

THE

House of Assembly Debates

(OFFICIAL REPORT)

SESSION 1950—51

HOUSE OF ASSEMBLY

Tuesday, 4th July, 1950.

Pursuant to adjournment, the House of Assembly met at 12 o'clock noon to-day.

Present

His Honour Mr. K. N. R. HUSBANDS (*Speaker*), His Honour Mr. A. E. S. LEWIS, (*Deputy Speaker*), Mr. L. E. SMITH, (*Chairman of Committees*), Messrs. D. A. FOSTER, F. E. MILLER, R. G. MAPP, T. O. BRYAN, M. E. COX, F. L. WALCOTT, J. E. T. BRANCKER, F. C. GODDARD, J. H. WILKINSON, O.B.E. and W. W. REECE, K.C.

Prayers are read.

Messrs. ALLDER and ADAMS enter the House and take their seats.

MINUTES

The Minutes of the meeting which was held on the 20th June, 1950, having been circulated are taken as read and confirmed.

PAPERS LAID

Mr. ADAMS: Mr. Speaker,—I have the honour to lay on the table of the House the following Papers:—

Report of the Registrar of Friendly Societies for the year ended the 30th June, 1948.

Report of the Registrar of Friendly Societies for the half year ended 31st December, 1948.

PETITIONS.

Mr. BRYAN: Mr. Speaker,—I beg to present a petition from Major A. R. Foster *et al.* praying the House to pass a Bill to incorporate the Barbados Boxing Board of Control. The petition is respectfully worded and I ask that it be taken as read.

The petition is taken as read.

Mr. GODDARD: Mr. Speaker,—I beg to present a petition from the Vestry of the parish of St. Andrew praying the House to pass a Bill to authorize them to borrow a sum not exceeding £1,000 to complete the new roof of the Parish Church and for

other purposes. The petition is respectfully worded and I ask that it be taken as read.

The petition is taken as read.

NOTICES

Government Notices are given as follows:—

Mr. F. L. WALCOTT (On behalf of Mr. ADAMS): Resolution to place the sum of \$3,361 at the disposal of the Governor-in-Executive Committee to supplement the Estimates 1950—51, Part I, Current, as shown in the Supplementary Estimates 1950-51, No. 9, which form the schedule to this Resolution.

Mr. F. L. WALCOTT (On behalf of Mr. ADAMS): Bill to amend the Dog Licence Act, 1902.

Mr. F. L. WALCOTT (On behalf of Mr. ADAMS): Bill to implement an Agreement to provide for a uniform currency in the Eastern Group of the British Caribbean Territories and for purposes connected therewith.

Mr. F. L. WALCOTT: Bill to provide for the eradication of native wild cotton.

Mr. F. L. WALCOTT (On behalf of Mr. ADAMS): Of the intention of the honourable senior member for St. Joseph to move the House into Committee of Supply at the next meeting to consider the money Resolution of which notice has been given earlier to-day.

Other Notices are as follows:—

Mr. GODDARD: Bill to authorize the Vestry of the Parish of St. Andrew to raise a loan not exceeding £1,000 to complete the new roof of the Parish Church and for other purposes.

Mr. BRYAN: Bill to incorporate the members of the Barbados Amateur Boxing Association under the name of the "Barbados Boxing Board of Control."

Mr. SMITH: Of the following Address:—

*The House of Assembly
To
His Excellency The Governor.*

The House of Assembly is of the opinion that for the convenience of the peasantry, motor tractors should be made available at each agricultural station for the ploughing of fields of the peasantry

who cannot afford to purchase tractors for use on their own small plots of land. The House urges that His Excellency, as soon as possible, initiate the necessary action with the view to placing at each agricultural station at least one tractor for the benefit of the smallholders.

Mr. MILLER: Of the following Address:—

*The House of Assembly
To
His Excellency The Governor*

The House of Assembly views with grave concern the high number of tuberculosis cases reported on the island. The House is of the opinion that, with modern methods of prevention and cure, including the social and economic improvements required, this disease could be restricted to a minimum, if not completely eliminated. It is true we have not the high mountains of Switzerland, but Barbados has abundance of sunshine and fresh air all the year round.

The prevention of this dread disease depends largely on the people themselves. Too many of the poorer classes still sleep with closed windows, from fear of night air. A campaign of instruction in food values, the need of fresh air, and the simple rules of health, would certainly produce some good effect. Such a campaign might be carried on by means of talks over the Radio, articles in the Press, posters and free pamphlets.

Treatment should be commenced in the early stages, special open-air wards being utilised. It is found that many cases respond to treatment at home, if the patient can sleep out of doors, and follows a strict regimen of diet, rest, and exercise prescribed by a physician.

The House of Assembly therefore respectfully requests Your Excellency to send down the necessary legislation having for its object the modern treatment and prevention of this dreadful disease.

QUESTIONS

Mr. FOSTER: To enquire of the senior member of the Executive Committee present at the next meeting of the House of Assembly:—

1. Is Government aware of the fact that in the parish of St. Andrew there are only two registered midwives available for private practice?

2. That out of seven hundred and more persons applying this year for training at the Maternity Hospital only ten could be admitted?

3. Will the Government, in view of such apparent need for an increase in the number of registered midwives, take immediate steps to remedy such conditions?

BILLS READ A FIRST TIME

On the motion of Mr. ADAMS, seconded by Mr. BRYAN, a Bill to amend the Dog Licence Act, 1902 is read a first time.

On the motion of Mr. ADAMS, seconded by Mr. F. L. WALCOTT, a Bill to implement an Agreement to provide for a uniform currency in the Eastern Group of the British Caribbean Territories and for purposes connected therewith is read a first time.

On the motion of Mr. F. L. WALCOTT, seconded by Mr. Cox, a Bill to provide for the eradication of native wild cotton is read a first time.

On the motion of Mr. GODDARD, seconded by Mr. WILKINSON, a Bill to authorize the Vestry of the parish of St. Andrew to raise a loan not exceeding

£1,000 to complete the new roof of the Parish Church and for other purposes is read a first time.

On the motion of Mr. WILKINSON, seconded by Mr. GODDARD, a Bill to amend the Vestries Act is read a first time.

COMMITTEE OF SUPPLY

Mr. SPEAKER: The first Order stands in the name of the honourable senior member for St. Joseph,—To move the House into Committee of Supply to consider the grant of sums of money for the service of the Government.

On the motion of Mr. ADAMS, seconded by Mr. F. L. WALCOTT, Mr. SPEAKER leaves the Chair and the House goes into Committee of Supply, Mr. SMITH being in the Chair.

ACQUISITION OF LAND AT WATERFORD

Mr. ADAMS: Mr. Chairman,—This is a resolution for the sum of \$27,562 to acquire land at Waterford. The addendum reads as follows:—

“In 1943 the Secretary of State for the Colonies approved a loan free of interest of \$27,561.60 from Colonial Development and Welfare funds for the purchase of approximately 56 acres of land at Waterford from Messrs. Applewhaites Limited at \$480 an acre.

“The concurrence of the Legislature was sought in Message No. 39 of the 20th of September, 1943, in which it was stated that 24 acres of the land would be reserved as a site for a new hospital and the remaining 36 acres for housing development or for agricultural extension work as might, in due course be approved. It was a condition of the loan that until the land was used for the purposes mentioned, all revenue from it should be refunded to His Majesty's Government.

“The Secretary of State has now asked that steps be taken to refund the loan. No decision has as yet been reached regarding the rebuilding or extension of the Hospital, neither are there at present any concrete proposals for the utilization of the remainder of the land at Waterford. It is proposed, therefore, to retain the land and to repay the loan which was advanced from Colonial Development and Welfare funds. This Resolution will make the necessary provision to allow this course to be taken.”

The Government is still considering whether to extend the Hospital on its present site or remove it to another site; in any event it is unlikely that it would be removed to Waterford and it is far more likely that it might be removed to the Bay Estate. I think honourable members will agree with me that either for housing or agricultural purposes the land at Waterford is more suitable, it being so near to Bridgetown on the one hand and to the Department of Agriculture's experimental station on the other hand; so that it is almost impossible to conceive any opposition to retaining this land. I, therefore, beg to move that this Resolution do now pass.

Mr. F. L. WALCOTT: I beg to second that.

Mr. E. K. WALCOTT enters the House and takes his seat.

Mr. REECE: Mr. Chairman,—Although I agree to the principle of this Resolution yet I think it would be unwise to remove the hospital from its present site. I think the Executive Committee should acquire the land surrounding the hospital and extend it on its present site. Sir, it would seem to me that an expenditure of at least £2,000,000 on a new hospital is beyond the resources of this colony.

We are all well aware that conditions at the present hospital are not perfect; we are all well aware that it is necessary to remodel the hospital and I think that if that were done, it would be far cheaper than to build an entirely new hospital—not only to build it but also to equip it—on a new site. Sometime ago "Stockton", adjacent to the hospital, was acquired by the Government and up to now nothing has been done with that property. I have been wondering whether it would be possible to erect quarters for the additional staff of the hospital on that land. I understand that the only use to which it is put is pasturage and that the Executive Committee has rented it out for that purpose. Now, Sir, that is valuable land. At a meeting of this House not long ago a Resolution was passed giving certain members of the hospital allowances in lieu of quarters. At the time it was pointed out that the figure was a quite considerable sum and that if the staff is given additional grants in lieu of quarters the Treasury would be committed to the payment of a large sum annually in this respect. I think the time has come when that land should be used for the erection of quarters to house the additional staff to which we have agreed. As far as this land at Waterford is concerned, I think that it is much better to use it for agricultural extension and, as has been suggested by the senior member for St. Joseph, for the extension of the housing scheme but to remove the hospital at an expenditure which I have already mentioned is in my view, beyond the resources of the island.

Mr. WILKINSON: Sir,—This land was originally bought under pressure by the late Sir Frank Stockdale who insisted at the time that the hospital, if we were to get any assistance from Colonial Development and Welfare, must be removed from its present site. It was under pressure that this land was purchased for that purpose. I have never approved of the hospital being removed from its present site and I am delighted to hear from the Leader of the House that that proposal has now been abandoned. As the junior member for Christ Church has said, the Hospital Authorities have had "Stockton"—I do not know the acreage of that property but it is a fairly large property—in their possession for quite a number of years and the property has been lying idle and has become a nuisance to the people in that neighbourhood. Nothing has been done with that property and I think that the suggestion which has been made by the junior member for Christ Church should be followed and that the land should be used for the erection of not only quarters for the additional staff but also for the erection of a Maternity Home and the extension of the hospital itself. This Resolution calls upon us to refund Colonial Development and Welfare the money they loaned us on the condition that the hospital would be removed to Waterford. It is not very easy for the Government to obtain land and I do think that this land, as the senior member for Saint Joseph has said, which is good arable land, should be kept and used for agricultural extension work. There is also the possibility in the future that some of the land which is not of the best may be used for the erection of houses for people in the middle and lower classes. I, therefore, do not intend to oppose the Resolution but I hope that the Government knows what it really intends to do with this 56 acres of land.

The question that this Resolution do now pass is put and resolved in the affirmative without division.

TOKEN RESOLUTION *re* APPOINTMENT OF A FOURTH ADDITIONAL SENIOR MASTER AT THE LODGE SCHOOL

Mr. ADAMS: Mr. Chairman, — The next is a token Resolution for the sum of one dollar in respect of the appointment of a fourth Senior Assistant Master at the Lodge School. The feeling expressed in this House and elsewhere as to the necessity for giving another Specialist Master to the Lodge School has led to the sending down of this Resolution. I do not think I need say anything more as all honourable members are aware of the circumstances. I think that the ex-Lodge School boys are all pleased to know that the Lodge School would have no cause for feeling that they have been neglected in this respect. I beg, Sir, to move that this Resolution do now pass.

Mr. F. L. WALCOTT: I beg to second that.

Mr. ALLDER: Mr. Chairman,—I think I am expressing the feelings of the Governing Body and Staff of the Lodge School in saying "Thanks" to the Government for responding to their request. I think that this additional Specialist Master will go a far way towards the bringing about of the better running of the school. Great hardship was experienced as the result of not having an adequate number of Masters to cope with the curriculum of the school. I say, Sir, that everybody appreciates the Government's response although it comes so late. It was felt, Sir, that the school could do with five Specialist Masters and I am of the opinion that in future the school might be asking for a fifth additional Master, which would really put it on a level with other schools of a similar type.

Mr. GILL enters the House and takes his seat.

Mr. E. K. WALCOTT: I do not want to say very much, except that naturally anybody would be pleased, particularly a person like me who has children at the Lodge School, that this fourth Specialist Master is about to be added to the Staff of the school. But the senior member for St. Joseph promised us that he would give more attention to this question of Education and I am asking him to start to do so at once. In his day and in my day Harrison College had 180 boys and I think it would be admitted that we had an undoubtedly wonderful staff of Masters but the position as it is to-day at both Harrison College and the Lodge School is very serious, not only in respect of the inadequacy of the number of Masters but also in respect of the number of boys who want to enter the respective schools and for whom there is no accommodation. We have prided ourselves in Barbados that so long as we can find the money to put our children in First Grade or Second Grade Schools there would be the necessary accommodation. That is not so now. The Lodge School has about 270 boys and it cannot possibly accommodate conveniently more than 200. I am not exaggerating when I tell you that some of the Form rooms at the Lodge School are not fit to be occupied. This school has been taking boys from the other islands for years—which I venture to say is helping us with the question of Federation because the boys are learning to understand one another—and there is a great chance of its taking more if it had the accommodation. Lodge School now has 70 more boys than it can conveniently accommodate and if it is to maintain its position as a first-class school you have to give it more buildings. I believe that everyone of us is a fanatic as far as Education is concerned. Most of us, including myself, have risen to positions which we have held and which we now hold because of the opportunity of having been able to get an education. And I am really asking the senior member for St. Joseph and

all the other members of the Executive to increase the accommodation at Harrison College and the Lodge School so that they can take in more boys. As regards Superannuation I know all the theoretical arguments about it. I remember Dr. Dalton once said that the object of a school was to teach those who found it difficult to learn; therefore, I stress the point that lack of accommodation at either of these two major schools causes Superannuation for the first time to have its real argument in its favour because you cannot accommodate a boy who is inclined to be stupid and keep out the boy who can take advantage of the education which you offer. I realize that that is a strong argument in favour of Superannuation but on the other hand you turn out of school a boy who might have been able to complete studies that might have enabled him to achieve something in life. As soon as you have too many children in a school in which they cannot be conveniently accommodated, no attention is paid to the boy who finds it difficult to learn and I tell you, without hesitation, that these schools are not giving value for the money spent and it is our fault because the masters cannot do better and the schools cannot do better. You will receive a shock to hear the number of boys that are being superannuated from Harrison College in the Third Form and human nature being what it is, if another first-class school hears that a boy has been superannuated from Harrison College that school would not want to take him in. I owe everything to Harrison College except my Bar examinations and I repeat that we must provide more accommodation and more matters for the boys whose parents are desirous of sending them to these schools. I mention it so that the senior member for St. Joseph and his colleagues can think the matter over and, in addition, examine the question of the establishment of junior schools. During the three years I was in England I became accustomed to seeing how junior schools are worked as against senior schools; in the district in which I lived there was the junior St. Paul's on one side and the senior St. Paul's on the other side and a pupil could not go from the former to the latter without passing an examination. I believe that a system of that sort would help Harrison College and the Lodge School; it would certainly help the education of those boys who are slow to learn. My last plea is in respect of the Agricultural Science Scholarships. Am I right in saying that they have been abandoned? If they have been abandoned, they should be resuscitated, especially when it is borne in mind that we are an agricultural community.

