

THE

House of Assembly Debates

(OFFICIAL REPORT)

SESSION 1950—51

HOUSE OF ASSEMBLY

Tuesday, 23rd October, 1951.

Pursuant to adjournment, the House of Assembly met at 3 o'clock p.m. today.

Present

His Honour Mr. K. N. R. HUSBANDS, (*Speaker*), Dr. H. G. H. CUMMINS, M.D., C.M., His Honour Mr. A. E. S. LEWIS, (*Deputy Speaker*), Messrs. M. E. COX, L. E. SMITH, (*Chairman of Committees*), F. L. WALCOTT, R. G. MAPP, W. W. REECE, K.C., and J. A. HAYNES, B.A.

Prayers were read.

Mr. ALLDER entered the House and took his seat.

MINUTES

The Minutes of the meeting which was held on the 9th October, 1951, having been circulated, were taken as read and confirmed.

MESSAGES FROM THE LEGISLATIVE COUNCIL

Mr. SPEAKER: I have the honour to inform the House that I have received Messages from the Honourable the Legislative Council returning with amendments noted thereon, the following Bills:—

(1) The Bill intituled an Act to amend the Employment of Women, Young Persons and Children Act, 1938.

(2) The Bill intituled an Act to make provision for the protection of wages of workers.

(3) The Bill intituled an Act to provide for the notification of accidents and occupational diseases.

PAPERS LAID

Dr. CUMMINS: Mr. Speaker,—On behalf of the honourable senior member for St. Joseph, I am commanded to lay the following Papers:—

West Indian Census 1946, Vols. 1 and 2.

Civil Establishment (General) (Amendment) No. 3 Order, 1951.

NOTICES

Government Notices were given as follows:—

Dr. CUMMINS for Mr. ADAMS: Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) No. 3 Order, 1951, made by the Governor-in-Executive Committee on the twenty-second day of October, 1951, under the provisions of Section 3 of the Civil Establishment Act, 1949.

Dr. CUMMINS for Mr. ADAMS: Resolution to place the sum of \$18,650 at the disposal of the Governor-in-Executive Committee to supplement the Estimates 1951-52, Part II Capital, as shown in the Supplementary Estimates 1951-52, No. 33, which form the Schedule to the Resolution.

Dr. CUMMINS for Mr. ADAMS: Resolution to place the sum of \$125 at the disposal of the Governor-in-Executive Committee to supplement the Estimates 1951-52, Part I, Current, as shown in the Supplementary Estimates, 1951-52, No. 34, which form the Schedule to the Resolution.

Dr. CUMMINS: To move the House into Committee of Supply at its next meeting in order to consider the money Resolutions of which I have just given notice.

UNDERGROUND WATER CONTROL BILL, 1951

Dr. CUMMINS: Mr. Speaker,—I ask leave to take Order No. 5 as the first Order of the Day.

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

Mr. SPEAKER: The first Order of the Day is now to resume Committee on the Bill intituled an Act to make provision for the control and use of the underground sources of Water Supply in the Island and other matters connected therewith.

Mr. SPEAKER left the Chair, and the House resumed Committee on the Bill, Mr. SMITH being in the Chair.

Mr. CHAIRMAN: On the last occasion when the House was in Committee on this Bill, Clauses 1 to 4 were passed and Clauses 5 and 6 were postponed.

Mr. BRYAN came into the Committee and took his seat.

Mr. COX: Mr. Chairman,—I regret that a larger number of honourable members have not turned up this afternoon, because if you will remember, when the House was in Committee on this

Bill, honourable members spoke strongly against Clauses 5 and 6 which make it imperative that persons who intend to make any excavation whatsoever should first obtain a licence authorising them to do so. However, since then this Bill has been discussed with the Chief Medical Officer, the Director of Agriculture and the Chief Engineer of the Waterworks Department and I have hinted to some honourable members of the Opposition that we are prepared to delete one of the offending paragraphs and give a definition of the word "well" which had been asked for when the definition Clause was being discussed. We have agreed that Sub-paragraph (d) of Clause 6 (1) should be deleted, but I have been asked to state that it is the intention of the Government to put that Sub-paragraph in what might be called an amendment to the Public Health Act. It is felt that that is the proper place where that Sub-paragraph should be placed. I beg to move that Clause 2 be re-committed in order that the necessary amendment which I have just mentioned might be made.

Dr. CUMMINS seconded the motion which was agreed to.

Mr. COX: I ask leave to amend this Clause as follows:—

That after the definition of "abstracting" the following be added:

"Adit" means an excavation on a horizontal or inclined plane extending from a well, bore hole or shaft for the purpose of tapping underground water;

"Bore Hole" means a shaft or bore hole of any diameter constructed solely by a recognised method of boring for the purpose of intercepting or abstracting underground water; and that after the definition of "Water Board" the following be added:

"Well" means any well, bore hole, adit, shaft or excavation made for the purpose of intercepting or abstracting underground water.

There being no objection leave was granted the honourable member.

Mr. COX: I beg to move that Clause 2 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

MESSRS. BRANCKER and GARNER came into the Committee and took their seats.

Mr. COX: I beg to move that Clause 4 be re-committed in order to make a few amendments thereto.

Dr. CUMMINS seconded the motion which was agreed to.

Mr. COX: I ask leave to move to this Clause the following amendments:—

That in Sub-clause (1) after the words "Waterworks Department" occurring in the last line, the following be inserted: "or in the absence of the Chief Engineer of the Waterworks Department, the Director of Medical Services" and in Sub-Clause (2) after the words "Waterworks Department" the words "or the Director of Medical Services" be inserted, and in line 2 after the words "Director of Agriculture" delete the word "or" and substitute the word "the" and in Sub-clause (3) delete the word "and" and insert after the words "Waterworks Department" the words "and the Director of Medical Services."

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

Mr. COX: The object of these amendments is to allow the Director of Medical Services to act as Chairman of the Water Board in the absence of

the Director of Agriculture or the Chief Engineer of the Waterworks Department. I beg to move that Clause 4 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Mr. MILLER came into the Committee and took his seat.

Clause 5 was read and passed.

Mr. COX: Clause 6 (1) (a) says that no person shall "sink any well or deepen an existing well with the object of abstracting underground water therefrom or convert a well originally sunk for any other purpose into a well for abstracting water." I ask leave to amend this Clause by deleting the words "with the object of abstracting underground water therefrom" occurring in paragraph (a) of Clause 6 Sub-clause (1) and deleting the whole of paragraph (d) of that Sub-clause which says that no person shall "sink any well or carry out any excavation or works or deepen any existing well with the object of using it for the disposal of sewage or other waste or cause or suffer any such operations to be carried out in whole or in part, unless he shall first obtain a permit in writing from the Board so to do."

