daytime, although he receives his regular pay for that day. Experience of the customs services has shown that customs employees seek to avoid daywork and be assigned to nightwork so that they may receive the exorbitant overtime paid by vessel owners.

Yours very truly,

GEORGE F. SNYDER.

The majority report states:

The duties and responsibilities, as well as the character of the work of immigrant inspectors, are of such importance that any measure that will improve the conditions under which they perform services and will promote their efficiency should be adopted.

There is only one way to improve the conditions and that is to employ competent inspectors, if those already employed are not competent, which the minority does not question, and then pay them sufficient and proper salaries. The steamship companies should not be permitted to contribute to the pay of inspectors whose duty is to see that the immigration laws are properly enforced. "The man who pays the fiddler has a right to direct the tune." Congress certainly does not desire the steamship companies to be in a position to direct the tune that illegal and unauthorized immigrants should be admitted. The provision allowing steamship companies to pay for meat inspectors and customs inspectors, while in principle they are both wrong, nevertheless the wrong principle should not be applied to immigrant inspectors for this kind of service. Night work should be prohibited in inspecting immigrants to prevent diseased and otherwise illegal immigrants from entering the United States. A large enough number now enter illegally without opening the doors to night-work inspection. It is hard enough to make the inspections in daylight, and a large number of immigrants, diseased and otherwise, enter without making it easier by virtue of permitting night work. The majority report says:

Inspectors must weed out from among aliens applying for admission all who fall within the excluded classes.

In this we agree and, therefore, should not make it possible for the steamship companies to have their employees to do the work, and do it at a time when it is impossible to give proper service.

There is no question that this duty has an important bearing on the quality of our future citizens; it is one of great responsibility and inpsectors should be well and equitably compensated. The Government, and the Government alone, should pay the compensation, which should be adequate for the kind and character of services, as well as commensurate with the experience and ability of the men engaged to do the work. The services should not be broken down by those who are so anxious to land immigrants who are inadmissible by permitting them to pay part of the expenses of the inspectors who are to perform the work, for naturally if they pay the inspectors one must expect as a natural consequence that their employees will be lenient with them. This bill requires an inspector to serve two masters; it can not be done. Congress should not permit it. If these inspectors are not receiving sufficient compensation or there are not enough to do the work, Congress has the full power to increase the number of inspectors. It likewise has the power to increase the salaries of those employed. Let this be done rather than this double-headed method adopted by this proposed legislation.

It is understood that the Treasury Department does not feel satisfied with the workings of the custom inspector service under the privilege of the act allowing overtime to custom inspectors, and to be paid by the steamship companies under the privilege of chapter 61, Forty-first Statutes at Large, page 402. It may also be said that the same conditions also apply regarding the overtime payment of Government employees in the meat-inspection service, chapter 26, Forty-first Statutes at Large, page 241.

There is no doubt in the statement found in the majority report:

> Clearly it is the right of the employees to receive extra compensation for extra employment.

But let this extra pay for extra employment be paid by the employers, namely, the Federal Government, and not by the steamship companies.

JOHN E. RAKER.
JOHN C. BOX.
ELTON WATKINS.
S. D. MCREYNOLDS.

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