Mr. REECE: Mr. Chairman.—This is a problem which can only be solved by more teachers and more accommodation and in order to solve it the Executive Committee would have to find a large sum of money. The question which would then arise is "How should the money be spent?" Should we spend it increasing the accommodation at Harrison College and the Lodge School or should we spend it in increasing the accommodation at, and the staffs of, the other secondary schools in the island? I myself think that the accommodation at, and the staffs of, the other secondary schools should be increased. The tendency is to give all the facilities to Harrison College and the Lodge School with the result that they are unable to accommodate the large numbers who want to go to these schools. It is a far better policy to increase the accommodation at the other secondary schools and their staffs. I speak with knowledge of the Christ Church Foundation Boys' School which accommodates 250 boys in buildings which were never

erected to carry anything like that number. The senior member for St. James has spoken about conditions obtaining at the Lodge School but I can tell him that they are nothing comparable to the conditions at the Christ Church Foundation Boys' School. The conditions at the latter school are disgraceful. How the boys can learn under conditions obtaining at that school is something difficult to understand. There is only one way in which you can extend that school, that is, by building an entirely new school. Now, that school gives tuition which compares favourably with the tuition given at other secondary schools. It is undoubtedly a fact that the Christ Church Foundation Boys' School is well situated and not only parents and guardians of boys in the parish of Christ Church but also parents and guardians in other parishes of the island are sending their boys to that school. The result is that the school has so many children that it is impossible to house them. Some years ago it was decided that a new building should be erected on that site but nothing has been done. I want to say right here that I have never been in a school that is in a condition as bad as that of the Christ Church Foundation Boys' School. The roof leaks, the class rooms are not only too small but are constructed in a manner in which the children are afforded little protection from the sun. The building is not fit to house cattle, furthermore children and I feel that in view of the important work which is done at that school, not only for the benefit of the people of Christ Church but of the whole island, it should be given priority and should be rebuilt at the earliest possible time. Are we to continue to extend Harrison College, the Lodge School, and Combermere School to the disadvantage of the other secondary boys' schools? I say "No". I say it is a wiser policy to have secondary schools throughout the length and breadth of the island to which boys can go and receive the same education that is given at Combermere School in Bridgetown; that is the only solution of this problem. With the modern trend and the desire of the people for education, if such a suggestion is not adopted, no matter what is done at Harrison and the Lodge School we would always find that they are unable to accommodate the numbers who go there. It is better, I repeat, to have secondary schools all over the island to which the children can go. At present, children spend long hours on the road going to Harrison College and the Lodge School and it is much better. I repeat, to have secondary schools all over the island to accommodate them. Now, Sir, there is one other point and it is in connection with the teaching of Science. I think that the time has come when children at all these secondary schools should be afforded the same facilities in the matter of Science-teaching. I cannot see why Harrison College should have facilities for the teaching of Science to boys and Queen's College should not have the facilities for the teaching of Science to girls. It is well known that girls from Queen's College have been refused admittance to Universities because they were not able to satisfy the University Authorities as far as their scientific education is concerned. That is all wrong. We want specialist female teachers as well as specialist male teachers and I repeat that the girls should be given the same opportunity to learn Science as is given to the boys. A few weeks ago I had the opportunity to speak with a person who is connected with Education in a neighbouring colony and that person has assured me that the difficulty which we are experiencing in Barbados in respect of teachers is being experienced in that colony. Despite the fact that they pay better salar-

ies and leave passages to the teachers appointed to their schools, the teachers were leaving for other places that offer better opportunities than that colony is offering. I should like it to be understood that falling into line with Trinidad and offering the same facilities to teachers will not solve our problem because there are other places which offer better facilities than Trinidad are offering and teachers are leaving Trinidad for those places. That person expressed the view that in a short time so many specialists will be turned out by the University College of the West Indies that they will be glad to get opportunities in the West Indies and that will solve the problem. I am not in a position to reveal the person's name. I should like this House to bear in mind that it is not possible for this Country to compete with places outside the West Indies in respect of leave passages, additional salaries and house allowances to specialists who are appointed to posts in this island; We cannot even compete with other colonies in the West Indies. We cannot offer the same conditions which can be offered by Trinidad and if that is the position it does seem to me that there is much sense in what that person told me, that is, that the ultimate solution of the problem will be the output by the University College of the West Indies of qualified persons to fill these posts in the West Indies rather than our having to go outside the West Indies and offer terms which we cannot afford. Mr. Chairman. I know that this is a big problem. It is one which affects not only First Grade and Second Grade Schools but also Elementary Schools in this island. Of course, the elementary schools are a big problem in themselves. I have often wondered how so many children could be housed in one building—one standard upon the other—and how each child in that school ever learnt anything at all. The noise of one standard interferes with the teaching of perhaps an entirely different subject a few feet away. These children must have tremendous powers of concentration. The wonder to me is that anything is ever done but Barbadian children have such inherent powers of concentration that despite all these handicaps they still learn something at the hands of their teachers. This is not an easy problem for the Government to solve because it has to find the ways and means. It is a question of finding the money and if and when the money is found I do hope that the other secondary schools and the elementary schools will be given priority, so that the people of the lower and working class would get the educational facilities which they are demanding and which they rightly deserve.

Mr. MAPP: This Resolution concerns specifically the Lodge School and I do not want to be led into any by-path about accommodation at other secondary schools. I think it was the senior member for St. James who raised this very apt question: Are we benefiting as much as we should from the money we are spending on Education in this colony? And while I am tempted to lengthen the discourse which he started I am going to content myself with a few remarks in support of his views. When I was at school emphasis—I think all of us will agree—was laid on the teaching of 3 R's; now emphasis, they tell us, has been placed on the teaching of 3 A's—Age, Ability, and Aptitude. Well, Sir, there has been an overwhelming amount of criticism and discussion and controversy in this island concerning the effects of that change on the school system and on our children. I do not think that I can very well in the course of this debate concern myself with the controversy, but, Sir, I must say that it is the feeling of most Barbadians that we do not get suffi-

cient return, in the way of education and in the way of improving our children's minds and faculties, for the money we are spending. I tabled some questions on the matter during the last session and they have not yet been answered and I hope, Sir, that the policy as regards answering those questions will not be as tardy as is the general policy concerning Education on the whole. I say that our educational policy does miss that firm, guiding hand of the last Director of Education. This was the only West Indian island that was not represented at a recent Conference on Civics and it does show a lack of interest in our educational system. The criticism of the Deputy Leader of the Opposition is very apt and I make no excuse for commenting further on it. I think it deserves to be supported. The teachers themselves are not satisfied. When one hears the Director of Education dilate on foreign methods one wonders where our educational system is going to and what the people who are guiding it are thinking. Instead of sending teachers to take part in a Civics Course in Trinidad, instead of guiding our system along the right lines, he brings all these foreign methods in the wrong place and at the right time and tries to super-impose them on people in the wrong way. One cannot help feeling that everything is wrong, so far as our educational system is concerned. I repeat that we are not getting sufficient value for the money we are spending on Education in this colony. As I have said, it could be made the subject of a very lengthy debate but I shall not discuss it under this Resolution. There is only one point I would like to stress, as far as this Resolution is concerned, and it is this: It is time that a different approach be made to the whole problem of Specialist Masters, their appointment and so on and that an eye be kept on the future. It is time that the Governments in the West Indies look to the University College of the West Indies and to West Indians in future, if they want to get away from the position with which we are faced to-day. Sufficient attention is not paid to opportunities and facilities afforded by the University College of the West Indies. I happen to know that the Resident Tutor of the University is a very fine gentleman, one who would do anything to bolster the chances of West Indians. It is time we approach this matter from a different point of view and lay stress on the giving of opportunities to poor boys and poor girls to take advantage of the training which is being given at the University College of the West Indies. I do not believe that they would want to clamour for leave passages to come or go back to their respective colonies and help the boys and girls whom they left behind. The University College of the West Indies is our University and we should support it wholeheartedly. We have to see to it that it is a first-class University and that the products it turns out are first-class products and that cannot happen unless it gets the necessary financial support from the Governments in the West Indies. It is time we wake up and give 4 or 5 times as much as we give to-day. I hope that before the next Estimates are passed, some approach along that line will be taken, so that help can be given to more of our boys and girls to go to the University College of the West Indies. I further express the hope that my remarks will not fall on deaf ears and that we shall see a wider and better approach to the question of Education in the West Indies and in this island in particular.

The question that this Resolution do now pass is put and resolved in the affirmative without division.

On the motion of Mr. ADAMS, seconded by Mr. COX, the CHAIRMAN reports the passing of two Resolutions in Committee of Supply, and the House resumes.

MR. ADAMS: Mr. Speaker, I beg to move that the two Resolutions which have been passed in Committee of Supply be now read a first time and in doing so I should like to apologize to the House for not being in my place to say, at the proper time, how much I appreciate the speech of the senior member for St. James on this subject. We all ought to agree with him and we all ought to say how essential it is that we should do everything in our power to maintain the lofty educational standard that Barbados has reached and maintained for so long. I entirely agree with him about the necessity for the teaching of Agricultural Science in the schools in this island. I go further and say that I think it is a reflection on any Government in this world that any parent should be able to say "I have my child ready to go to school and the Government cannot provide a school or a school teacher to teach him or her." I have already said that it is better to have children taught under breadfruit trees than to say that there is no accommodation in schools for them. At the same time there are prerequisites for universal teaching; one is the training of teachers which entails, of course, selecting the best type of person — best in the sense of most fitted to teach people, with the definite call for teaching and not merely looking for a job—and the other is the erection of proper buildings for the accommodation of both teachers and children. I agree with the honourable member that you should have every possible type of teacher and every possible avenue in Education because how often in history have we not seen late developments as far as learning is concerned? I agree with him that the duller a boy is the more necessary it is to teach him and that there should be special forms with special teachers for the children who are likely to develop late. Local teachers need not hang their heads in shame because the situation is about the same in other parts of the world. Every teacher should be able to look at a boy and say "you ought to be doing Mathematics or Science or reading Classics" and if a teacher cannot do that, you will find that we are wasting money in teaching a boy a subject which he would put aside when he leaves school. This Government is very keen on Education and on the keeping up of the educational standards in this island but we must face reality. We are already spending a fair proportion of our Revenue on Education. To train teachers to train youths is going to take a great deal of money and this House has to face that problem and see to it that all our lofty thoughts — in saying that I do not mean to sneer—should be realities, that is to say, finding the necessary £. s. d. to carry them out. I think, Sir, that we might, as Barbadians, be rightly proud of our educational position, but we have to watch it carefully if we are to maintain it. I hope the House will forgive me for making this third reading speech. I understand that the junior member for St. Thomas made some remarks about the University College of the West Indies. Naturally I share with other West Indians the pleasure of looking forward to its being the alma mater of teachers who will ultimately be of University standard in the West Indies but in the meanwhile let us not forget that the infiltration of outside influences can be very useful. I agree with the senior member for St. James that it is a good thing to have other West Indian boys educated at the Lodge School. It is a good thing to have teachers from the other West Indian schools but it is far from being a bad thing to have teachers from Australia and other parts of the world, as long as reasonable propriety is observed between them and the local teachers. Again, Sir, I apologize for speaking at this time and

I now beg to move that the two Resolutions which have been passed in Committee of Supply be read a first time.

Mr. COX: I beg to second that.

The question that the two Resolutions be now read a first time is put and resolved in the affirmative without division.

On the motions of Mr. ADAMS, seconded in each case by Mr. Cox, the Resolutions are read a second time and are agreed to.

PAPERS LAID

Mr. ADAMS, with leave of the House, lays the following Papers:—

The Petroleum Drilling and Production Regulations, 1950.

The Petroleum and Natural Gas Conservation Regulations, 1950.

Prospecting Licence granted to the Gulf Oil Corporation under the provisions of the Petroleum Act, 1950.

SEPARATION AND MAINTENANCE (AMENDMENT) BILL POSTPONED

Mr. ADAMS, with the leave of the House, postpones the further consideration of the Bill to amend the law relating to Separation and Maintenance.

THE SETTLEMENT OF THE POOR AND BASTARDY (AMENDMENT) BILL.

Mr. SPEAKER: The next Order stands in the name of the honourable senior member for St. Thomas.—Second reading of a Bill to amend the Settlement of the Poor and Bastardy Act, 1897.

Mr. ADAMS: This Bill, like the one which has just been postponed, was sent to this House during the last session but its consideration was not concluded before the session ended. As honourable members will see from the "Objects and Reasons," the Bill proposes to increase the maximum sum of money which a Magistrate can impose in making an order against a putative father for the maintenance of an illegitimate child per week from 5/- to 10/- which, in itself, is small inasmuch as the sum of 5/- fixed over fifty years ago is hardly worth more than a shilling to-day. One of the most important, if not the most important clauses of this Bill, is that which provides that the Court may hold sittings in camera and that the services of the Probation Officers may be utilized. After all, in an island like Barbados, even more so than in a Country like Great Britain, there is not and cannot be in the nature of things the same brand of illegitimacy as one may be led by christian teaching to expect. An illegitimate in the United Kingdom is very often a child of shame—I think that is the usual orthodox expression. Very many people hold their hands up in horror in the United Kingdom when they read the illegitimacy figures in the West Indies, forgetting that the child which is called illegitimate is the child of a father and a mother who live sometimes with more amity than parents who have been married and who are accustomed to living together without being married,—a custom which has been observed as long as two centuries ago when even the christian Church frowned on the marriages of slaves. If you neglect for many decades the idea of getting married, you get into the habit of not worrying to get married. I wish to say that, because those of us in the West Indies who know that illegitimacy in the West Indies is far different

from illegitimacy in England also know that as far as the type of persons who make allegations against West Indians is concerned, the shame should be theirs rather than ours; they caused it in the first instance and in the second instance the parents of illegitimate children live together constant to each other and it is merely to the extent of their not having gone through a marriage ceremony that their children are illegitimate. I hope I shall not be regarded as defending those who are already genuinely married and who continue to sow their wild oats and produce illegitimate children. I hope I shall not be considered as sneering at the Christian Church when I say that in the older days a Christian marriage by a religious ceremony was unknown. There is nothing inherently wrong, except in the case of those bachelors who ought to know better (Laughter). Any man and woman coming together determined to be true to each other, determined to raise a family, if they do so with or without the sanction of marriage but are really true to their obligation to each other and any children that are born, can be above reproach in this respect. We are too apt to be pharisaical in sexual matters and to forget the difference in physical and mental construction of human beings one from the other. I hope I shall not, after this little exposition and I hasten to add that those persons who are brought up to feel that it is wrong to do anything to cause an illegitimate child to come into this world ought to go and get married, and not to wait on what they are working for. So I hope that no bachelor who is listening to me would think for a moment that I, for one, would postpone his marriage, and thereby cause illegitimate children to be brought into the world. It is almost synonymous to say that an illegitimate child is an unwanted child in Great Britain but a vast number of illegitimate children in this island are wanted. I hope that honourable members will see that the Government, in asking that this increase in the maximum amount be raised, is doing something to help an unfortunate mother to be able to do better for her child. As regard the proposal to hear cases of this nature in camera is concerned, the tendency in big Countries is to have special Courts to deal with cases affecting husbands, wives, and children and if we could have family Courts, not necessarily presided over by Judges, so much the better it would be for humanity. I hope that honourable members will agree with me that this Bill is long overdue although it does not go as far as many women would like—I believe that in some cases it goes farther than many men would like. It does not alter the Common Law which is, that a mother is responsible for her illegitimate child and this is only to aid her. If the mother is working for \$40 a month and the father is working for only \$20 a month, no Magistrate would make an order against him because the mother is capable of supporting the child and the law says that she should support it. But on the other hand if she happens to be unfortunately an agricultural labourer in the parish of St. Lucy and the putative father happens to be a professional man he ought to be made to pay substantially. I apologise for any assuming reference to any gentleman who may be connected with the parish of St. Lucy, whether he be professional or non-professional. Mr. Speaker, I beg to move that this Bill be now read a second time.