Honourable members thought that that paragraph would create a hardship on many people inasmuch as they would have to apply for a licence to dig an earth toilet or bury an animal or anything like that. That idea has been agreed with and as a result I have been authorised to delete that paragraph. As I have mentioned, it is the intention of the Government to put that paragraph in an amendment to the Public Health Act.

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

Mr. COX: I beg to move that Clause 6 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 7 was read as follows:—

7. Any person wishing to obtain a licence or permit to undertake any of the operations specified in the immediately preceding section shall make application to the Board in writing in such form as may be prescribed for the purpose and which shall contain such particulars as the Board may generally or specially require.

Mr. COX: I ask leave to amend that Clause by deleting the words "or permit" occurring in line 1.

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

Mr. COX: I beg to move that Clause 7 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 8 was read.

Mr. COX: Sub-clause (1) says:—

"Subject to the provisions of the next following subsection, but without prejudice to the generality of any other power or discretion conferred on the Board, the Board may refuse a licence or permit if in their opinion the purpose for which the licence or permit is sought may, notwithstanding any conditions or restrictions which could properly be imposed, prejudice the reasonable conservation, control or use of underground sources of water, or be a source of danger to health, or lead to contamination of any source of water (including the well in question)."

I ask leave to delete the words "or permit" occurring in lines 4 and 5.

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

Mr. COX: I beg to move that Clause 8 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Mr. ADAMS came into the Committee and took his seat.

Clause 9 was read as follows:

9. Any conditions or restrictions may be attached to a licence or permit which in the opinion of the Board are appropriate to prevent any prejudice to the reasonable conservation, control or use of underground sources of water, or any danger to health or any danger of contamination to any sources of water (including the well in question.)

Mr. COX: I ask leave to delete the words "or permit" occurring in line 2.

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

Mr. COX: I beg to move that Clause 9 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 10 was read.

Mr. COX: I ask leave to delete the words "or permit" wherever they occur in this Clause, and also to delete the word "fourteen" occurring in paragraph (b) of Sub-clause (1) and insert the word "fifteen" in place thereof.

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

Mr. COX: I beg to move that Clause 10 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 11 was read.

Mr. COX: I ask leave to delete the words "or permit" wherever they occur in this Clause.

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

Mr. COX: I beg to move that Clause 11 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 12 was read and passed.

Clause 13 was read as follows:

13. It shall be the duty of any owner of land upon which any well is situated, or in which any operations have been commenced or are proposed to be commenced, to give reasonable facilities to the Board or to any person acting under the general orders of the Board with a view to ascertaining such information as it may require.

Mr. COX: I ask leave to insert the words "at all reasonable hours" after the word "commenced" occurring at the end of line 3.

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

Mr. COX: I beg to move that Clause 13 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 14 was read.

Mr. COX: I ask leave to delete the words "or permit".

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

Mr. COX: I beg to move that Clause 14 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clause 15 was read.

Mr. COX: I ask leave to delete the words "or permit."

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

Mr. COX: I beg to move that Clause 15 as amended stand part of the Bill.

Dr. CUMMINS seconded the motion which was agreed to.

Clauses 16 to 18 inclusive were read and passed.

On the motion of Mr. Cox, seconded by Dr. CUMMINS, the CHAIRMAN reported the passing of the Bill in Committee with amendments.

Mr. SPEAKER resumed the Chair and reported accordingly.

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

Messrs. DOWDING, CRAWFORD and MOTTLEY entered the House and took their seats.

CUSTOMS TARIFF (AMENDMENT) BILL 1951, NO. 2

Mr. SPEAKER: The next Order of the Day stands in the name of the honourable senior member for St. Michael—To move the second reading of a Bill intituled an Act to amend the Customs Tariff Act, 1921.

Mr. COX: This Bill, as honourable members will see from the "Objects and Reasons", seeks to place certain items which are brought into this island by certain Bodies, in the Second Schedule to the Act so that no duty might be paid on them. At present the Commissioners of Highways of the various parishes are allowed to import certain items on which duty is paid, and then a Resolution has to be brought before the House giving the Commissioners a refund. That method is considered to be cumbersome and therefore this Bill seeks to avoid the Government having to come to the House every now and then with these Resolutions. Among the classes of articles which it is proposed to exempt from duty as set out in paragraph 2 of the "Objects and Reasons" are the baggage, personal and household effects of public officers on first appointment to the island. It has been discovered quite recently that a hardship has been created on an officer who did not get this facility on his being appointed for the first time to the island. As honourable members know, officers who are transferred are allowed this privilege and it is felt by the Government that it is reasonable to give officers on first appointment to the colony the same facilities as are given to officers who are transferred. As honourable members will see from the "Objects and Reasons", the third class of articles which it is proposed to exempt from duty are gymnastic apparatus, athletic gear and sports gear for organized games in schools—hitherto these articles were exempted when imported by the Director of Education; this amendment will enable the Governing Bodies of Schools to import their own equipment duty-free on the certificate of the Director. The other classes of articles as honourable members will see, are:—articles imported by and for the use of the Extra-Mural Department—this would extend to that Department concessions at present granted to the Education Board; articles of uniform and equipment imported by and for exclusive use of the St. John Ambulance Brigade—this would extend to the Brigade similar concessions as are at present granted to the Boy Scouts and Girl Guide Associations; articles specially designed for the cultural advancement of the blind; books produced by duplicating processes other than printing and films and sound recordings of an educational, scientific or cultural character produced by the United Nations or its agencies—thus extending to this island certain pro-

visions of the UNESCO Agreement on the importation of Educational, Scientific and Cultural Materials; food yeast excluding proprietary brands — this would reduce the price thereof and thus encourage greater use of this article particularly through such institutions as the Hospitals, Baby Welfare Clinics, etc.; household effects not exceeding \$600 in value; machinery and apparatus necessary for exploring and prospecting for petroleum and manufacturers' identity tags to be attached to locally manufactured garments. As hon. members will also see from the "Objects and Reasons" the exemption of apparatus imported by Aeradio Services is to give statutory effect to Clause 6 of the Agreement with International Aeradio. I do not think it is necessary for me to say anything more in connection with this Bill because I think honourable members will agree with me that it is not asking too much: this is a reasonable Bill. I beg to move that this Bill be now read a second time.

Dr. CUMMINS: I beg to second that.

Mr. GODDARD entered the House and took his seat while Mr. Cox was speaking.

Mr. LEWIS: I must say that honourable members should welcome this Bill from the point of view that it will prevent a number of Bills being introduced from time to time dealing with refunds of Customs Duty and Package Tax. I should like to say that I do not know what is meant by the Department of Extra-Mural Studies mentioned in paragraph (c) of Clause 2 of the Bill; I believe that it is necessary for us to add the words "of the University College of the West Indies," because we have no such thing as the Department of Extra-Mural Studies. Then in the same paragraph of Clause 2 of the Bill we have the wording: "All articles of uniform and equipment imported for the exclusive use of the St. John's Ambulance Brigade or any member thereof on the certificate to that effect of the Commissioner, the Secretary or other responsible officer of the Association." That wording looks to me to be a little wide and the necessary certificate would have to be given to the Comptroller of Customs. When we come to the last paragraph of Clause 2 of the Bill we have the wording: "Machinery, apparatus, tools and equipment imported by any person holding a licence or lease under the Petroleum Act, 1950, which are necessary for the purposes of exploring for, prospecting for, mining or producing petroleum on proof being given to the satisfaction of the Comptroller that such machinery, apparatus, tools and equipment are to be used for the purposes aforesaid and for no other purpose." While it is a very good thing for us to get oil, yet it seems to me that these exemptions are being carried a little too far. I would like the honourable senior member for St. Michael to mention the countries and islands where such a provision is made. The Electric Company gets the same exemptions; I think it is time that the Act should be reviewed.

Mr. MAPP: I see that among the very good objects of this Bill there is the proposal to exempt from Customs Duty such an item as food yeast, and it is set out in the "Objects and Reasons" of this Bill that by exempting this item from Customs Duty, the greater use of this item will be encouraged, particularly through such institutions as the Hospitals, Baby Welfare Clinics, and so on. I also see that articles of uniform and equipment imported for the exclusive use of the St. John's Ambulance Brigade will be free of duty, and I am wondering if the honourable senior member for St. Michael can tell me if such exemptions will be granted to the Boys' Scout Association. I believe that such concessions should be granted to the Boys' Scout Association and the Girls' Guide Association, but I am wondering about the Nurses Association. The Nurses' Associa-

tion does good work; it depends upon public subscriptions and it gets a grant from the Government, but it is of incalculable benefit to the poor people in the community who may not be able to pay for nursing aid. I therefore think it would be fitting to include the uniform of the Nurses' Association and equipment imported by that Association in this Bill. I hope that the honourable senior member for St. Michael will bear that in mind and if the matter has been overlooked, he will take steps to extend these benefits to an Association such as this.

Mr. COX: In answer to the honourable junior member for the City in respect of the Department of Extra-Mural Studies, I will say that inasmuch as articles imported for the Education Department are duty free, it is felt reasonable that the University College of the West Indies should be given this assistance. As far as the question raised by the honourable junior member for St. Thomas is concerned, the honourable member did not read paragraph 5 of the "Objects and Reasons" of the Bill as he should have read it. The Boy Scout and Girl Guide Associations are granted these facilities.

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. Cox, seconded by Dr. CUMMINS, Mr. SPEAKER left the Chair, and the House went into Committee on the Bill, Mr. SMITH being in the Chair.

Mr. GILL came into the Committee and took his seat.

Clause 1 of the Bill was read and passed.

Clause 2 was read.

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

Dr. CUMMINS: I beg to second that.

Mr. LEWIS: As regards paragraph (c) of this Clause in which reference is made to the Department of Extra-Mural Studies, I do not think we have any such Department in this colony; this is the Department of Extra-Mural Studies of the University College of the British West Indies. If that term is not used, the impression will be given that we have a Department of Extra-Mural Studies. I am asking the honourable senior member for St. Michael to clarify the situation by adding the words "of the University College of the British West Indies" after the words "Extra-Mural Studies". I would not like the Other Place to have to put in an amendment to this Clause and I therefore suggest the addition of those words.

Mr. MAPP: I think the honourable member has raised a good point. There was also the point I raised about the Nurses' Association being granted these concessions, but the honourable senior member for St. Michael has failed to reply to it; the honourable member merely drew my attention to the fact that these concessions are granted to the Boy Scouts and Girl Guide Associations, but I also asked about the Nurses' Association which is doing even better work than the St. John Ambulance Brigade. The members of the St. John Ambulance Brigade have some important figures connected with them and when they come here they stage big displays, whereas the Nurses' Association does quiet, good work. I thought that the hon. senior member for St. Michael would have assured me that the Nurses' Association would be included in this paragraph for the concessions which are granted to the Boy Scouts and Girl Guide Associations, and not merely reply to a slip I had made in respect of these Associations. I did not expect that the honourable member could agree with me on the spot, but he could assure me that he would take up the question with other members of the Government

and if the Government agreed with the idea, they would include the Nurses' Association in this Bill. If uniform for the St. John Ambulance Brigade can be imported free of duty, that is all the more reason why the same concession should be granted to the Nurses' Association.

Dr. CUMMINS: I have to cross swords with my colleague. These people who are mentioned in this Clause import their own uniform. Is the honourable member in a position to say that the Nurses' Association import their own uniform, or is he just talking through his hat? If the honourable member can prove that the Nurses' Association import their own uniform, then we will give him the assurance that they will be considered. Until then the honourable member is only talking through his hat.

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

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

Mr. SPEAKER resumed the Chair and reported accordingly.

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

SHOPS (AMENDMENT) BILL, 1951

Dr. CUMMINS: I ask leave to take Order No. 14 as the next Order of the Day.

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

Mr. SPEAKER: The next Order of the Day therefore stands in the name of the honourable senior member for St. Thomas:—To move the second reading of a Bill intituled an Act to amend the Shops Act, 1945.

Dr. CUMMINS: This Bill is an amendment to the Shops Act, 1945. Honourable members know that there is a Wages Board set up by the Government and that Board has been in operation for some time. The Board has made certain recommendations to the Government as regards the early closing day at Christmas and at Easter and the object of this Bill is to give legislative effect to the recommendations of the Board relative to that early closing day. For some time now there has been some dissatisfaction on the part of lorry drivers and people who are engaged by owners of stores in Broad Street as well as in Roebuck Street—people who claim that they have an amount of work to do in and around the stores during the day and then at closing time they have to load goods on lorries and go to the country with them, getting back from the country at any hour of the night. I want to assure honourable members that these lorry drivers and assistants are considered as shop assistants and therefore the provisions of the Act as far as the working hours of shop assistants are concerned, apply to these lorry drivers and assistants. If therefore they are called upon to work after closing hours, it is the feeling of the Government that those who employ them should pay extra remuneration for the extra hours during which they are called upon to work. This Bill also seeks to clarify the position of a domestic servant who works in and around a shop purely as a domestic servant; that is to say, if I have a shop and my cook is engaged purely to cook my meals and things like that, she is not considered as a shop assistant, and the same thing applies to the caretaker or watchman of any business. Those are the main points affected by this amendment. I beg to move that this Bill be now read a second time.