Mr. F. L. WALCOTT: I beg to second that.

The question that this Bill be now read a second time is put and resolved in the affirmative without division.

It being now 2 p.m., Mr. SPEAKER adjourns the House until 2.45 p.m. in accordance with Rule 40 (a).

SUSPENSION OF RULES 61 (a) AND 61 (b)

On re-assembling,

Mr. ADAMS: I ask leave to move for the suspension of Rules 61 (a) and 61 (b) in order to continue Government Business.

There being no objection, leave was granted the honourable member.

Mr. ADAMS: I beg to move that Rules 61 (a) and 61 (b) be now suspended.

Mr. Cox seconded the motion which was agreed to.

SETTLEMENT OF THE POOR AND BASTARDY (AMENDMENT) BILL

Mr. SPEAKER: On the adjournment, the House had just passed the second reading of a Bill to amend the Settlement of the Poor and Bastardy Act, 1897.

On the motion of Mr. ADAMS, seconded by Mr. Cox, Mr. SPEAKER left the Chair, and the House went into Committee on the Bill, Mr. SMITH being in the Chair.

Clause 1 was read and passed.

Clause 2 was read as follows:—

2. Section twelve of the Principal Act is hereby amended—

(a) In subsection (1) by deleting the word "five" occurring in line sixteen thereof and substituting therefor the word "ten."

(b) By inserting immediately after subsection (1) thereof the following new subsections:—

"(2) Where in any proceedings under this Act it shall appear to the Police Magistrate to be necessary or expedient that an investigation should be made into the means of the parties to the proceedings the Police Magistrate may adjourn the hearing and direct the Probation Officer to make such investigation as aforesaid and report the result of his investigation to the Court in accordance with the provisions of this section.

Provided that in any proceedings under this Act no direction to report to the Court shall be given to the Probation Officer under this subsection until the Police Magistrate has decided all issues arising in the proceedings other than the issue as to the amount to be directed to be paid by such an order.

(3) Where a Probation Officer is directed under this section to report to the Court the result of any such investigation as aforesaid, the Police Magistrate may require the Probation Officer—

(a) to furnish to the Court a statement in writing as to his investigation, which shall be read aloud in the presence of such parties to the proceedings as may be present at the hearing; or

(b) to make an oral statement to the Court as to his investigation.

(4) Immediately after the statement of the Probation Officer has been read aloud or made, as the case may be, under the last subsection, the Po-

lice Magistrate shall ask each party to the proceedings whether he or she objects to anything contained in the statement, and where objection is made the Police Magistrate shall require the Probation Officer to give evidence on oath as to his investigation.

- (5) Any statement made by a Probation Officer in a statement furnished or made by him under subsection (3) of this section or in evidence which he is required to give under sub-section (4) of this section, may be received by the Court as evidence, notwithstanding anything to the contrary in any enactment or rule of law relating to the admissibility of evidence.

(c) By renumbering subsections (2) and (3) thereof as subsections (6) and (7).

Mr. ADAMS: I beg to move that Clause 2 stand part of the Bill.

Mr. COX: I beg to second that.

Mr. ALLDER: I must say that I am in favour of protection being given to children whether they are illegitimate or not; but I feel that a Bill of this sort strikes at the root of the social life of the community. Therefore certain comments should be made and suggestions offered, and I am craving the indulgence of the House in order to make a few comments. I notice that provision is made in this Bill to increase the allowance which a Magistrate can impose on a father who is carried before him, but I am wondering if legislation can really remove the hardships which children of some parents suffer when there is some misunderstanding between the parents as regards maintenance. I feel that as things stand to-day in Barbados, there are several factors applying to the relationship of husband and wife or man and woman and their children. I do not know if an amendment to this Bastardy Order would remove certain things, the Order being already in existence providing for the compulsory maintenance of illegitimate children through the Courts. I notice that some of the allowances are very nominal but it still seems difficult for some fathers to pay the amount imposed upon them by the Courts to be collected by the mothers. That raises some questions and the first one is this: if the present Order provides for the payment of a nominal amount, why do so many fathers have to go to prison for failing to pay? The next question is whether the Order prevents more fathers from refusing to contribute to the maintenance of their children. In drafting legislation of this nature you have to consider the psychological and economic effects of it, and it seems that those who drafted this Bill were too willing to put the responsibility for the children only on the fathers.

Mr. CHAIRMAN: I take it that the honourable member is making a second reading speech, but I think he should stick to Clause 2 of this Bill.

Mr. ALLDER: I am speaking on Clause 2 and I feel that I am within certain bounds.

Mr. CHAIRMAN: You had the opportunity to speak on the second reading of the Bill and now you will have to speak on the Clause which is before us.

Mr. ALLDER: I see that the intention of this Bill is to increase the allowance for a child, and I prefaced my remarks by saying that I am in favour of protection being given to children or to women who are left with children and without assistance being given to them by the fathers. I was saying that

there are still many instances in which fathers have failed to contribute to the maintenance of their children although the amount which is ordered to be paid seems to be nominal. I am asking whether an increase of the allowance will remove the ills which exist and whether it is not necessary to cause a general overhaul of the whole situation so as to awaken the mothers of unfortunate children to their responsibility as to the maintenance of their children. What is obvious is that we have got a rampant increase in the population of this colony, and no attempt has been made to remedy it by way of suggesting that there be some control over the production of children. If you look at the forms which are now being presented to the Department which deals with the Labour Welfare Fund you will easily agree that the statistics there—

Mr. CHAIRMAN: I do not want to interrupt the honourable member but he is straying from Clause 2 of this Bill. He has now gone to the Labour Welfare Fund; the honourable member should stick to this Clause.

Mr. ALLDER: I was saying that some women are not sufficiently serious about their welfare and the increase in the population shows that statement to be one of fact. When you see a woman with ten illegitimate children with several different fathers that is a question to which the Government should apply itself and not merely pass a Bill like this. It is the duty of the Government to get at the root of the evil, to see if anything can be done to relieve the situation. That is a point which should be stressed because increasing the allowance is not going to make more fathers contribute to the maintenance of their children without being carried to the Courts; and even those who are carried to the Courts still seem to disregard the Orders made against them. The hardships which exist in households where children do not have the adequate means of protection have caused me to be sympathetic towards this Order, but I think that we should go into the matter more deeply than we are doing at present. I would throw out a suggestion with which I do not think everybody will agree because people are in the hands of the Church which says that it is interested in the well-being of people; but certain ideas to which we cannot close our eyes are coming out.

Mr. CHAIRMAN: Again I must interrupt the honourable member; you are not sticking to the Clause which is before us.

Mr. ALLDER: I do not know how problems will be solved if you try to close the mouths of honourable members. This is a serious matter.

Mr. F. L. WALCOTT: On a point of order. Are we going to be inflicted Tuesday after Tuesday with a disregard of the Chair, and honourable members not wanting to abide with normal parliamentary procedure? What are we coming to? We are now dealing with Clause 2 of this Bill and if an honourable member cannot be concise that is not the fault of other honourable members.

Mr. GARNER entered the Committee and took his seat.

Mr. ALLDER: I am glad that the honourable senior member for St. Peter has taken a different trend in his conduct in this House and I hope that he will show a better example than he has been showing in the past. Mr. Chairman, I hate to know that you feel I am disregarding your ruling, but how are we going to get around the problem? I said that although I agree with the provision which has been made to protect unfortunate children, yet there are certain other things which I feel should be gone into and put right. What would we expect if we do not have freedom of speech or even suffi-

cient tolerance to allow honourable members to express themselves on matters of such importance as this one is? If an Order like this is passed—

Mr. CHAIRMAN: This Bill has been given its second reading already, and the speech which you are making is on the second reading. The honourable member must confine himself to Clause 2 with which we are now dealing and not deal with the Bill as a whole. The honourable member had an opportunity to make a second reading speech and if he has lost that opportunity he should not try to take it now. The honourable member should not try to take advantage of the Chair; let him stick to Clause 2 of this Bill and Clause 2 alone.

Mr. ALLDER: I am trying to abide with your ruling, Mr. Chairman. This Bill is bound up with another one; it has to be construed along with another Bill which we have not yet finished discussing. It is difficult for some husbands to abide by the rules which compel them to maintain their wives and children, and this Bill is increasing the allowance to children by 100%. Not only is a father obligated to abide by the provisions of this Bill, but he is also obligated to abide by the provisions which appear in another Bill regarding the protection and maintenance of wives. I think that both of these Bills are related and I do hope that in the execution of these Bills by the proper authorities consideration will be given to the points which I have raised. I regret that I was unable to catch the Speaker's eyes on the second reading of this Bill, because whatever honourable members may think, I still feel that there are some very important points which should be threshed out by this House before such a Bill is passed. I regret, Mr. Chairman, if I have caused you to be vexed with me.

The question that Clause 2 stand part of the Bill was put and resolved in the affirmative without division.

The remaining three Clauses of the Bill were read and passed.

On the motion of Mr. ADAMS, seconded by Mr. Cox, the CHAIRMAN reported the passing of the Bill in Committee.

Mr. SPEAKER resumed the Chair and reported accordingly.

On motions of Mr. ADAMS, seconded by Mr. Cox in each case, the Bill was read a third time and passed.

ABOLITION OF GRAND JURIES BILL, 1950.

Mr. SPEAKER: The next Order of the Day stands in the name of the honourable senior member for St. Joseph:—Second reading of a Bill to abolish grand juries and to amend the law relating to the presentment of indictments.

Mr. ADAMS: I think that the honourable junior member for St. Lucy will probably be speaking at length on this Bill and it may be unnecessary for the Government Spokesman to do more than to say that most people in this island to-day feel that the same reasons which caused the abolition of Grand Juries in Great Britain to come about are the same reasons why we should abolish Grand Juries here. I am not going to say what the honourable junior member for St. Lucy will say later on as to the cause of the existence of Grand Juries for so long. It would not be true to say that Grand Juries have existed with the idea of saving their friends; Grand Juries came to the island with the first English settlers and therefore in the earliest days they were absolutely necessary. They were the people of your village or community who knew

everything about you and who were, in fact, your judges. I do not think it is necessary to go into any historical discussion about the origin of Grand Juries, about jurors presenting the bad man of the village and getting him punished. I would not blame previous Assemblies and I say without any reflection on previous Assemblies, that it may be true that Grand Juries have existed within recent years—and by that I mean 30 or 40 years—because in the minds of some people forgetful of the administration of justice, they would be useful for keeping some people even from the possibility of going to jail if they faced a petit jury. I am sure that the House will consider that statement of mine as purely a historical fact which should not operate in their minds as to whether juries should be retained or abolished. The Government places this matter on the footing that when in the old days you had laymen for Magistrates and Chief Judges and so many old-fashioned Courts in this island, following the English habit, and four or five Common Pleas Courts presided over by laymen, then of course the keeping of all the means of bringing malefactors or alleged malefactors to justice were necessary; but since you have a trained lawyer as Chief Justice and a trained lawyer as a Magistrate it is an anachronism to have a body of laymen to go through evidence which has already been sifted by a legal mind in the Police Court, which has already determined whether a *prima facie* case has been made out or not, whether a man should be put on his trial or not. Then the evidence goes to the Attorney General who would be inclined to look carefully to see whether there is any case or not, and who would not be inclined to put work on the Grand Jury or to pile up work for himself, and then the evidence goes to the Grand Jury to do all over again what has been done well twice before. There is no justification for retaining the Grand Jury and as will be seen from the "Objects and Reasons".

"The object of this Bill is to abolish grand juries and to provide for an alternative procedure for the presentment of indictments. The Bill is based on the corresponding provisions of the Imperial Administration of Justice (Miscellaneous Provisions) Act 1933, which abolished grand juries in the United Kingdom." There is a wealth of legal talent in the House and I have no doubt that if any honourable member would like an explanation of any particular Clause of the Bill, not only will the Government be pleased to oblige, but at least three distinguished members of the legal profession who are now sitting together as well as the honourable junior member for St. Lucy will help. I beg to move that this Bill be now read a second time.