Mr. COX: I have much pleasure in seconding the motion made by the honourable senior member for St. Thomas. I would like to mention that on many occasions I have been approached by persons who work on these lorries which make deliveries throughout the island, and they consider that the Shops Act should apply to them. I think it is very hard indeed on these workers who have to turn out for duty in the morning and toil all through the day and then at 3 o'clock or 4 o'clock in the afternoon a lorry is loaded with goods and these workers have to take those goods to the farthest parts of the island. I think the Act stipulates that no individual should work for more than eight hours a day continuously: that provision was specifically made in the Act to protect the drivers of store lorries, and vans and those who work on them. It appears, however, that these lorry owners have paid absolutely no attention to that provision of the Act. You can find these lorry workers delivering goods at all hours of the night, and the wages which are being paid to them can be termed, as meagre. Only last week I had a talk with some men who ride around on bicycles in the interest of the various stores; these people tell me that they get between \$7.00 and \$8.00 a week and they have to turn up at these stores between 7 o'clock and 8 o'clock in the morning; and sometimes at 10 o'clock or 11 o'clock at night they are still making deliveries. I consider that that is hard and inhuman having regard to the long hours during which these people have to work and the meagre wages which they are paid—something which can be described as subsistence and not living wages.

We hope to get this Bill passed so that it will be clearly understood that the Bill applies to those persons who work on these lorries and vans. I think that careful consideration should be given to those people who are forced to work for these long hours; our rule lays it down that these people should be given time and a half or sometimes double time for the work which they do. It is sad to see the advantage which is taken of these people who work at the various stores. I sincerely hope that the owners of these stores will pay some cognizance to the Shops Act and this amending Bill and realise that in these days the wages which are being paid cannot in any way maintain a man and his family or provide the bare necessities of life for these people. The employers of these people must realise that nowadays \$7.00 or \$8.00 a week is only what these people would drink out at a club in one night; they smoke more than that in a week. I suggest that those who claim to be progressive and to have the interest of the people at heart, should have a change of heart when they know that the circumstances which I have just mentioned do exist. Wherever you find these stores you will find that when these lorry workers should be going to their homes they are just getting ready to go to St. George, St. Andrew or St. Philip delivering goods to various shops; I met one of them delivering goods in Indian Ground one night. That is not good enough especially when you consider the meagre wages which these workers are being paid. You will hear it said; "We cannot pay this or that amount", but it is known that better consideration could be given to these workers.

Mr. GODDARD: There seems to be some confusion of thought in connection with this Bill. I am not a lawyer, but as far as I remember, the Shops Act does not provide for overtime payment: so that if you say that if lorry drivers work after hours they have to be paid for overtime, the Act will have to be amended. The Act would have to be amended so as to apply to lorry drivers. The merchants and the clerks have, for years, asked for the assistance which

is being given in this Bill and I am glad to see that the Government has brought down this amendment because with this extended day at Christmas and Easter, the public will be afforded a proper service. The clerks, the employers and the public suffer when the stores have to be closed early on the Thursday before Good Friday or Christmas Day; this amendment is therefore quite sound.

As far as the honourable senior member for St. Michael is concerned, when he speaks about hardships being created on people, I would advise him not to take every rumour he hears as a fact. I remember quite clearly hearing someone say that he got 2/- for a trip from Seawell to the Reef, and that person worked after hours. I want to say that 2/- for that trip is much less than what the merchants in Roebuck Street or Broad Street pay their employees today. If the honourable member wishes to believe every rumour he hears, he can believe it. I did not think that anybody would take 2/- for a trip from Seawell to the Reef. Merchants in Roebuck Street do send out goods; some of us have adequate provision for sending out goods early. When we send out goods at a reasonable time, the whole thing is in the hands of the lorry driver, and we have no control over him, and it would be difficult for an employer to pay overtime in respect of an employee who is going on his own. The honourable junior member for St. Joseph can vouch for what I am saying because he is at the other end; he knows that when the men reach their destination they have their time and return at their leisure. This matter has been discussed over and over again; we who are employers would not like to have our employees on the road late at night. We try to get things done during the day, but they cannot always be done. When the honourable senior member for St. Michael speaks about the wages and salaries which are paid these employees and the difficult task which they have to perform, I would like to tell the honourable member that often these employees are recompensed beyond what he knows. As far as this amendment is concerned, although it is a good one, it does not include lorry drivers; they are a separate and distinct lot of employees. They are not shop assistants at all.

Mr. DOWDING: I would like to get this matter clarified because I cannot read in it what the honourable introducer has said. I notice that the amendment excludes certain people, and exactly how it can be read in the amendment that lorry drivers are included in it—that is what I would like explained to me. I cannot quite see how this Bill will do what the honourable introducer claims it will do. It may be that that is what he has in mind, but it is not in this Bill. I would like to hear what the honourable senior member for St. Joseph would say on this matter. As far as the provision relative to the closing day preceding Good Friday or Christmas Day is concerned, that is a wonderful improvement, but I cannot see that lorry drivers are included in this Bill. I will go further and say that this is a matter in which the Workers' Union is getting mixed up with the Government, and if in this modern age there is any man in this island who is working eight hours a day and an hour or two overtime, and is not getting overtime payment, then I am beginning to lose some of the faith I had in the Workers' Union. I repeat; I do not see how this amendment could affect lorry drivers. Let us not have an amendment which is supposed to have a certain meaning, but which, in actual fact, does not mean what we think it means.

Mr. ADAMS: I am sorry I was not here to hear the words of wisdom which fell from the lips of members of the Opposition; I heard the last words of the honourable senior member for Christ Church. As

regards Clause 3 of this Bill, I will say that not infrequently I find myself on the business premises of the firm of which the honourable senior member for Christ Church is so distinguished a partner and ornament, and I hear their complaints about the difficulty which they find in satisfying their customers at Easter and Christmas. I take it that the Wages Board, representing labour and employers, went thoroughly into this matter and considered the point of view of the customers, employers and shop assistants and as to whether you are putting a burden on employees by asking them to remain too late with you when they would like to be at their homes. The Wages Board must have listened to the evidence carefully and considered that in the circumstances, it was fair to make the recommendations which they have made. When it comes to the lorry drivers, I am appealing to honourable members to see that they are human beings. If the only way to have these lorry drivers covered is to call them shop assistants, then we must call them shop assistants and make the closing hours apply to them. Over and over again these lorry drivers have come to me; you will find that after a lorry driver has worked in a shop as a messenger or porter, he has to get in the lorry and deliver goods in St. Andrew and eventually he gets home after midnight, after parking the lorry in his employer's backyard. It is not once or twice that that complaint has been made to the Workers' Union. The fault may not be that of the Roebuck Street man; if a shopkeeper gives an order for goods at two o'clock in the afternoon, he ought to wait until the next morning for the delivery. Nobody should be sent out to the country unless he can get back by 4.30 p.m. Let the shops be opened between 8 o'clock and 9 o'clock in the morning and let goods be put on the lorries and let the deliveries be made so that the employees can get back to the shops at, say, 2 p.m. and knock off at a proper time in the afternoon. It is inhuman to send a man to the country when he cannot get back until midnight.