Mr. BRANCKER: It is seldom that matters which are introduced into this House by the honourable member who has just sat down, meet with such complete approval from me as this Bill relative to which I find myself in the position of seconding the motion for the second reading. It will be recalled that some months ago an Address was passed in this House requesting His Excellency the Governor to take the necessary steps with a view to abolishing the Grand Jury system and this Bill, I take it, is the outcome of that Address. Most of the arguments relative to that address were in favour of the abolition of Grand Juries and such arguments as they were against it, were dealt with very exhaustively on that occasion. One can hardly conceive of their being any dissentient voice in connection with the passing of this Bill. As the honourable introducer has remarked, it has happened that Grand Juries in Barbados have regarded it as their function to safeguard friends of theirs;

it has happened on certain occasions that persons of local and eminent prestige have happened to be put before a Grand Jury after an Attorney General had sent on the case which had been duly sent to him by a Police Magistrate, and the Grand Jury have not hesitated to discharge their brother planter or merchant or fellow club member as the case may be. It will be recalled that one of those outstanding cases occurred a few decades ago where the principal culprit was a big official and the Grand Jury returned "No true Bill" in respect of that big official and "True Bill" in respect of the messenger of the Government Savings Bank who was the lesser of the two culprits. And the Judge made scathing comments on the action of the Grand Jury. Times change but Grand Juries do not change; if a Grand Jury had such an opportunity again, the same thing would happen. It is obvious that such an Institution as the Grand Jury which has only served to safeguard their friends, is an Institution which should not have lasted until 1950. Apart from the fact that in places where partiality in the administration of justice is not shown, as it is shown in this country, when such laymen happen to sit on a Jury in countries like the United Kingdom, we find that the Grand Jury system instituted as it was to multiply accusations of crime—and the reverse has happened because the Grand Jury reduce the number of cases by returning "No true Bill" where there was something worthy of investigation by a petit jury—has been abolished. The Grand Jury do badly what a Police Magistrate, who is a lawyer or an experienced layman has done well; they do badly what an Attorney General has done much better than what they could ever do. The Magistrate sends on a case, the Attorney General also sends it on and then the Grand Jury decide that there is no case and discharge the accused! As honourable members know, the Grand Jury function in secret and we always pride ourselves that the administration of justice is done in public and it is open to the limelight of criticism; but the Grand Jury system is one whereby they hear only a certain number of witnesses, they hear no defence and they sit in secret, the accused not even being present and no Counsel is permitted to appear on behalf of the accused. In the past, holders of the office of Attorney General who have been weak men, have relished the presence of the Grand Jury; because they did not have the moral courage to throw out a case they sent it on to the Grand Jury knowing full well how the Grand Jury who are not bound by principle or law or fairplay or sense of justice would deal with it. The Grand Jury would therefore have the responsibility of throwing out a case which a weak or incompetent Attorney General had sent to them. I do not think that there is much more which needs to be said in respect of this Bill except to say how long overdue it is, and how happy I am to think that by next November the Treasury of this colony will not be burdened by having to pay this body of men. What is more important is that we will not have this standing blot on the administration of justice in this colony—a body of men to prevent persons of a certain class from having to go before a petit jury to have their matters investigated. Of course there have been Judges who appreciated the Grand Jury because the presence of this Institution gives them the opportunity to discourse on the whole political scene in the island in delivering their Charges; there is no limit to the scope which a Judge may traverse in his presentment of cases to the Grand Jury. The present custom is for the Judge to deal only with the cases before the Court and sometimes to make reference to the condition of the building in which these cases are tried;

but in the past it was noteworthy that a Judge in his Charge to the Grand Jury would use the occasion to discourse on the whole political scene, but it is not necessary to have such a forum for discussing the political scene. There is nothing which can be said for the retention of the Grand Jury system: I recall that at the time when the Address was passed requesting the abolition of the Grand Jury system there was also passed an Address relative to a different matter, and I hope that we will soon have before us a Bill dealing with that matter just as we have this Bill in response to the Address which was passed in connection with the abolition of the Grand Jury system. I refer to the Address requesting the establishment of a Government-owned printery in the island.

The question that this Bill be now read a second time was put and resolved in the affirmative without division.

On the motion of Mr. ADAMS, seconded by Mr. Cox, Mr. SPEAKER left the Chair, and the House went into Committee on the Bill, Mr. SMITH being in the Chair.

The five Clauses of the Bill were read and passed. The Schedule was read and agreed to.

On the motion of Mr. ADAMS seconded by Mr. Cox, the CHAIRMAN reported the passing of the Bill in Committee.

Mr. SPEAKER resumed the Chair and reported accordingly.

On motions of Mr. ADAMS, seconded by Mr. Cox in each case, the Bill was read a third time and passed.

DIFFICULTY OF SCHOOL CHILDREN IN OBTAINING BUS TRANSPORTATION

Mr. GARNER: Mr. Speaker,—I beg to move the adjournment of the House for five minutes in order to deal with a very vital public matter. It was, I think, a week or two ago when our Commissioner of Police probably made some very interesting moves in the community, and perhaps no one can well see how far-reaching they are. They may have their good points and they may have their bad points; I am not really interested in those points to-day, I should like to bring to the attention of the House especially the fact that since the Commissioner of Police has enforced certain Regulations on the bus concessionaires, a very great hardship has fallen on the parents and guardians of the children who attend the secondary schools in the City. It has been drawn to my attention that on several occasions children who have to travel to and from school have been denied passages on buses; some of them have been left in Bridgetown after a strenuous day at school and others have been unable to get a bus during the morning hours so that they can attend school. That is a problem for parents because, as you know the set-up in Barbados, the people who generally send their children to the secondary schools are not so wealthy as to be able to provide transportation by car for them, and they certainly depend to a great extent on the bus service in their district. As I began to say, no one can tell to what extent the moves made by the Commissioner of Police will affect or benefit the island; but I do know that the children who have to travel to the City to attend the schools are being placed at a great disadvantage. I do not think that that state of affairs obtains only in St. Philip but throughout the island. I want to bring before the Government the fact that they will have to see to it that the bus concessionaires provide school buses: that must be one of the requisites in order that a concession can be granted. You cannot afford to have some of these children leaving their homes in the morning, undergoing a day

of study in a school and then when they are about to return home they are told "There is no room in this bus for you." Even if a boy can fight his way through, can we sit here and countenance girls being left on the road because there is no bus transportation for them? I do not want to accuse bus concessionaires of doing anything wrong; I know that all businessmen have their little tricks—I am a business man myself. (Laughter). In the past it was an obligation for the buses to carry only five passengers in a seat, and it was the rule of the bus concessionaires to grant 25% discount on the tickets sold to children. That is now working a hardship against the children because when they go to the buses there is invariably no room for them; their tickets are cheaper than the fares, and a businessman will take the most because he is working his business for profit. Therefore it is made more desirable for the Government to see to it that a bus is made available by every concessionaire for the school children in the different districts. I speak for my parish; I can assure you that I have a list of the names of 40 children whom one bus can take up on one straight road, let alone other children who are on adjoining routes. It is not enough for bus concessionaires to say that the transportation of the school children would not pay them; we who are responsible for the welfare of these children and their education must see to it that transportation is provided for them, and safe transportation too. I could multiply that one thousand times only to say that since the Colonel has made it necessary for five persons to ride in one seat in the buses, many parents have had their children brought home to them by motor cars because there were no other means of the children getting home. I have seen with my own eyes that on mornings when the buses are passing through the districts there is no room for the children who have to attend school. This is no small matter because parents who have to pay for the education of their children cannot afford to have them losing time or have them brought home by motor cars; everybody knows that parents are tightening their belts so as to give their children education and those who are inflicted by this recent move by the Colonel are the least able to pay motor car hire for the transport of children who are left in Bridgetown. I have been reliably informed by a father that children were chased from a bus when they attempted to board it not very far from its destination; of course the children would try to get aboard the bus so as to make sure of a seat when the bus reached the terminus. After the bus got to the terminus the children could not get home except by hiring a motor car to take them there. This is not a matter of making passing observations; this is not a matter in which we can sit and acquiesce; this is a matter of moment and it calls for rectification. I think that the Director of Highways and Transport should know something about these points; just as he knows how to invalidate a contract in a matter of hours, he should do some constructive work at once and see that buses operate along those routes whence a lot of children are attending school—he should see that a school bus is sent to those areas. If the Director is not equal to the two jobs then they must be separated. I cannot see any initiative in this matter, because if you by the stroke of a pen or the sound of a voice say that you are enforcing the letter of the law and you see to it that just the number of persons which buses are registered to carry are carried in the buses; and that if you catch conductors carrying one person more than the number which should be carried you will have him dismissed, and you do not create conditions by

which you will remedy the particular evil which results, where is your initiative? In other words, it is not enough to talk about a problem in itself; you must bring about a solution to the problem. Hence when the Commissioner of Police took it upon himself to see to it that this particular law is enforced, and he himself gave lectures, he ought to have had enough foresight to see that that was going to create a problem; and it is a big problem. People leave their homes daily to go to do business and then they cannot get any bus transport back! But I am not so much interested in the general public as I am in little children and adolescents who have to leave their homes early in the morning to get a little education to fit them for the battle of life, and then they are thrown on the sidewalks of the streets in Bridgetown because of the lack of accommodation in the buses when we have a Director of Highways and Transport. We have to act in this matter quickly; when girls are left on the streets parents do not know what will become of them. Parents wait and look for their daughter only to see her appear home in a big "Limousine" and the chauffeur handing them a bill! I am appealing to the Government to see to it that this state of affairs is stopped at once. When girls leave home they need protection and they should be protected; we cannot afford to have them left on the highways. There are waifs and strays and even them we have to protect; how much more girls and boys coming from respectable homes?

There are people who are willing to draw their belts in order to give their children a better education than some of them have had; some of these people are agricultural labourers and artisans and they are trying to give their children a little education. We are in duty bound either to see that transport is made available to these children or build schools in the country districts. In other words, if Mohammed does not go to the mountain, the mountain must go to Mohammed. I do not want to get hot on this education business at all. (Laughter). Everybody knows the value of education and unless we can give the youth of to-day the means whereby they can become reasonable human beings we have already lost the fight. The youth of to-day must be prepared with sound education so as to make them rational human beings, but something far and distant from what a member of the Other Place said quite recently. We have to arm them with education so that certain epithets will not be attached to them. Quite recently I saw a wealthy man buy a car for \$4,000, having joined with other wealthy people, friends of his, for taking children to the high schools; we have not got the money to do that and even if we had it, we could not get others to come in, and so this Government is bound to see to it that transportation is provided for people who want to send their children to school. I could multiply many times cases as to what I have said already. People come to me about this matter daily and now the children themselves are coming to me. One little girl said: "My God, Mr. Garner, try and do something for us; we go to school on mornings and we cannot get back home on evenings." Some of the conductors do not take tickets if they can get passengers who will pay cash, and they will make the children get off the buses. There is a father who is thinking seriously about bringing a case against a certain Company because he bought his tickets and yet his children were put off the bus. That is a bad state of affairs; they sell these tickets and when the children go to the buses they cannot get a seat in them. Are we going to sit idly by and let

this state of affairs go on? I am going to His Excellency to-morrow morning if action is not taken in this matter; the Government has acted wisely before and I expect it to act wisely on this occasion also. We do not want to leave young girls along the streets at night; boys might fight their way through, but not the girls. You have parents waiting for their daughter to come home at 4 o'clock and then at 8 o'clock she comes home in a "Limousine" and a bill is handed to them! I have done my duty and I expect the Government to take quick action in the matter. The Government must think seriously of this matter; if they cannot make the buses operate on routes so as to accommodate school children, they will have to build a sufficient number of schools in which to teach the children in the country districts. Education is a vital necessity; some time ago I said that education would help to free people and one of my good friends on the staff of the Press said that education does not always free people. However, I still maintain that education is a good thing and without it we are nowhere. If education was not such a good thing the Germans would not be so much respected after they had two Wars; everybody wants their company to-day because they are highly educated. Mr. Speaker, you will hear with me because I am speaking about the qualifications of education. I have my programme of education because I know what it has meant to people in the past and what it means to people to-day. When you have people who cannot read and write they are laughed at; so that we have to start from the bottom and educate the youth of to-day and provide the means for them to get wherever the schools are. If a concessionaire does not feel that it is right or that it does not pay him to run a school bus, then it would be well for the Director of Highways and Transport to take the route away from him, because he would be a menace to society. You have to see after the little children who have to go to school; the first thing which any honourable mother does is to try and get her children off to school, and the first thing which any dutiful father does is to provide for the education of his children. Any serious minded legislators will see that legislation is passed to get boys and girls to school in comfort; we cannot but help those poor parents who are unable to join together and buy or hire a motor car to transport their children to school so far as that is legal in this island. This matter of the transportation of children to school has reached grave proportions; not only is this matter being talked about in the parish which I represent, but people in St. John and Christ Church have come to me and complained and asked what can be done about it. This motion for adjournment should have been made three weeks ago, the pressure was so great on me; but because I did not get time in the House to discuss the matter I had to forego it. I can tell honourable members that this matter is causing hardship and headaches to parents who have to send their children from the country to Bridgetown to school. I hope that this motion will meet with the approval of honourable members, because while most of them live in the City or while most of them are wealthy and are able to send their children to school by motor car, those of us who think that education is good not only for the wealthy but also for the poorest in the land, should join with me in asking the Government to be as urgent enough as to see to it that by tomorrow some steps are taken to alleviate the position.

I shall say nothing more because I believe that this matter is a foregone conclusion. I am not a psychologist but I see that certain faces are more or less

sympathetic, and this appeal will meet with the approval of the Government because it is an appeal coming from little children. It is not so much my appeal but my heart was touched when the children asked me to do something for them, and I have great pleasure in asking the Government to accede to their request because we can do nothing more than make it compulsory for concessionaires to have buses to accommodate school children. The matter can be dealt with in the outlying districts just as it is dealt with in Bridgetown, otherwise the next thing will be the nationalisation of the bus companies if we cannot get proper service. Of course nobody seems to want to nationalise anything; I am moving Heaven and earth to get the Electric Company nationalized. (Laughter). We are going to sleep in regard to this matter; here you have a little 2 x 4 island and the Electric Company cannot erect poles and supply people with electricity. This question affects the little children too, because they cannot get proper light with the aid of which they can prepare their lessons. Who is going to move first in this matter? (A MEMBER: The Government). Who is the Government? In draughts the "blacks" must move first; but if the "blacks" do not move then the "whites" will move. If the Government does not move then the Opposition will have to move. We have a bounden duty to perform; we are nothing to do with the Press. Let the Press do its work; when the members of the Press come here they can do otherwise, but we have to do our work. This is a serious task; I see that honourable members are laughing. How many of us are serious about these things? We have to spend time on these things. When I talk some people say: "Oh, he is a dreamer;" but all good things come from people who dream constructively. Some people cannot dream; the great thing is to dream and then interpret the dream: some people have dreams but they cannot interpret them; they interpret nightmares. I may seem to be humorous, but I am speaking about children who are being crippled because of the lack of transportation to and from school. I ask the Government to see that these children are provided with transportation so that they can get back to their homes after they have finished a day's work at school.

Mr. CRAWFORD: I beg to second the motion. That this situation exists is, in my opinion, entirely due to the negligence and the indifference of the Authorities who are responsible. Sometime last year—it was in December—this situation began to deteriorate. Several families in the parish of St. Philip drew it to my attention by seeing me personally and by writing letters to me, and I came in here on the following week—it was on the 13th December—and tabled a question. I asked the Government to endeavour to arrange during the Christmas holidays for a school bus to serve the parish at the commencement of the term in January. The question which I asked the Government was this:— "In view of the great inconvenience suffered daily by the exceedingly large number of school children of the parish of St. Philip who are compelled to commute to St. Michael in consequence of the absence of any Government second grade school in the parish—many of them often reaching home as late as between eight and nine in the night, after having walked from the bus terminus of St. George or Christ Church sometimes through drenching rain—Will the Government take the necessary steps to have arrangements completed with the concessionaires who serve the parish, before the expiration of the Xmas holidays, for the provision of special school buses for the purpose of carrying children to and from school days?" That question was asked on the 13th December last year: it is now July this year and not only do

the conditions complained of in the question remain the same, but the Government has not even bothered to answer the question. The question asked that action be taken during a specified time; we came back in the House in January and we went on meeting until the prorogation in April and neither was the question answered nor was any action taken in the matter until now that the situation has deteriorated to the point at which my colleague was constrained to make the comments which he made today. As is well known, I am inclined to the view that the best solution to the problem would be to provide a second grade school in the parish. I have emphasized that incessantly for years, and even if school buses are forthcoming in the immediate future, I still stick to the view that the erection of a secondary school in the parish would be of infinitely greater value than the mere provision of transport. Certain parts of St. Philip are an hour's journey from any second grade school in St. Michael, and it is not an easy matter for young children, apart from spending a certain number of hours daily in school, to have to spend an hour in the morning and one in the afternoon in order to get to and from school. It means that these children have no time for playing games either before or after school and there is very little time for relaxation after they arrive home in the afternoon at the end of an hour's ride. We know how enervating an hour's ride can be in the tropics especially for children of tender ages; at the end of the ride they are both mentally and physically too tired to prepare their home work which they are supposed to know when they return to school next day. Even if school buses are provided, children from St. Lucy and St. Philip are at a disadvantage in being forced to travel daily to and from school. This question asked that an immediate solution be provided to the problem which exists and it would not have taken any special effort or ability on the part of the proper Authorities to make arrangements for the provision of a school bus to serve the parish of St. Philip from the beginning of the year. This month of July has come along and, as my colleague has pointed out, certain regulations which are now being very strictly enforced by the Police Authorities have made the question of transport for people in the country even more serious than before; and it is accurate to say that children are being taken off the buses and left in Bridgetown at night to get home however they can or find shelter somewhere in the City. I have before me a letter from a father who, only about three weeks ago, did not see his two children return home from school at all on a certain day, and after spending a very anxious night wondering where they could be, he journeyed to Bridgetown and was very relieved to find that the children had spent the night at a very close friend in the City after they had found it impossible to get home on the previous night. In addition to that, there is rainy weather in May and June and it was most pathetic to hear of children having to walk to St. Philip from Boarded Hall or St. Patricks through the rain, then having to leave home with the rain pouring and showing indications of pouring all day, and then there is the prospect of these children having the same inconvenience in returning home in the evening. It is no compliment either to the officials or to the Government that this state of affairs should be allowed to continue after their attention has been drawn to it for so long. When you ask questions in this House it is to be assumed that they are forwarded almost immediately to the proper Authorities; it should be made most emphatically clear by the Executive to the Heads of Departments that questions tabled by members of this House should be treated with im-

mediate attention by the Heads of Departments, and not be treated in any manner by Officials. The Executive should also have some definite obligation in the matter: Generally speaking, honourable members do not table questions in this House because they have some ink and paper to waste; they ask questions because they feel that that is the quickest way to draw attention to a public wrong and that by that method redress can be obtained in the quickest possible time. I say that both the Officials of the particular Department and the Government itself are responsible for the deterioration with regard to this issue; the Government cannot claim lack of responsibility in the matter because it has been drawn to their attention, and failure to act immediately could be due to no other reason than indifference and neglect. If in this case or in any other case it has been found that the Officials in charge of the Department are to be blamed, disciplinary action should be taken at once, because the members of this House have few methods of effectively representing their constituencies or drawing to the attention of the Government grievances which are required to be righted, other than by recourse to tabling questions when this Chamber meets. And we may as well sit down at home or fail to take our seats in this House if after we come in here and draw to the attention of the Government glaring injustices which need to be righted this callous indifference and criminal negligence are going to be the treatment which we obtain. It would do honourable members a lot of good if they could read some of the correspondence which my colleague and myself have had from parents in connection with this matter. Certain parts of St. Philip are perhaps of greater distance from Bridgetown than in the case of a few other parishes in this island, and when these long distances have to be travelled one can quite readily understand that this problem of transportation must seriously exercise the minds of those who at the moment are suffering from the lack of proper convenience. I repeat that this matter is demanding serious attention; it is not merely the people in the parish of St. Philip who are suffering but those of neighbouring parishes and other parts of the island are suffering from this inconvenience as well. No effort should be spared, as has been pointed out by my colleague, in seeing that the young children are able to attend schools daily, return to their homes at a proper time, and have the requisite amount of leisure at their disposal for relaxation for properly preparing their lessons. One solution to the problem would be the provision of more schools, but the immediate solution to the problem is to make it compulsory for bus concessionaires to provide proper transportation in the areas which they serve for children to and from school daily. Now that the attention of the Government has been drawn to the matter in this manner, I sincerely hope that action to improve the situation will be speedy and that there will be no necessity for having to return to it in such condemnatory terms.

Mr. BRANCKER: This question arises of course through the running of the Department of Highways and Transport which, as we all know, is responsible for the arrangement of the bus service throughout the island. It is common knowledge that the schedules for the buses are arranged by that Department which has the misfortune to have, as I do not suppose any serious-minded member of this House would disagree with me, a thoroughly incompetent Head.

Mr. SPEAKER: I must remind the honourable member of a certain statement which I made earlier in this session relative to references to Civil Servants. I have said that inasmuch as honourable members of

this House have almost unlimited power as far as making references to Civil Servants is concerned, and the Civil Servants cannot defend themselves, it becomes an honourable thing if honourable members refrain from making any reference which may do harm or injury to members of the Civil Service.

Mr. BRANCKER: I observed the comment which Your Honour made at the time; one however could never dream of overlooking one's duty either to his conscience or his constituents or the community as a whole in so far as it is in keeping with Parliamentary rules or usage, to call a spade a spade and not an agricultural implement. The lack of imagination which is so often exhibited in the running of this Department, its "out-of-touchness" and lack of awareness of what people want—for instance we heard from the previous speakers that the bus service in respect of school children is inadequate and that is because the question is not decided as to how many school buses are to be run. The concessionaires are not told how many school buses are to be run and if the service which is being run is inadequate, that is not the fault of the concessionaires or the community, but that of the Department which should see what is needed for the community and that improvements are made. And what needs greater improvement than the transportation of children to school? We have a similar difficulty in St. Lucy in respect of getting children to the Alexandra School; the buses leave hours ahead of the time when the School would be opened. I have had to speak of the lack of awareness or sympathy on the part of this Department with regard to the adjustment of the various routes. You will find that if a school like St. Winifred's wants buses, it can get as many buses as it wants, however inconvenient it may be to the concessionaires to provide the service. That school can get what it wants in so far as transport is concerned, and do not ask me the reason why if you see what the children who attend that school look like. But if it is the poor children from St. Philip then we have difficulty in respect of transportation for them; we find that representation has been made as long ago as last December to get improvement in the bus service for these children but nothing has been done in the matter.

Honourable members will remember that some time ago the Blackman Committee which was appointed by His Excellency the Governor reported on this Department of Highways and Transport, and one of the recommendations of this Committee was that matters relating to the highways should be separated from those relating to transport. I do not know what has happened to the Report of this Committee; I do not know if it has been placed in the pigeon-hole or in the wastepaper basket, but that recommendation to which I have referred was a most important one and we are awaiting some action to be taken in connection with it, assuming that that part of the Report has met with the approbation of the Government.

There is another feature in connection with the bus service to the country districts; it is that you will frequently have a bus going from Bridgetown to Pie Corner half filled with people who are not even going as far as Speightstown, with the result that there is no room for those who are going to Chance Hall or Pie Corner—there is no room for them in the bus which will take them to their homes because the seats are occupied by people who are going to different parts of St. James. That matter can be easily handled by a little resource on the part of the people who run the Department of Highways and Transport; preference should be given to people who are going to the extreme end of the route, seats being made available

first for those who are going to the remotest parts of the country. In other words, it is a matter of taking up the fares before the bus starts off; those persons who are not going to the remotest parts of country should be told that they must wait until it is found out if there is no other bus to accommodate them. This is a matter which needs to be remedied and it is a source of great concern to people who live in the distant districts and who have no transport of their own. Of course, if it is a fact that there is something wrong with the bus service and the majority of members of this House are in favour of the nationalisation of the bus service, that can be done; why we are taking so long to do it I do not know. There should not be any reason whatever to anticipate any difficulty in getting a majority in this House in favour of the nationalisation of the Electric, the Telephone and the Transport services. Why do we have to come here time and time again with complaints about the running of the Department of Highways and Transport? As I have said, it is not only in the parish of St. Philip that there are grievances about the inadequacy of the bus accommodation; it is not only the school children of St. Philip who suffer in this regard, but the school children from the leeward parishes are also among the sufferers. It is a question of a complete revision of the bus service so as to ensure that those who have far to go and who one could not expect that they would dream of walking the distance, are provided with reasonable and adequate accommodation. Previous speakers have referred to complaints being made from St. Philip and St. John and I have no doubt that those parishes will be efficiently represented in this House. I can say that the people in St. Lucy also suffer from an inadequate bus service. They cannot get buses to take them home from a Show in the City and anybody can see how necessary it is for the Government to see to it that the schedules for the buses are revised. Some time might be saved where the transport in the suburbs is concerned; I have noticed that some time between mid-day and 2 p.m. the running of a quarter hour service in the suburbs is superfluous. Anyhow, that is a matter for revision in so far as concessionaires are concerned, but it should be taken up as an urgent necessity to see that the Department of Highways and Transport causes an adequate bus service to be brought about so as to ensure that every school child gets a bus to take him or her to and from school. All types of school children should be looked after in connection with this matter of transport and not merely those who go to St. Winifred's School.

Mr. MAPP: The honourable member who has just sat down mentioned in the course of his speech that he agreed that the Director of Highways and Transport should be responsible only for the highways; but we really do not know who is the Director of Transport now—whether it is the Commissioner of Police or the Director of Highways and Transport. It seems that a lot of matters relating to transport have come under the scope of the Commissioner of Police. Much emphasis has been laid on the question of the transport of school children, but the problem is not confined to the children alone; the whole transport system needs to be improved and it is time that somebody pays serious attention to it. Let us take the Advisory Committee to the Director; when the then honourable senior member for St. John, Mr. Blackman, was in this House as a member of the Government, he used to sit as a member of the Advisory Committee in the capacity of Chairman, and perhaps that was because he was a representative of the people and could put forward the views of the people. Now the honourable senior member for St. Peter is in charge of matters relating to

transport, but he is not a member of the Advisory Committee and no member of the Government elected by the people is a member of that Committee. It is no wonder to me that many a Tuesday we hear criticism after criticism of this Department only to find that we come back at a much later date and repeat our criticism and nothing is done about it. There is not one responsible member of that Advisory Committee in this House to listen to us and tell other members of the Committee what the feelings of the members of this House are. That is ignoring the people in this House and we should have ministerial responsibility and let members of this House be in charge of these matters. We are only tinkering with the problem if we say that it is a matter of putting one or two more buses in St. Philip or elsewhere to provide for better transportation; the whole matter wants to be put in shape. I can speak with some authority on this question because I travel by bus more than any other honourable member of this House and I can tell you that when the Commissioner of Police made his threat about suspending conductors' licences, I used to say that I am in the fortunate position of hiring a motor car if I were left in Bridgetown. You cannot get a bus conductor, with this sword hanging over his head, ever to take in a seat one passenger more than the number which the Commissioner says must be carried there. You will soon have to face the question of increasing the number of buses on the routes or adopting the means of bringing the transport system under stricter control by the Government.

The previous speaker said that the question of nationalisation seems to be shelved, but it appears that the House should blame itself for concentrating too much on the nationalisation of public utilities and the Government found difficulty in this matter; no public utility is being nationalised at all. If the Government cannot change the system which is in operation at present, if we cannot have a more efficient running of this Department, then Sir, I think that some steps should be taken to investigate the possibilities of nationalising our transport system. We must remember that the concessionaires have virtual monopolies in their respective districts and dissatisfaction does not exist among the travelling public alone; bus conductors and drivers are also dissatisfied. When the Commissioner of Police recently took it upon himself to issue the warning about the number of passengers to be carried in one seat in a bus—it was done in a very good spirit—he should also have called a meeting of everybody concerned in the matter of transport and told them what they should do and what they should not do. And the concessionaires should be the first people to be called. The drivers are dissatisfied about their wages and conditions of work, the lack of security and other things and I think it is time that the Government should take steps to put the whole transport system in order. I have received complaints from certain people in the constituency which I represent about the lack of bus service and I took those complaints to the Department. One of those complaints concerned the fare stages and Mr. Ward agreed that the fare stages should be changed. To my surprise I received no reply from the Department as to the complaints I made and when I returned to the Department, Mr. Minnet said that the fare stages were quite equitable, that those who had to pay 10 cents to travel $4\frac{1}{2}$ miles were being treated quite fairly because other people had to pay more money for travelling shorter distances. Mr. Minnet is an Englishman and he is not acquainted with local

conditions; Mr. Ward agreed that the fare stages should be changed and Mr. Minnet said that that cannot be done. I tabled some questions in connection with the matter and they were answered just before the session came to an end; there was no member of the Government on the Advisory Committee so that I could put first-hand information before him and get the necessary change made, but an Englishman has said that the matter cannot be altered now. Barbados is the only place where, with an elected Government, necessary changes could be delayed for so long. In Trinidad and Jamaica things would reach such a height that administrative changes would have to be made. Here we are told that they are waiting on the Secretary of State for the Colonies or something like that; that is beyond the patience of Job far less honourable members sitting around this Table. The whole system of administrative control needs to be changed; so long as there is no change in that control we can only come here and talk. The Government might be disposed to say something to soften the blow and then you have more delays from Headquarters. I hope that the least which this debate will cause is an extension of the bus service and an improvement in the operation; we are tired hoping that there will be direct representation from this House on those bodies which advise the Director of Highways and Transport and other Heads of Departments in this colony. We want to have direct representation on those Advisory Bodies, otherwise we are not in a position to see that any policy is carried out. I say that the least we can do is to have some improvement in the transport system, and the most we can do is to have some change in the administrative set-up. I used to read of people advocating changes in the administration of the various Departments and it used to be said that administrative changes are necessary; but if we have long delays in this matter of direct control of Departments by members elected by the people, our last position will be worse than the first. I agree that there has been an advance on the old days because we have had representatives on these Advisory Bodies; but we must have persons connected with policy on the Executive as Chairmen of these Bodies and not merely as ordinary members. We want them to be in that position so that they can exercise some authority; until such things are done we will merely waste time in standing around this Table and making criticisms. I hope that this warning will not fall on deaf ears.

Mr. MOTTLEY entered the House and took his seat while Mr. MAPP was speaking.