I appeal to honourable members to vote for this amendment as it is so that these lorry drivers will be counted as shop assistants. It was originally suggested that these lorry drivers should not be called shop assistants, but we have cut that out; the Wages Board wanted to deal with these employees separately. There are certain people who must work at night, people like watchmen, policemen and so on; it is all right if people sleep by day and work by night, otherwise, people should be paid extra for night work. Where it is not essential to have night work, you should not allow night work. It is not essential to deliver goods in the country at night; so long as a shopkeeper gets his goods, he could just as well get them in the morning as at night. I suggest that we should never encourage night work; we should work in the day and sleep at night. It is only when the claims of humanity demand that we should work at night that we should work at night. A lorry driver who takes goods from a store and delivers them in the country is engaged in work around the store. In this amendment we change the definition of "shop assistant" in the original Act so as to exclude "any person employed solely as a caretaker, watchman, craftsman or domestic servant other than a servant engaged in the catering trade." Lorry drivers will therefore come within the definition of a shop assistant. I suggest that we should show that the whole Assembly is human and that the whole Assembly agrees that lorry drivers should not have to do this laborious night work and get back home at all hours. Nothing is gained by delivering goods by night that cannot be gained by delivering them by day. I ask honourable members

to pass this Bill as it is so as to include these lorry drivers who are transport workers and therefore shop assistants.

Mr. F. L. WALCOTT: When I was a shop assistant I fought hard to have a Shops Act put on the Statute Book. Some honourable members spoke about the closing day preceding Good Friday and Christmas Day; well, business people and the public must realise that this early closing day at Good Friday and Christmas Day will not work. What I want to speak specifically about is that the honourable senior member for Christ Church seemed to have challenged the honourable senior member for St. Michael as to the rates at which these transport employees are being paid. I have it now on record that there are firms in Broad Street, of which the honourable senior member for Christ Church is a member, which pay less than \$8.00 per week to people in the transport service. I can bring chapter and verse to prove that. I hope that the Labour Department will see to it that all these firms pay proper wages to their employees. There are agreed wages laid down, which many of these firms are not paying. Some honourable members think that \$8.00 a week is a princely sum to pay employees, and a lot of employers threaten the workers that they can leave if they do not accept what they are being paid. I hope that these employers will see to it that fair wages are paid and fair employment practices are carried out; I also hope that the Labour Department will use the services of its Inspectors so as to investigate every claim that is made. The whole purpose of this Act is to protect the workers and we have to maintain the interest of the workers whether it is a question of a small employer or a big employer.

Mr. LEWIS: The honourable senior member for St. Joseph has referred to the recommendations made by the Wages Board which he would accept as being quite in order, but I would like to say that you will have to change the personnel of the Board before you can place that faith in it, because the Board had not well finished making the recommendations before there was some dissatisfaction with what it had done. In the same way the Board effected something which we know to be wrong, I say; change the personnel of the Board before you place that confidence in it. In connection with this early closing day preceding Good Friday and Christmas Day, I am wondering what could be done about the Saturday following Good Friday; it is my opinion that the law should have been amended so that you could change the early closing day from Thursday to Saturday. There are two early closing days in a week alternatively chosen by shopkeepers—Thursday and Saturday—but this Bill only deals with the Thursday. I would therefore like to know what is to be done about the early closing day following Good Friday? If you take away Thursday from some people then take away Saturday from others. I would like to say that this matter was pushed by those in the City who, because the Government brought in a Bill to give employees two weeks' holiday with pay, wanted to stall that off by giving the employees one week holiday with pay. They knew that the Bill was originally lost, they must have had some information to the effect that the Bill would be brought up again, and they recommended that the employees should have one week holiday with pay instead of two weeks' holiday with pay. As regards the lorry drivers whom it has been decided to bring into this Bill, I should like to say that only recently we found that one of these men was going home in the morning with a lorry, probably tired,

and somebody took the lorry from him and knocked down somebody's house in Bay Street. I sincerely hope that the opportunity will be taken to see whether this early closing day should not be shifted from Thursday to Saturday rather than have the shop assistants losing the benefit of the early closing altogether.

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

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

Clauses 1 and 2 were read and passed.

Clause 3 was read as follows:—

3. Section eight of the principal Act is hereby amended:—

(a) by inserting immediately after subsection (1) thereof, the following subsection to be numbered "(2)."

"(2) Notwithstanding the provisions of subsection (1) of this section it shall be lawful for a shop to be opened for business after the hour it is required under a Shop Order to be closed on the early closing day immediately preceding Good Friday and Christmas Day respectively.

Provided that a shop kept open under the provisions of this subsection on the early closing day shall be closed on that day not later than the hour prescribed by such Shop Order for an ordinary closing day."

(b) by re-numbering subsection (2) thereof as subsection "(3)".

Dr. CUMMINS: In moving that this Clause stand part of the Bill, I would like to explain to the honourable junior member for the City that the point which he has raised as regards the early closing day preceding Good Friday will be drawn to the attention of the Government. It is a point which has escaped us. I beg to move that Clause 3 stand part of the Bill.

Mr. COX: I beg to second that.

Mr. LEWIS: This matter does not apply merely to the Thursday before Good Friday; if Christmas Day falls on Friday of this week, it means that the clerks and shop assistants will have lost their half day for Thursday and Saturday of the week before, if this Clause remains as it is. If Christmas Day falls on Wednesday, the clerks lose their half holidays for the week before. I do not think that that is the intention in this Bill, but that is what the position will be.

The question that Clause 3 stand part of the Bill was put and resolved in the affirmative without division.

On the motion of Dr. CUMMINS, 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 Dr. CUMMINS, seconded by Mr. COX in each case, the Bill was read a third time and passed.

Dr. CUMMINS: Mr. Speaker,—At this stage I beg to move that this House do now adjourn for half an hour.

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

On the re-assembling of honourable members:—

Dr. CUMMINS laid replies to Question No. 73, standing in the name of the honourable junior member for St. Lucy, Mr. BRANCKER; Question No. 103, standing in the name of the honourable junior member for St. Joseph, Mr. SMITH.

Mr. ADAMS: Mr. Speaker,—I am asking leave to take as the next Order of the Day No. 60, under Private Members Business.

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

Mr. ADAMS: Mr. Speaker,—I beg to move the passing of the following Address to His Excellency the Governor:—

*The House of Assembly
To
His Excellency The Governor*

The House of Assembly respectfully request Your Excellency to send down the legislation necessary to provide for the following as soon as possible:—

1. A gratuity of \$1,920 for the widow of the late Mr. E. A. Maynard, Official Reporter of the House of Assembly.

2. To bring the emoluments of the Official Reporter of the Legislative Council equal to that of the Assistant Reporter of the House of Assembly.