Mr. ADAMS: I am merely replying to two honourable members. I am somewhat amazed at the strictures which the honourable member who has just sat down has made, and he is making them against me and against me alone. The honourable member knows that there is nothing but time which prevents the making of the necessary change whereby members of the Executive will be Chairmen of these Advisory Boards. He is trying to say that people are making excuses and he mentions the Secretary of State for the Colonies and he knows if anybody is to be blamed in this matter who is to be blamed. The honourable member knows what the law is; the Act says that there shall be an Advisory Committee of which the Director shall be Chairman. It is *infra dig* for members of the Executive to be members of Advisory Committees and not be Chairmen of the Committees in respect of the Department, matters relating to which they are responsible. I am a member of the Education Board—I do not say that I attend the meetings—

and I have already intimated that I intend to take a more active part in matters concerned with education and I meant it in the way I have mentioned. The law will be changed whereby the member of the Executive who is responsible for matters relating to a particular Department will be automatically Chairman of the Advisory Committee. I was Chairman of the Housing Board before this method of government was established and so it happens in that way. Where the Act does not say that the Director shall be Chairman one of the four members of the Executive who is appointed as a member of the Advisory Committee is made Chairman. I am ashamed of the honourable member who in his enthusiasm would not use his memory. I have already told him that there is nothing whatever standing in the way of this Government carrying out its promises as regards administrative responsibility, but it is a question of time and it is a question of priority. I resent any suggestion that we are weak or incompetent or that dust can be thrown in our eyes, and we sit down under a scheme of things whereby none of us would ever be appointed as a member of a Board and we have not got the courage to say that we will sit as members of Boards. Honourable members have to work for their living and it would be a very good thing if those who criticise us would ease some of the burdens off our shoulders by doing some of the work themselves. A Bill will be brought down to this House to alter the Act so that the Director will no longer be Chairman of the Board, and similar Bills will be brought down. The honourable junior member for St. Thomas knows that there is one thing which stops ministerial responsibility in this island; I will spare him now but if any more of these attacks are made on this Government I will state publicly why ministerial status is not with us already. If a man is your friend, he should be your friend; the worst enemy a man can have is a friend who is not really a friend. Sometimes people allow their tongues to run away with them. Honourable members can rest assured that it is only a question of time that prevents members of the Executive from taking a direct share in the actual running of these Departments.

I must thank the honourable senior member for St. Philip for the implied compliment to the Government in the speech which he made—a speech on which the Government will act. I must thank him for airing this matter in this Chamber because people who are directly concerned with seeing after the correction of this grievance will hear and understand that it is a pressing matter; but let us remember all the sides to the question. I have been inclined to go further than any other honourable member who spoke as regards the bus concessionaires has gone. I take the risk of saying that these concessionaires are a necessary evil; they are as hard-hearted as most businessmen, and a little more. I know something of their attitude towards their employees: while it is true that all the employees are not saints and some money may be taken from a passenger and it does not always find its way into the bag, yet it is not fair to the employees, some of whom have been in the employ of bus companies for years, to be branded as if they are all dishonest. I have been informed by bus concessionaires that they do not get all the money, and although the conductors will take some of it, they can still get by. That brings me now to the question of speed in ameliorating this grievance. I do not believe that the bus concessionaires are losing any money; when Colonel Michelin first addressed these concessionaires their reaction was the payment of higher fares. The Government's attitude is that we should see their books; we can-

not ask the public to pay higher fares unless we are absolutely convinced that these bus concessionaires cannot provide the extra buses which allowing five persons in a seat now demands, and also provide buses for school children. It might be necessary to appoint a public enquirer who could compel these people to produce their books; if concessionaires are asked to show their books and they say "You must take my word for it," we will get nowhere. We cannot see that we are really and truly doing them a wrong if we tell them to put more buses on the road. Let me remind honourable members that more than once I have said in this House, and it is the view of the Government, that we should be so anxious about school children that we should enquire into deserving cases and provide a free bus service, the Government undertaking to pay bus concessionaires so much per term for the transport of deserving children whose parents satisfy a means test, and also supplying them with free books. We are glad to know how pressing this matter is and I assure the honourable member who moved the adjournment of the House that I will probably beat him on it at Government House tomorrow morning.

I would just like to appeal to the honourable junior member for St. Philip to follow his colleague in regard to his method of presenting a case. Why is it necessary to speak of the callous indifference and criminal negligence of the Government? (Mr. CRAWFORD: After six months?) That is a phrase which might have been useful some years ago to carry conviction from the honourable member who is now more or less isolated politically speaking. Why is it necessary to use that phrase in respect of this Government when even our worst enemies must see that we are trying to live up to our election proposals? We would really be the nit-wits that the honourable member says we are if we are elected on the votes of the working classes and did not have sufficient intelligence to see that we must do our utmost to help the working classes and better their condition having regard to the rise in the cost of living. In connection with these bus concessionaires I do not think that they are running their buses at a loss after having had a conversation with one or two of them; they reason that they can give a better service but they have to raise the fares. The Government received a petition from one of these concessionaires appealing from the Department of Highways and Transport because of the Contract which compelled him to run a particular service at a particular time when that concessionaire did not think it paid him to run that service. Far from being callously indifferent, this Government examined the matter; the Attorney General and the honourable senior member for St. Peter went on the route and made enquiries for themselves to see how much truth there was in the story about this concessionaire losing money by running the concession in that way. But if the honourable member wants to climb out of the desert he must adopt the methods of his senior colleague (Mr. CRAWFORD: You were in the desert before I was) instead of using superlatives which are unnecessary to prove the Government guilty of this or that accusation which he chooses to bring. Nobody should hesitate to try and do whatever is possible to prevent these children from being left behind in the way in which the honourable senior member for St. Philip has told us. I assure the honourable member that it would be more desirable to call on concessionaires to run buses at stated intervals and at stated places to suit the convenience of school children rather than keep to the hours which suit adults; rather than having a bus leaving the country at 7 o'clock in the morning and children finding themselves in Bridgetown

hanging around before the schools are opened, it would be better for a school bus to leave at 8.30 o'clock and allow the children to get to school in good time. Then in the afternoon children should not have to leave the schools and hurry to Bridgetown in order to catch a bus to return home; these injustices which are being done to school children should be remedied.

Mr. SMITH: I am sorry that I have to speak after the honourable member has replied. Some time last year I had to speak of an incident which took place in St. George when I had to take a poor school girl out of the rain and bring her down to the St. Michael's Girls' School. I asked that child what caused her to be so late for the bus and she replied that she was in time but when the bus reached her there was no room in it and the conductor could not take her up. When I dropped that school child at St. Michael's Girls' School if any of us apart from myself had seen that child running up the drive to the School—I am sure that Buccaneer could not catch her. There were floods of tears in her eyes. I feel that something should be done in this matter; we should not wait for something to happen and then say that we are going to face it. In St. Joseph we have a first-class bus service for school children; I do not know if it is because of the representation in the parish, but in other parishes I can say that this service is very rotten. Children return home from school by motor lorries and it is seldom that there is a lorry accident which does not result in instantaneous death. Think of those conditions which a poor school child has to face—the danger of a death trap in order to get back home from school—and there are buses running in the parishes! It is time that the Government call upon the Transport Authorities to deal with this matter of the transport of school children. I admit that there are some districts which do not call for school buses because there is not a sufficient number of school children to be transported, and the concessionaires would be running the buses at a loss; but an investigation can be made as to how many school children there are in the particular districts and let seats be reserved in the buses for these children. It is not a good sign for children to be fighting to get in a bus; while the Police are organising a Boys' Club to keep the boys off the streets, the bus conductors are throwing the children on the streets. You are thereby trying to remedy one wrong and you are creating another. It is time that we think seriously of these matters; last night I was at a friend's home along with others and a parent said that his child came home ill and when an enquiry was made it was discovered that the child was so closely packed in a bus that he contracted fever. I say that it is the duty of the Transport Authorities to investigate these matters and ask the bus concessionaires to reserve seats in the buses for school children if there are not sufficient buses to be run for the convenience of these children.

The honourable senior member for St. Joseph spoke about free transport but the honourable mover did not say that school children are unable to pay the fare; they are paying the fare under extreme conditions. I would be glad to have the transport subsidised and have proper service for the money which we would be paying. I do not think that the honourable senior member for St. Philip meant that there should be free transportation for these children; I rather think he meant proper transportation and seeing that the children are protected when going to and from school, because the time is coming when, if a child does not obtain his School Certificate he cannot get a job even as an agricultural labourer. A cow-boy was wanted at Hill's dairy and they wanted somebody with a School

Certificate. Honourable members are laughing but they must take things more seriously; this matter before us is something which we must regard and try and remedy. The concessionaires cannot run empty buses in order to accommodate a few school children, but the matter can be handled in such a way that seats can be reserved for school children. The honourable senior member for St. Philip was right when he said that he was not so much scared about boys being left on the streets as he was about the girls: I appeal to the honourable senior member for St. Joseph to get something done in this matter, because when he gets anything done something more is added to my crown. The honourable member must see that these school children are properly and carefully protected in their transport to and from school.

Mr. MILLER: I should just like to make a few remarks on this question of the bus service, and I hope that the Government will pay some attention to some of the things I am saying now. The setting up of a Public Utilities Board and everything else will all boil down to the question of nationalisation. The progress of a country is measured by its communications and transport and I maintain that whatever is done other than nationalising the transport service the people will still suffer from an improper service. The transport service should be run by the Government. Nationalisation is necessary, and I hope that the Government will pay some attention to this matter. They can pay 8/- on the whole number of buses and pay the remainder of the money in years to come. The country depends upon transport and if you cannot provide a proper service, you are not doing anything. It will be a long time before the Government can get bus concessionaires to produce books to show what is being done, and meanwhile the service will be going on as it is now. I ask the Government to pay some attention to the question of nationalising the transport service and provision can be made for running a proper service in the various districts.

Mr. MOTTLEY: I am approaching this question in a very businesslike manner. I regret that I was not present when the honourable senior member for St. Philip began to speak, but I know his feelings in the matter. I have discussed this matter with several persons and I feel very strong on it, more especially with regard to the school children. I have been reliably informed by the honourable senior member for St. Lucy that there is an agreement to allow concessionaires to increase their fares. If that is a fact then I say that anybody who agrees to concessionaires increasing their fares is lacking in responsibility. If you take the concessionaires one after the other—I say this not only because I have experience as a Vestryman, but it is a part of my business to keep in touch and know other people's business. I ask honourable members to tell me of any concessionaire whom they have not seen showing prosperity and owning other things besides buses out of the transport service. No concessionaire is willing to give up this business. Quite recently in Trinidad when concessions were awarded the question was raised about running buses at half fares; that does not apply only to Trinidad but also to other civilised countries. In my opinion, that would not bankrupt any concessionaire. Ninety per cent of the concessionaires here started off by owning a bus or as drivers or conductors and you find to-day that they have got on well. I do not believe in nationalisation. I should like to say that I sat as a member of the Vestry and one Company returned a profit of \$800 a year and others returned other profits. Even before the existence of the Department of Highways and Transport you could not prove that money was being made out of this business; but I say that

if concessionaires were not making any money out of the business and they are getting substantial offers for the old buses they would have sold out. What man would continue to run a business and lose on it? Nothing but prosperity is around these concessionaires; I do not envy anybody for that, I like to see people making money. (A MEMBER: They will soon buy property). You must buy property unless you are a ne'er-do-well. In my opinion, the Transport Board should not agree to allow any concessionaire to increase any fare at all. I say that you will bring the books, I will examine them and then I will want to know how you got money to buy that property if the business is not paying you to run it. We have to think in terms of the travelling public.

Another point which I want to make is this: money is cheap in Barbados and if six months before the concessions expire you were to advertise for concessionaires and say that the fares would be reduced, I am saying that because of the cheapness of money, so many people would be willing to apply that the fares would be reduced. If you wait for a month before the concessions expire and the same people get back the concessions, what else do you expect? I say that every man is entitled to make a reasonable profit on his investment, but I think a lot when I see returns which I take to be correct, even if they are outside what they should be. When I arrive at the cost of a bus and allow for depreciation and work out the profit, I have come to the conclusion that a reasonable profit is being made. For that reason, I say that there should not be any increase in fares; whenever a concession becomes vacant you are still going to get people applying for it. If you make the necessary provision for taking children to school between 8 and 9 o'clock in the morning and from school between 3 and 4 o'clock in the afternoon at half fare, you will still get people applying for concessions. I hope that what the honourable senior member for St. Lucy hinted to me about an increase in fares is not correct. I have to use a bus sometimes and I say that I watch people carefully and I study the business side of things. It is amusing to hear people say that they are not making any money; you spend \$10,000 in a year and the argument will be adduced that somebody has lent you the money, but people do not lend money unless they have gilt-edged securities. Money is being made but people want to do everything out of the profits in one or two years, and that cannot be done.

I strongly support the motion of the honourable senior member for St. Philip and I agree that better provision should be made for the transport of school children: and in granting the new concessions arrangements should be made for the transport of these children at half fare. The concessionaires will still be able to make money and they will be helping the people of this country. I cannot agree to any increase in the fares with the present increased cost of living and without any means possible at present to increase incomes or anything of the sort. I cannot see how this Government could accept a recommendation from the Department of Highways and Transport to increase fares. I have been informed by some concessionaires that they are perfectly willing to put more buses on the road, but the Transport Board refused to allow them to do so. I have been told that people have buses in the garages and are willing to run them, but there exists the feeling that they are making too much money and they are not allowed to bring out the buses. That insular prejudice should cease. I have also been informed that there are some concessionaires who are willing to build more buses but they are not allowed

to do so. A further point which I would like to raise is that of going into the whole transport question; we have a sort of haphazard way of doing things. A concessionaire registered a complaint to me that he was called upon to run a bus on a route which did not pay. I say that you have to mix one thing with the other; you may be called upon to run a cross section whereby every week you sink money, but if at the end of the year you make \$15,000 you have not lost any money. There is not merely the question of leaving school children behind, but there is the question of school children having to walk for miles in order to get a bus; I say therefore that the time has come when the necessary feeders to the routes must be run. For instance anybody in the vicinity between upper and lower Carlton must travel two or three miles to get a bus, and that is not fair where there is a monopoly. If a man is running a bus service with competition, it is all well and good; but when nobody else can compete with him then he should be compelled to give service to the community. Those of us who must see our children hustle for transport by bus and they are pushed and squeezed by uncouth people who attempt to get into the bus, must feel very strong in this matter. I hope that members of the Government will see these things in a realistic way. I make no apology to any concessionaire; I will inspect any books that may be brought in, but no concessionaire in Barbados is losing any money. If you were losing money for the last 8 or 10 years would you go on with the business? Some years ago a concessionaire did not apply for a concession in time and there was some idea of giving the concession to somebody else; but some very astute business people in this colony signed the bond. The rumour is that no money is made on this route, but some very astute business people said; "We will sign the bond for you." Do you think that business people would sign a bond without a person making money? The concession was granted and I am happy to say that prosperity can be seen. I want honourable members to view this matter in a businesslike manner; let them not be hoodwinked by any application for an increase in fares. I repeat that concessionaires are making money out of the business and the greatest proof of that is that they are not prepared to give up the business. Six months before the concessions expire, I repeat, you advertise for concessionaires and there is every chance that, with the cheapness of money, people will be willing to reduce the fares. How many people travel by motor cars on all these bus routes? People have become accustomed to travel by bus and I wonder what our grand parents would say if they were alive in these days. Again I say I support the motion of the honourable senior member for St. Philip and I hope that action will be taken to offer some protection to school children without there being any idea that bus fares will have to be increased.

Mr. ALLDER: After listening to the speech of the senior member for the City I am tempted, Sir, to agree that his is one of the most constructive speeches on this issue which is being discussed. I think his suggestion is very impressive. I too have been thinking of some of the points he has raised. The responsibility for seeing that a Bus Service is properly run rests with the Department of Highways and Transport and from the few conversations I have had with some of the officers of that Department I have been given the impression that more sympathy is given to the concessionaires than to the public. I agree that these concessionaires have a virtual monopoly: they should not be permitted to run their routes as they are being

run at the present time. I have a case in point in which a concessionaire in St. John's parish, has a concession also for a part of St. George's parish and at certain times of the day people from St. John and part of St. Joseph have to walk across to St. George because the two concessions are owned by one individual. I feel that the whole thing wants going into and it is time that concessionaires be compelled not only to run buses where they feel that they can be overloaded but to run them through the entire area for which their respective concessions have been granted. Take Martin's Bay, a very popular health resort. Fewer buses are run to that point than used to be run sometime back, yet we have a greater travelling public than used to be. As I have said, the emphasis is laid on more profit for the concessionaires than consideration of the public. I hope all these feeder routes which have been left out in the past will be given some consideration because I have here with me a petition signed by several persons in the parish of St. John asking that buses be permitted to run in their areas. I have approached bus owners and also the authorities of the Transport Board and although I have not yet raised the question in this House, yet I have failed to get any decision as regards the extension of the service in that parish. I feel that this is a matter which should be gone into thoroughly and no concessionaire should have the absolute authority when he has two routes. He actually closes down one sometime in the day, thereby compelling people to walk from one parish to another to get transportation to Bridgetown and back to their homes. I agree with the senior member for the City because it is a very obvious fact that the bus owners do not lose money and, as he said, they are always saying that they do not make money, yet you see the extensions which they make from time to time. The time has come when we must turn it the other way around, that is, to see to it that the bus service is run for the benefit of the public rather than the concessionaires.

Mr. FOSTER: Mr. Speaker,—I can assure the Government that the parish of St. Andrew is just as badly off as the parish of St. Philip or the parish of St. Joseph when it comes to transportation by buses for schoolchildren. You will remember that during the early part of this year I drew attention to the fact that over four dozen children were refused admittance to the Alleyne School. Since then two dozen of those children were admitted to secondary schools in St. Michael and I can assure you that they experience greater difficulty in getting to Bridgetown than what has been mentioned by the junior member for St. Philip. I myself have often taken up many of them in my car on their way to school and to their homes. I am very glad to hear that the Leader of the House is going to take the matter up with the Government but I hope that he will realize that the Alleyne School is more in need of extension than the bus service.

Mr. LEWIS: Mr. Speaker,—I am sorry to prolong this debate but I have just a word or two to add to it. It seems that the transport system in this island will always be in confusion as long as you mix it up with the Highways Department. There was a move on foot sometime ago and we thought we were near the point of having a separate Transport Authority,—people who would have to study conditions affecting transport for all occasions and work out a scheme, so that the concessionaires would be able to carry out the obligations stipulated in their concessions. Until you do that, you are bound to have trouble. Separate these two departments. The Transport Department

will have problems that would take it 24 hours of the day to solve and I cannot for the life of me see why these two Departments should be wedded to each other. As far as the increase in the fares is concerned, you cannot say that you are going to be against it on any ground; the thing to do is to have proper persons inspect the books of the concessionaires. I agree that you have to be very careful with these concessionaires. In granting a concession you are creating a monopoly and you are saying to a particular person that no matter who can run a bus on a particular route he has the right to take up people for a stated period on that route. Every passenger on that route belongs to that concessionaire; he has a monopoly and it should carry with it a certain amount of responsibility. I cannot see how a concessionaire should pass a passenger on his route without seeing to it that if his bus leaves that passenger, the passenger gets to town by some other means at his expense. He has no right to leave a passenger on his route and if it is not his responsibility somebody should see to it that it becomes his responsibility. Of course, Sir, there are three types of business in this island that cannot possibly make money and the people in those businesses will not give them up. One is a sugar estate. The almshouses have been built in the parishes for the benefit of the people who own sugar estates; they cannot make money but if a sugar estate was set up for sale the people who eventually go to the almshouse would not be the ones to buy it. The second is a bus service. A bus service does not make money but, as my colleague has pointed out, would the owner of a bus service give it up? Not at all; he would continue to fight with it. The third type of business that cannot possibly make money is a hotel. The Authorities are going to have to build more almshouses for the people and get a proper bus service to carry them to the institutions for nothing. The bus owners are either making money out of the bus service or they are concealing it so as not to pay proper taxes—one or the other—but the fact remains that there are visible signs of their opulence. My colleague is a little wrong in his reference to a businessman in this City signing a bond for a bus owner to get a bus concession. Find out who the businessman is and you will discover that he has a garage, so that whatever the particular bus service loses he makes. That kind of specious argument does not weigh with me. I hope, Sir, that divorce proceedings will be instituted in respect of the Highways and Transport Department, so that there will be a Transport Department to study transport problems. Traffic is becoming a real problem in this Country and the only way you will stop individuals from putting too many motor cars and other vehicles on the road is to give the people a cheap bus service. That is all I have to add to this debate in the hope that the bus fares will not be raised.

Mr. F. L. WALCOTT: Mr. Speaker,—I am sure you are tired. You have listened to nearly every member of the House making a speech on the motion of the senior member for St. Philip that the Government should institute an enquiry into the question of transportation for school children. You have heard a lot about nationalization of various services and honourable members have seized the opportunity to gibe the Government for not answering questions as speedily as it should. An honourable member suggested that this is a question for me as I am in charge of Highways and Transport but I should like to say that I am not in charge of any government department. It is my duty to bring to this House legislation affecting certain government de-

partments but it is the Head of the Administration who is in charge of government departments. If an honourable member sees anything going wrong in connection with a department and he chooses to bring it to the notice of this House he is at liberty to do so. In the diversity of opinions various things strike us in various ways. This is a question of a public nature and as far as honourable members of this House are concerned, we should take an interest in it because the public put us here. The last honourable member who spoke did so in broad terms and suggested that affairs in relation to Transport should be divorced from the Department of Highways and Transport. That, in my opinion, has nothing to do with the matter about which the motion before the House has been made. The law is that the Director is Director of Highways and Transport; that is the law. The junior member for St. Thomas raised the point that the member of this House who introduces legislation affecting the Department of Highways and Transport should be a member of the Advisory Committee. Again, I say that honourable members should pay attention to the laws which they have passed. The Act provides that the members of the Advisory Committee should be appointed for three years. The present members of that Committee have been appointed for three years and the Governor would not now step in and remove any of those members in favour of other persons. As far as the question of separating Highways from Transport is concerned, a special Committee is sitting on Public Works, Highways, Transport, Architecture and Planning. The whole question of re-organizing the government departments is, as honourable members are aware, under consideration and it is hoped that honourable members will give favourable consideration to the Committee's Report when it comes before the House; you will have the opportunity then to discuss whether or not there should be separate departments for Highways and Transport or whether or not you should nationalize transport and other public utilities. My only answer, in respect of what has been asked, is that I can give no promise to the House because, as I have already said, the Head of the Administration is in charge of this Department but I shall endeavour to have what has been expressed here discussed in the proper quarter. If honourable members take up so much time to discuss matters of this sort how can we ever hope to get through Government's business? There are twenty members here to-day and out of these twenty, thirteen have spoken on this motion. When the senior member for St. Philip talked about "action" I do not know if he meant "remedy" because remedy in respect of these matters take time. However, the question of transportation does not affect school children only; it affects the public as a whole and is, therefore, a matter for the Government. That being so, I can give honourable members the assurance that this matter will be taken up with the Head of the particular Department who has to deal with it. I conclude by expressing the hope that when the proposals for the re-organization of the Departments come before the House, honourable members would not be opposed to granting the necessary funds.

Mr. GARNER: Mr. Speaker,—At this stage I formally beg to withdraw my motion for the adjournment of the House. I must say that I am grateful to those honourable members who have taken an active part in this debate because this is, after all, a matter of public interest. This is a matter of school children getting to and from school and I can see no other course to be taken by honourable members than that

which they have taken to-day. I also have to thank the Leader of the House for his assurance, notwithstanding what the last honourable member has said. I would like to remind the senior member for St. Peter that I am a man of action and if he does not know how long it is going to take to remedy the state of affairs of which I am complaining, I can assure him that nothing will prevent me from seeing His Excellency the Governor in the matter, because I like to go to Government House only on business. This is a delicate matter. (At this stage, Mr. Deputy Speaker takes the Chair at Mr. Speaker's request). Mr. Deputy Speaker, this is a very delicate matter; it has something to do with social life since it involves children and girls at that! The Government has no excuse if its excuse is the investigation of the books of concessionaires to find out whether or not they are making money. I am not now dealing with that point. I suggest that you are going to have trouble with these would-be dictators; they go ahead and make regulations without consulting honourable members of this House and that is going to bring about trouble someday. I am not going to say much more. Again I thank those honourable members who have taken such a keen interest in this debate, especially the Leader of the House who has promised to act as speedily as possible in the matter. On certain previous occasions he has acted expeditiously and I am asking him to do likewise on this occasion because if there is anything that touches my heart it is the plight of little children. It is enough for us to do something to help those people in the country districts of the island who send their children to the secondary schools in the City; if they take the initiative, we owe it to them to see that concessionaires give them the bus service which they deserve. I shall be eagerly awaiting the outcome of this debate to-day and I hope that those children who are denied transportation will get it as early as possible.

There being no objection, the honourable member's motion is withdrawn.

THE MOTOR VEHICLES AND ROAD TRAFFIC (AMENDMENT) REGULATIONS, 1950

Mr. SPEAKER: The next Order stands in the name of the honourable senior member for St. Peter,—To move the passing of a Resolution to approve the Regulations entitled "The Motor Vehicles and Road Traffic (Amendment) Regulations, 1950", made by the Director of Highways and Transport on the 3rd of June, 1950, under the provisions of section 7 of the Motor Vehicles and Road Traffic Act, 1937, as amended by sections 41 and 42 of the Department of Highways and Transport Act, 1945, and approved and sanctioned by His Excellency the Governor on the 7th day of June, 1950.

Mr. F. L. WALCOTT: Mr. Speaker,—This Resolution has been before the House during the last session but it was not got through before the session ended. It was postponed by the Other Place and now it is before the House again with an additional amendment to Part II of the schedule to the Regulations. I beg to move that the Resolution do now pass.

Mr. COX: I beg to second that.

The question that this Resolution do now pass is put and resolved in the affirmative without division.

THE CINEMATOGRAH FILM CENSORSHIP (AMENDMENT) BILL.

Mr. SPEAKER: The next Order stands in the name of the honourable senior member for St. Joseph,—Second reading of a Bill to amend the Cinematograph Film Censorship Act, 1940 (1940—20).

Mr. ADAMS: Mr. Speaker,—Some honourable members may not have received their copies of the Bill before to-day but it is such a simple matter that they will not mind my dealing with it now. The "Objects and Reasons" of the Bill states that the Cinematograph Film Censorship Act, 1940, requires that all films to be exhibited to the public, whether or not a charge for admission is made, must be examined and approved by the Cinematograph Film Censorship Board and that every person who submits a film to the Board for examination must pay into the Public Treasury a charge for such examination. It is considered desirable that films of an educational character which are to be exhibited by any person authorized by the Governor-in-Executive Committee should be exempted from the provisions of the Act and this Bill seeks to amend the Act accordingly. Clause 2 of the Bill reads as follows:—

"After section nine of the principal Act the following section shall be inserted:—

"9A. The foregoing provision of this Act shall not apply to films of an educational character which are certified to be of such character by the Director of Education or by any member of his staff authorized by him and which are to be exhibited by any person authorized by Order of the Governor-in-Executive Committee to exhibit such films."

In short, a private individual cannot bring a film out here, say that it is of an educational character and that he is going to show it without the Board seeing it. He would have to show the film to the Director of Education or some member of his staff authorised by him and either of them would have to certify that it is of an educational character. I beg to move that this Bill be now read a second time.

Mr. COX: I beg to second that.

The question that this Bill be now read a second time, is put and resolved in the affirmative without division.

On the motion of Mr. ADAMS, seconded by Mr. COX, Mr. SPEAKER leaves the Chair and the House goes into Committee on the Bill, Mr. SMITH being in the Chair.

Clauses 1 and 2 are read and are agreed to.

On the motion of Mr. ADAMS, seconded by Mr. COX, the CHAIRMAN reports the passing of the Bill in Committee.

The House resumes and on the motions of Mr. ADAMS, seconded in each case by Mr. COX, the Bill is read a third time and is passed.

THE PUBLIC OFFICERS AND TRAVELLING ALLOWANCES (SCHEDULED OFFICERS) REGULATIONS, 1950.

Mr. SPEAKER: The next Order stands in the name of the honourable senior member for St. Joseph,—To move the passing of a Resolution to approve the Regulations entitled "The Public Officers Loan and Travelling Allowances (Scheduled Officers) Regulations, 1950," made by the Governor-in-Executive Committee on the 22nd day of June, 1950, under the provisions of section 4 of the Public Officers Loan and Travelling Allowance Act, 1948 (1948—12).

Mr. ADAMS: Mr. Speaker,—This is a left-over, so to speak. The officers that appear in the schedule to these Regulations were left out in the last Resolution that came before the House dealing with travelling allowances because, as I explained on that occasion, the Heads of Departments were circularized and asked to make recommendations as to those members of their respective staffs who were not included but should be. There was some delay in getting re-

plies from certain Heads of Departments and, in consequence, the House had to go on with what it had before it at the time. All Heads of Departments have now replied. The Governor-in-Executive Committee has gone carefully through them and has sent down this Resolution. The additional officers are:—Manager, Seawell Airport; Chief Engineer, Waterworks Department; Police Magistrates; Organiser, Housecraft Centre; Superintendent, Government Industrial Schools; Schoolmaster, Government Industrial Schools; Chief Overseer, Government Industrial Schools; Colonial Postmaster; Superintendent, Lazaretto; Fire Brigade Officer; Secretary, Housing Board; Fishery Officer; Fishery Assistant; Inspector, Grade I—Department of Highways and Transport; and Inspector, Grade II—Department of Highways and Transport. We did not include all the officers because we did not consider that some whose names were submitted had to travel. I beg to move that this Resolution do now pass.

Mr. COX: I beg to second that.