3. To provide the sum of \$576 for indexing the volumes of the Debates of the Legislature for the years 1944—1951.

4. To provide the sum of \$1,550 for the payment of substitutes for Mr. Maynard while on leave, and for bringing his back work up-to-date.

The Address is very simple. Honourable members, I think, have all read it, and understood what it is about. I move, Sir, that the Address do now pass.

Dr. CUMMINS seconded.

The motion was put and carried *nem. con.*

Mr. SPEAKER: I will ask the honourable senior member for St. Joseph to present the Address to His Excellency the Governor.

Mr. ADAMS: As Your Honour pleases.

**ADDRESS RE ECONOMIC CO-OPERATION
AGREEMENT**

Mr. ADAMS: Mr. Speaker,—I am now asking leave to revert to Government Business and to take Order No. 1 as the next Order.

There being no objection leave was granted.

Mr. ADAMS: Mr. Speaker,—I am asking that the following Address to His Excellency the Governor be passed:—

*The House of Assembly
To
His Excellency The Governor*

The House of Assembly has the honour to acknowledge receipt of Your Excellency's Message No. 25/1951 dated the 31st July 1951, and to inform Your Excellency in reply that they agree to the continued extension to Barbados of Article V of the Economic Co-Operation Agreement so long as those provisions remain an integral part of the Mutual Defence Assistance Agreement between His Majesty's Government and the Government of the United States of America.

The motion was carried *nem. con.*

This Address has been already dealt with in the Other Place, and in fact follows the wording of that one passed by the Other Place. It is true that we are part of the British Empire, although I

do not know if agreement or disagreement will make much difference in the West Indies. It may make a difference in Malaya or other more strategic parts of the world. The most we can say is that if there is any money coming to the Caribbean out of this agreement we will take it. That is what it amounts to. I move, Sir, that the Address do now pass.

Dr. CUMMINS seconded.

The motion was put and carried *nem. con.*

Mr. SPEAKER: I will ask the honourable mover of this Address to present it to His Excellency the Governor.

Mr. ADAMS: As Your Honour pleases.

**BILL TO PROVIDE FOR THIRD PARTY
INSURANCE**

Mr. ADAMS: Mr. Speaker,—I am now asking leave to deal with Order No. 8

There being no objection leave was granted.

Mr. SPEAKER: The next Order is in the name of the honourable senior member for St. Joseph—to move the second reading of a Bill intituled an Act to make provision for the protection of Third Parties against risks arising out of the use of Motor Vehicles and for purposes incidental thereto.

Mr. ADAMS: Mr. Speaker—This Bill is long overdue. I find it difficult to remember when I first heard that it was coming down to the House. As it is, this particular Bill was drafted in the office of the Attorney General by taking a copy of a Bill dated 1948 and altering certain parts of it. That alone shows how long overdue this particular Bill is. I do not think it is necessary to say more than that it is a Third Party Insurance Bill, and is based on similar legislation existing in the United Kingdom, British Guiana and Trinidad. The Objects and Reasons are as follows:—

The Bill seeks to apply to this Island the principle of compulsory insurance against third-party risks arising out of the use of motor vehicles on public roads and is based on similar legislation existing in the United Kingdom, British Guiana and Trinidad.

2. Clauses 3 and 4 make it unlawful for anyone to use a motor vehicle on a public road without being insured against liability for causing death or bodily injury to any person by the use of such vehicle. Provision is also made in Clause 4 to enable hospitals to recover from the insurer expenses reasonably incurred in treating injured persons. A similar provision is contained in Clause 19 to cover the fees of medical practitioners who render emergency treatment to persons injured in road accidents.

3. Under the provisions of Clause 8 every driver of a motor vehicle is required to produce a certificate of insurance to a constable on request, but if he fails to do so, he is allowed a further period of five days from the date of the request in which to produce it at a police station.

4. Clause 9 enables a third party to recover from an insurer the amount of any judgment he may obtain, notwithstanding that the policy may be voidable or cancelled, and Clause 10 provides that in the event of an insured person becoming insolvent, his rights against the insurer shall be transferred to and vest in the third party. The remaining clauses of the Bill contain various detailed provisions for implementing the principles of the Bill; for example, Clause 16 imposes a duty on persons against whom claims are made to give information as to whether or not they are insured, Clause 17 makes it obligatory to surrender certificates of insurance when policies are cancelled, and Clause 22 imposes penalties for forging certificates; in addition Clause 26

empowers the Governor-in-Executive Committee to make Regulations with the approval of the Legislature for carrying the Bill into effect.

Those who have had third party insurance and have been involved in an accident, and are, like myself, poor, will appreciate the necessity for this Bill. I say this, because I was involved in an accident in Great Britain some months ago, and the fact that third party insurance is compulsory in that country enabled me, without expense to myself, to do my duty to other members of the community. I now beg to move that the Bill be read a second time.

Dr. CUMMINS seconded.

Mr. GILL: Mr. Speaker,—I am glad that the Government has seen fit to bring down this Bill. I agree that it is very long overdue. In my practice as a solicitor I come across many cases in which an unfortunate person has been injured, and perhaps permanently disabled and unable to recover because the owner of the vehicle has nothing. I feel that this Bill will be of very great protection to the travelling public. In case of injury as the result of an accident with a vehicle they will be able to recover from the Insurance Company reasonable compensation for the injuries they have suffered. I have much pleasure in supporting this Bill.

Mr. LEWIS: Mr. Speaker,—I have no doubt that there will not be many solicitors and barristers who will not welcome this Bill because their assistance will undoubtedly be needed to make clear what is written on all these pages, for as far as I can see a person may think he is entitled to something and then find that he is not. However, Sir, I am merely going to say that this matter, when it came before the House many years ago was turned down by the House. The principle of the Bill is that someone may be injured by some person driving a motor vehicle or by the owner of the vehicle and the person doing the injuring may not be a man of substance sufficient to compensate the injured person, and therefore it is best to have them compulsorily insured so that those who suffer as the result of negligent driving will get some compensation. But this is another Bill which, like the Workmen's Compensation Act will send a lot of money out of the Island. I think that before this Bill came down to the House Government should have tried to see the possibility of their undertaking insurance such as Workmen's Compensation and Third Party Risks. That is done by other Governments, and only today I was reading of a Socialist Government which has done it, not only for the benefit of themselves, but also for that of the people insured. They are doing it at rates that compete with those offered by private concerns, and they are extending the benefits of repairs to motor vehicles etc. I have been told by someone who is supposed to know about it that the Workmen's Compensation Act sends most of the premium money out of this colony. I feel that it would be a good thing for the Government to set up its own insurance department, and the quicker they start it the quicker will people of the colony know how to conduct business of that sort. We import experts for everything nowadays, and it will not be beyond the resources of the Government to get an expert to help them set up a department of this kind. I would recommend that even now consideration of this Bill be delayed until the Government reaches a decision to set up this department. I cannot imagine that it would be a very difficult thing. You can get someone to come out here and start the department for you. It will undoubtedly be of satisfaction to people to know that they can get the sort of protection

they will expect their representatives to get for them. We have funds for calamities, reserve funds and things of that sort. We can capitalise upon them and carry on our own insurance. So I am counselling the Government that it is no use passing a Bill of this sort, allow others to get into the business and then expect that you can take it away and put it under your control. You will have to give greater benefits—more than you can cover—so as to get the business away from them. I am not going to make any comments on the clauses of this Bill, but I feel that the principle of it is bound up with Government's getting its own insurance department.

Mr. MAPP: Mr. Speaker,—I am not the fortunate owner of a motor car, but I am one of those unfortunate thousands of people who may at any time become involved in an accident. I therefore welcome this attempt to set up some form of Third Party Insurance. But Sir, this like the Workmen's Compensation Act, will mean, as the last speaker has pointed out, that vast sums of money will go out of this island. Recently I was reading a book concerning this matter in England, and the author, commenting on Third Party Insurance, said it was unbelievable how much money had floated into the insurance companies from Third Party Insurance, and how much profit had accrued to them. I have no doubt, Sir, that that is the same thing that will happen here, and that the Government should set up some kind of department to carry on this insurance. You must remember, Sir, that there are many small owners of motor cars in Barbados who get them for business purposes. They are not men with big capital, and if the Government carried this sort of insurance it might mean that the rates charged by the Government would be well within the means of these hundreds of small motor car owners who may find it difficult indeed to pay the high premiums charged by private insurance companies. While we have to protect the people on the road, and while it is obvious that a person may be insured by Third Party Insurance and may not become involved in an accident for his entire life, he is still called upon to pay out high premiums. It will be a heavy burden on these people who are not wealthy motor car owners, especially these people like small taxi owners and those who run cars on behalf of themselves. But if the Government carried this insurance, the rates would be far more reasonable than those charged by the private insurance companies. Government will find that they will be doing a real service, not only to the users of the road, but to the hundreds of small people who are not very wealthy, but who keep a car as their means of livelihood. And what is of even greater importance, the vast sums of money that pour out of the pockets of the owners of motor cars for insurance will remain in this island. That is a very important point, Sir. Difficulties will arise where the Government's setting up of an insurance department is concerned. But I feel that they can be overcome in process of time. They can be handled. If private people can handle those difficulties, the Government should be able to do so. I certainly hope that that suggestion will be considered, and that it will bear some fruit.

Mr. REECE: Mr. Speaker,—The honourable senior member for St. Joseph said that Third Party Insurance was introduced in this House many years ago. It was then argued that it was not suitable for Barbados because there were so many poor people owning cars that they would not be able to insure, and those who ran cars for hire, if faced with this additional expense, would be unable to run their cars remuneratively. That was the argument in those

days. From my experience as a lawyer, I would like to inform this House that like an honourable member who has already spoken, I have come across some very hard cases. Quite recently I took a collision case for a man in which at the time of the collision the motor car changed hands, and I subsequently discovered that it ceased to be licensed and ceased to be a motor car. Although it may be argued that Third Party Insurance is very hard on a man who is poor, one must bear in mind its undoubted benefits to the members of the public who are daily exposed to the risks of the road. I would like to say something with reference to what was said by the honourable junior member for the City. He seems to be under the impression that insurance companies, particularly dealing with matters of this sort, are of a great benefit to lawyers. Never was there a greater mistake. At the time that the Workmen's Compensation Act was introduced in this House the same arguments were used. I would like to tell this House that there was never a more non-remunerative Act for lawyers. Seldom does a lawyer work for three dollars where Workmen's Compensation is concerned, because the insurance companies, having at their heads keen business men have learned that it is better to effect a compromise than to employ lawyers. There is one other point which I think deserves mention. There are many old cars on the road, and there is no gainsaying the fact that if this Bill comes into force, many of them will be rejected. The owners of these cars will feel that a hardship is being put on them. But I say that that aspect of it must be considered in the light of the great benefit which will accrue to the persons who are constantly running the risk of being involved in an accident. I feel that this Bill, just like the Workmen's Compensation Act when that was introduced, is long overdue in this island. I would like to offer a correction to the honourable junior member for St. Thomas who talked about high premiums. I think I can tell him that premiums for Third Party Insurance are not high. It has to be a very comprehensive policy, and the premiums have to be higher than in other forms of insurance. There is another point—about these insurance companies sending a lot of money out of the island. These companies have to pay income tax, and if they are sending too much money out of the island, the Government have it in their power to increase the rate of income tax or to introduce an excess profits tax, and make sure that no insurance company sends too much money out of the island. I would also like to mention that according to the Bill it is for the Executive Committee to determine what companies will operate under this Bill, and they will scrutinise their rates and so see if the rates are beyond the pockets of the poor. That is the only ground on which anyone could object to this Bill. But anyone with any experience, anyone who has seen the tragedies that have occurred from time to time—people injured and unable after that to carry on their normal occupation—will agree that the time has come for the public to be protected. If in protecting the public it is necessary to place some imposition on motorists, I think that we in this House will be justified in doing so.

Mr. MOTTLEY: Mr. Speaker: As the last speaker has said, a Bill similar to this was introduced in this Chamber many years ago. I remember well that nearly 20 years ago one of the main planks in the platform of candidates, some of them now passed on and some with us in different capacities, was Compulsory Third Party Insurance. As the honourable junior member for Christ Church has just said, much was made of the fact that it would create a great hardship upon persons who used cars as