Mr. SMITH: Mr. Speaker,—I have not seen the Clerks of the Police Magistrates in the country districts included in this schedule and I feel, Sir, that if you are going to include the Manager of Seawell Airport who, I think, has quarters at the Airport, you should also include the Clerks of the Police Magistrates in the country districts. Most of these Clerks live in and around the City of Bridgetown and one, whom I know personally, has to travel from the parish of Christ Church to perform his duties in the parish of St. Joseph and really, Sir, he should be included in this schedule, if you are going to include the Manager of Seawell Airport, the Schoolmaster of the Government Industrial Schools, the Chief Overseer of the Government Industrial Schools, and the Superintendent of the Lazaretto. If you think that these officers should be helped with loans to purchase motor cars to take them around in the performance of their duties, then I really do not see the justification for not including the Clerks of the Police Magistrates in the country districts. Something is wrong with this schedule and I hope that the honourable introducer of this Resolution will be able to enlighten me as to why the Clerks of the Police Magistrates in the country districts are not included in it. That is the only point in connection with this schedule which I should like to have explained. If the Clerks of the Police Magistrates in the country districts are not going to be included in this schedule, why not?

Mr. BRANCKER: Mr. Speaker,—I was rather surprised, in looking through this schedule, to observe the Manager of Seawell Airport and the Superintendent of the Lazaretto in it. Both of these officers have quarters on the respective premises and it seems hard to understand why it should be thought necessary to put them in the list of officers who are to be granted travelling allowances. I have heard it suggested that at the end of each month they go to the Treasury to receive their salaries and the salaries of the other members of their respective staffs but that, to my mind, is no justification for including them in this schedule. The senior member for St. Joseph has referred to certain officers whose names were submitted to the Government and of which the Government did not approve. I hate to think that the Heads of their Departments did not submit the names of the Chief Clerks of Police Magistrates' Courts and that if their names were submitted the Governor-in-Executive Committee turned them down, especially when it is borne in mind that these Chief Clerks are transferred at such short notice. I know the old argument about house allowances for them. The Inspectors of the Highways and Transport De-

partment, the Superintendent of the Lazaretto, and the Manager of Seawell Airport are more static, as far as their respective offices are concerned, but the Chief Clerks of the Police Magistrates are liable to be transferred at any time. You cannot say that they have to live in the districts to which they are assigned and they very often are not able to get a house in the particular district to rent. This schedule needs to be further revised. You should aim more at the necessity for travelling than at the status of the officer in question, as this seems to be aiming at.

Mr. MAPP : Two principles are involved in this matter. If you include Police Magistrates, the clerks who work at the Police Magistrates' Courts also have to get there. I agree that this schedule really needs revision and I hope, Sir, that the Leader of the House will see the reason for postponing the further consideration of these Regulations. The Clerks of the Police Magistrates should be included and if you see no justification for including them, then half of these offices in this schedule will have to be excluded.

Mr. LEWIS : Mr. Speaker,—If the purpose of putting some of these officers in these Regulations is to enable them to own motor cars, inasmuch as you are now loaning them money I would not object to that entirely because you may get your work done more expeditiously as a result and after all, the officer is paying back the money. But you create an office like some of these mentioned here—the Fishery Officer—you give him a salary knowing that he has to travel about the island and after he has been in the job for two or three years I must give him travelling allowance or buy a motor car for him! I have been privately told that some of these officers have to visit the Secretariat and, therefore, you have to give them travelling allowance. Mr. Speaker, it seems to me that if you want to justify these things you can always find some argument to do so. The Secretariat has always been there; the Government Industrial Schools have been there for a long time. You had better say that every officer has to get to his work, therefore, you are going to help him get a motor car or send a car or a bus to take him to his work. Because the Manager of Seawell Airport or the Superintendent of the Lazaretto has to go to the Secretariat, is that sufficient reason why he should be entitled to travelling allowance? I am perfectly willing to be reasonable but to tell me that the Superintendent of the Government Industrial Schools—I know that the senior member for St. Philip would give the present holder of the office three Rolls Royces, one to use in the parish, one to bring him to the City and one for his private use (Smiles)—should be included in this list is asking me to stretch my reasonableness a bit too far. I understand that the Schoolmaster of the Government Industrial Schools has to come to the Education Office. What about all the other schoolmasters all over the island? Don't they have to come to the Education Office too? Where is this going to end? I think you are accepting a rather absurd principle in this instance. The Superintendent of the Government Industrial Schools, the Schoolmaster of the Government Industrial Schools, the Chief Overseer of the Government Industrial Schools, not only the Fishery Officer but the Fishery Assistant as well, and the Inspectors of buses—all these are included in this list! You created the offices of Inspectors of buses and you did not take the trouble to see that these officers were provided with transport to go about and see that the buses leave at the right time. This is outrageous. Do you mean to tell me that I have to pay travelling allowance to the Manager of Seawell Airport or the Superintendent of the Lazaretto because the Colonial Secretary wants him to come to his office? If this is for the purpose of assisting these officers to own cars and the principal object of it is to grant them loans, then I am willing to agree with

it but if the principle is that the Manager of Seawell Airport has to go to the Colonial Secretary's Office or the Schoolmaster of the Government Industrial Schools has to go to the Education Office I say that it is a most dangerous principle to adopt. It strikes me that we should sincerely hope that if there is going to be any real argument in favour of this proposal it would be put in a proper way so that I would be able to understand it.

Mr. ALLDER : Mr. Speaker,—I do not feel that all these officers should be included. Take, for instance, the Manager of Seawell Airport. I cannot see the amount of travelling that officer would have to do because he lives on the job, so to speak. I notice that three officers of the Government Industrial Schools—the Superintendent, the Schoolmaster, and the Chief Overseer—are included. If you include one of these I do not see why you should include all three. The schoolmaster may have to leave his home to go to his job but there are hundreds of other schoolmasters who have to do the same thing. I would like some explanation of what these officers really do, so as to merit this special consideration. The Superintendent of the Lazaretto! I think the population of that institution is twenty odd and I do not see what travelling this officer would have to do. I really would like some explanation as to the reason why all these officers are included. There are some employees, Sir, who are in a lower grade in Government's employ and who are deserving of some consideration because they have to travel. Take, for example, the roller drivers of the Highways and Transport Department; they are compelled to travel the first four miles for nothing and then they are paid at a very nominal rate for the other mileage they may do. Two weeks ago some of them had to travel from Bridgetown to the parish of St. John and the allowance which is given to them is very inadequate. An order has been issued that the Department's trucks are not permitted to give any of them a lift and many of them have to walk without any allowance given to them. Mr. Speaker, in view of the remarks which I have made I am going to move the deletion of the following officers :—The Manager, Seawell Airport, the Schoolmaster, Government Industrial Schools—

Mr. SPEAKER : The honourable member is out of order if he moves the deletion of any of these officers.

Mr. ALLDER : I hope, Sir, that in that case the senior member for St. Joseph will see fit to accept a motion for the further consideration of this Resolution, so that the views of this House can be put before the Executive Committee.

Mr. SPEAKER : Is the honourable member making a motion for the postponement of the further consideration of this Resolution?

Mr. ALLDER : I do not feel that all these officers should be included and there should be some means whereby this schedule could be amended to meet the wishes of the majority of the members of this House. I move that the further consideration of this Resolution be postponed.

Mr. ADAMS : Mr. Speaker,—Before other honourable members make some of the mistakes which have been made by previous speakers, let me say what travelling allowance means. The honourable member who has just sat down spoke as if this money is being put into somebody's pocket. If an officer puts down travelling from his home to his office he is robbing the Government; he cannot get travelling allowance for travelling from his home to his office and back to his home from his office. If an officer left Codrington House to go to the office at the Department of Agriculture and he went a roundabout way to get there instead of taking the shortest route, he should not be allowed travelling allowance. The proposal is nothing new; it is done

throughout the Colonial Empire. If an officer chooses to live in the parish of St. Peter and has to travel to his office in Bridgetown, it must be borne in mind that the Treasury is not bottomless. I repeat that an officer does not get travelling allowance for travelling from his home to his office or from his office to his home; he gets travelling allowance only for the mileage he has done on public duty. If you look at the matter carefully, there can be no logical objection to the inclusion of the officers who are mentioned in this schedule. You may ask, as it has been asked: "How often is the Superintendent of the Lazaretto likely to travel?" but he does not get a cent unless he travels by the shortest route on Government's business. It is perfectly true that the Manager of Seawell Airport lives at Seawell but if occasionally he has to go on Government's business and he is not included in the list, he is going to hire a motor car and the Auditor General is going to pass his amount for travelling on Government's business. If the Colonial Secretary sends for the Manager of Seawell Airport on business affecting the Airport and he has to come to town to the Colonial Secretary's office, he is entitled to hire a car. The Secretary of the Housing Board has to travel to the Pine and the Bay Estate; he sends in his voucher for travelling to the Bay Estate; the Auditor General has to go through it carefully and see that the Secretary of the Housing Board did not travel to Beckles Road *via* Fontabelle. The allowance is given for travelling that is done on actual Government's business; the Head of the particular Department has to see that the officer travelled by the nearest route; the mileage is then worked out at a cost of so much per mile and the voucher is sent in to the Auditor General. Some officers may travel more than others; you can talk about omissions but not about deletion, because everyone of these officers has to do Government's business at some time or other and it is better to include them in this list than to amend the schedule every now and then. Take the Colonial Postmaster. He is asked by the Colonial Secretary to go to the parish of St. Joseph and see whether the criticisms about erecting the post office on a particular site are sound; he returns to the Secretariat and reports that in his opinion the Post Office is on a good site; he is not asked to pay for the hire of the car out of his pocket; a voucher is made out for the mileage he has done on Government's business and the amount is paid by the Treasury. The feeling now is that the Colonial Postmaster should visit the post offices in the country districts occasionally and he is included in this list. I come now to the main ground on which, you may say, there is reason for criticism—the omission of Police Magistrates' Clerks. This proposal was delayed because the Government thought it over carefully, took evidence and has eventually come to the conclusion not to include Police Magistrates' Clerks. The position, as far as Police Magistrates' Clerks are concerned, is this: A Police Magistrate's Clerk is not bound ever to be sent to certain districts, he may be always in the Bridgetown Petty Debt Court's office, like some friend of ours (Smiles); on the other hand he may be shifted from Court to Court. A Police Magistrate is supposed to live in his district. A Police Magistrate's Clerk may sometimes say "I do not mind living in Bridgetown and be attached to Dist. "E" Police Court." If he is moving his family and is living down there, he is given a house allowance so that he could rent a house in St. Peter and a house allowance, in respect of Police Magistrates' Clerks, is the usual practice. This travelling allowance is given only if the officer owns a car. A Police Magistrate's Clerk goes and buys a car; he may be sent to District "F" Police Court and a

month after he is brought back to Bridgetown and remains there for the rest of his life. He cannot make use of the travelling allowance if he does not own a car. You cannot ask a man with a salary of \$120 a month to buy a car and I think you will agree with me, Mr. Speaker, that the possession of a car is not always a blessing. Police Magistrates' Clerks are given travelling allowances by way of house allowances. I repeat that the inclusion of an officer in this schedule does not mean that the money is going into his pocket. When he is included in this list, he borrows money to buy a car; he has to repay the money and that may result in his eating less food or wearing less costly clothes or keeping his child at an elementary school instead of sending him to Harrison College. The Schoolmaster and the Chief Overseer of the Government Industrial Schools have to do some travelling at some time or other. The Chief Overseer has to go around to do some of the work that should be done later on by Probation Officers, such as, the after-care of boys who have left Dodds. I think this House will agree that these Regulations should be passed. As regards what the senior member for St. John said about the roller drivers I agree with him. There has been a hitch over the carrying of men on lorries because the Insurance people had a regulation to the effect that you would forfeit rights if anything went wrong. When certain of us were in the Opposition we talked about it with the result that men who have to go out to do work for the Waterworks Department can now ride on its lorries. We shall consider the point raised by the honourable senior member for St. John with the view of finding out whether or not the roller drivers are in different position from employees of the of the Waterworks Department.

Mr. GARNER: I did not intend to say anything but after certain honourable members criticized the inclusion of the Superintendent and the Schoolmaster of the Government Industrial Schools in this schedule I have to rise on my feet. Everybody knows that in the past I have been very determined to see certain changes at these schools and I am glad to report to the public at large that the Government could not have found a more capable and genial person than Major Walcott to be Superintendent of the Government Industrial Schools. He is an affable man and is very fatherly to the boys. I have visited the institution in season and out of season and boys who used to report things to me tell me that when he gives them a flogging they like it because he does it in a fatherly way. These officers who are doing reformatory work are entitled to cars and travelling allowances. As a matter of fact I am not going to say anything against any of the officers in this schedule, now that the matter has been explained by the senior member for St. Joseph. I repeat that the present officers at the Government Industrial Schools are fatherly and not snobbish; they come down to the children. There is as much difference between Major Walcott and his immediate predecessor-in-office as there is between Mars and the Earth. I am not going to say anything more but I want to assure honourable members, who have any doubt, that the very atmosphere at the Government Industrial Schools to-day is different. Let honourable members visit the institution and see how that gentleman handles those waifs and strays. Mr. Speaker, you should have been there last Christmas—I do not mean as a member of the institution but as a visitor—to see the talent which those children displayed; it would have done your

heart good. I saw the Superintendent at the piano and those children sang like nightingales.

Mr. LEWIS: I would like to assure the senior member for St. Philip that I, at least, did not speak disparagingly of any of the officers holding these respective offices.

Mr. GARNER: Mr. Speaker,—I want to let honourable members know that these officers at the Government Industrial Schools are doing good work. You have the right man in the right job as Superintendent; he is not a snob. I will tell you another thing; he whips a boy and in the next five minutes that boy is saluting him. The boys announce his coming with the expression "Major Road Ahead." You have the right man, keep him there and encourage him.

The question that this Resolution do now pass is put and resolved in the affirmative without division.

ORDER POSTPONED

Mr. MILLER: Mr. Speaker,—I ask leave to proceed with the first Order of the Day under Private Members' Business—an Address to His Excellency the Governor relating to the right of landlords to eject within seven days or a month occupiers of lots on which chattel houses are erected.

Mr. SPEAKER: (After a pause). I understand that the honourable member is not now proceeding with this Address.

Mr. MILLER: I ask leave to withdraw my application.

There being no objection, leave was granted the honourable member.

THE ADJOURNMENT

The Order Paper having been fixed.

Mr. ADAMS: In moving the adjournment of the House I would like to mention that last Tuesday we appointed a Select Committee to reply to a Message from His Excellency the Governor about our taking part in the matter of relief goods coming in free. Unfortunately that Committee has not yet reported; I hope that honourable members of the Committee will find it possible to meet before the next meeting of the House. I have been informed that we are the only colony which is holding up this matter; the Secretary of State for the Colonies was informed that he would get an answer relative to this matter by the end of June and then he was informed that he would get an answer by to-day. I am sorry that the Committee has not yet met and the matter will have to be put off for another week; in the circumstances I am asking the Committee to deal with the matter and have the Report on the Order Paper to be considered at the next meeting of the House. I beg to move that this House do now adjourn to this day week, the 11th day of July, 1950, at 3 p.m.

Mr. Cox seconded the motion which was agreed to and Mr. SPEAKER adjourned the House accordingly.