their only means of livelihood, because of the rates charged etc. I think that those conditions still exist, but we are bound to face facts as we see them. Our traffic problem is becoming rather difficult, and the public generally must be protected. As we have heard, we must adhere to the democratic principle of the greatest good for the greatest number, and we cannot say that because of the 5,000 car owners in this country we should allow the other 190,000 people to be exposed to the danger of having the bread-winner of the family killed, disabled or disfigured for life without any means of proper compensation being paid to support the members of the family. We should not allow such conditions to exist today and we should see that legislation is enacted to give people that type of protection. I must confess that I did not expect that this Bill would be dealt with today, although it is a fact that nearly everyone of us in this House has at some time or other agreed that compulsory Third Party Insurance in Barbados is absolutely necessary. I have not had time to go into this Bill, but I am going to throw out one or two suggestions. I wonder if the member in charge of the Bill would not agree to postpone it after we have passed the second reading. I will not go into that now. Before dealing with that, I will say that if there is one benefit that will be derived from this Bill it is that it will assist with unemployment in the island. What I mean is that if it is passed, many people who now drive their own cars will have to employ chauffeurs because they have reached an age at which they will not be insured as drivers. Then there will be others who will not be insured because they are not physically fit. On the other hand, Sir, I think we will be all in sympathy with those who have hired cars. The rates they will be called upon to pay will be something like \$48.00 a year. In addition they will have to pay their licence and then trade tax. But I say that even although a hardship may be created on these people, there are a lot of people who have cars and who put them in the hands of irresponsible people who run helter skelter on the highways endangering the lives of peaceful and respectable and law abiding citizens. These people will see that it is not wise to invest what is very often hard earned cash in cars just to put them in the hands of irresponsible people. Indeed, Sir, you and I observe many cases, especially on days when bank holidays are being celebrated, in which people drive cars without thought of the people who happen to be pedestrians. Those people will be offered some protection by this Bill. What I am worried about is that we often enact laws in this country, and they are enacted and that is all. I hope that this will not be just one of those Bills which will be passed so that Barbados can say it has an Act for Compulsory Third Party Insurance on the statute book. People must benefit from this legislation. You have heard the lawyers say how often the injured party in a collision case gets nothing but a judgement in his favour after the defendant has been found guilty of negligence or of reckless driving. Sometimes children have their lives actually snuffed out through no fault of their own. Just as people are compelled to licence their cars with the parochial Treasurers, and just as they are checked on to see that these cars are licensed, there should be some system whereby it can be made sure that not only is a car licenced, but that it has been insured under Third Party Insurance. I regret that I did not know that this would be dealt with this evening. I would, however, like to make a suggestion which I think would prevent any undue hardship from being

created. There should be some system worked out whereby just as a car owner can pay half his license in one half of the year and the other half in the second half of the year, so he should be able to pay his premium for Third Party Insurance instalments. I am thinking of the people who make their living out of hired cars. In my considered opinion, and I hope that the Leader of the House is listening, I am saying that opportunity should be given to a person to pay his premium in two instalments. If this Act is to be effective, there must be a system whereby a car owner will have to produce a certificate showing that the car has been insured. That will protect people from themselves. Otherwise you may find that a man may just licence his car, get around the Third Party Insurance, and then if he happens to be involved in an accident and a prosecution is brought, it will be found that he has not insured his car and the penalty will be very severe. I think that the suggestion I have made would ease the individual. I do not know if it is possible to put such a provision in the Bill. Another point that I wish to make is as regards buses. It is no use having Third Party Insurance for motor cars only. In my considered opinion it is very important that buses, in which the lives of many people are endangered at one time, should also come under this Act. Sometimes there are as much as 60 people in a bus. I have no desire to hold this Bill up, but speaking for myself, I would not like to vote for this or any other Bill in this House without knowing its ramifications; and I must confess that while on the face of it I support Third Party Insurance, I have not had an opportunity to study this Bill because I got my copy of it only yesterday. I may be a lone voice crying in the wilderness; there may be others who have read it, but I am wondering if it would not be possible to postpone the discussion of this Bill in committee this evening after the second reading has been passed. You will agree with me, Mr. Speaker, that even the most humble of us in the Opposition or even in the Government are still able to contribute something which may be of value in dealing with a measure of this sort. It cannot be argued that this Bill was in the hands of honourable members for a long time, but I think that honourable members will agree with me that though we all agree with the principle of Third Party Insurance, it takes more than the clerk just reading the sections of the Bill and members voting for the section. We must do our work seriously and one should have time to go through the Bill section by section and apply one's knowledge of local conditions. I have not the slightest intention of holding the Bill up. I will vote for the second reading. But I am bound, after that, to suggest, even if I stand alone, that further consideration of the Bill be postponed so as to give honourable members a chance to think of the suggestions that I have made. There are also suggestions which have been made by other honourable members who have spoken. As far as the suggestion that Government should carry on its own insurance department is concerned, you should see what is the number of motor cars, buses etc. If you do not have these statistics they can be supplied, and then you will be able to see if it would be a profitable business for the Government. Without more ado, I will say again that I support the principle of the Bill, but I think that after the second reading has been passed further consideration should be postponed until at least next Tuesday so as to give honourable members a chance to study the Bill, and so that certain statistics can be gone into.

Mr. ADAMS: Mr. Speaker,—I will agree with the suggestion that further consideration of the Bill be postponed after the second reading has been passed. I did not realise that honourable members only got copies of the Bill a day or two ago. As regards the suggestion made about the Workmen's Compensation Act, some of us had asked the Head of the Executive to go into the question of providing insurance for all social services. The matter was gone into carefully, and it was felt that it was not practical for the Government to run such a scheme, because of the expenditure that would be involved in staffing a department with people who knew something about what they were doing. It was felt that it would be better to allow the private insurance companies to deal with it, and we could, if necessary, try to control their premiums. We sent to other parts of the Empire to discover what schemes of insurance were being run by other Governments. As I have said, the question was gone into thoroughly, and I was quite satisfied in those days that it should be done privately rather than by the Government. As regards that point, honourable members can be assured that the Government has carefully considered it, and does not see how it can very well at the present time run an insurance department of its own. It has not abandoned the idea, however. As regards the other point about rates, years ago when this was before the Executive Committee the Government enquired of some 19 local people of the insurance companies in the island, and agents of insurance companies plus the Barbados Fire Insurance Company, as regards their rates. There was in existence then the Barbados Accident Insurance Association. We made these enquiries and the companies sent to their principals in London, Glasgow, or wherever the particular head office was. We got back replies, and some of the rates were very high. One of them was £22.0. per bus of nine seats. We took a decision to get lower rates. Eventually these were the rates we got:—

Private cars, up to 15 H.P. £2.12. Over 15 H.P. £3.3.

Own Goods up to 15 H.P., £2.18. Over 15 H.P. £3.7.

General Cartage up to 15 H.P., £3.7. Over 15 H.P., £4.16.

Public Hire (four seats) £10.7. (six seats) £12.10.

Private Hire, at public hire rates, plus 33 1/3 per cent.

Omnibuses (9 seats) £17.3., plus (over 9 seats) 15/- per seat.

A.G. trucks £1.12.

Private motor cycles £2.14.

Commercial motor cycles £2.14.

Those were the figures which we got. I will accept the motion for postponement on the ground that many honourable members have never seen the old Bill, and have not had sufficient time to study this one.

Mr. ALLDER: Mr. Speaker,—

Mr. ADAMS: I am perfectly prepared to accept the motion for the postponement. The honourable member can speak next Tuesday.

Mr. ALLDER: I was hoping, Sir, that the—

Dr. CUMMINS: I beg to move that further consideration of this Bill be postponed.

Mr. ALLDER: I beg to second that.

The motion was put and carried *nem. con.*

ADJOURNMENT

Dr. CUMMINS: Mr. Speaker,—I beg to move that this House do now stand adjourned until Tuesday next. I want to remind honourable members

that it is the intention of the Government to deal with the question of federation.

Mr. COX: I beg to second the motion.

The motion was put and carried *nem. con.*, and Mr. SPEAKER adjourned the House accordingly.